



# New Cars™

**252**  
MODELS  
RATED

# BEST & WORST

**CARS, SUVs  
& TRUCKS**



**FORD BRONCO**  
We Test the  
New SUV!

JULY 2022 CR.ORG

**CR'S COMPLETE  
CAR REPAIR GUIDE**

**TIRES THAT TOP  
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# The Road to a Fair Deal for All Car Buyers

From researching and buying to owning and driving, **there's no better source for trusted car information than Consumer Reports.** Get ratings, receive recall alerts, locate a repair shop, and even find tires—all with our extensive car coverage, tools, and benefits.

We're driving to raise the bar on everything from fuel efficiency to safety. **Because we believe you deserve a fair deal.**

[cr.org/driveforfairness](https://cr.org/driveforfairness)





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## The CR Difference

WITH CAR PRICES at near-record highs, it can feel like there's no way to decide whether you should buy what's available or put off a purchase until later.

CR is here to help! You can rely on our recommendations because we have detailed data that nobody else does.

We conduct exclusive annual reliability surveys of our members to find out which problems cost vehicle owners time and money, and which cars are trouble-free. We also ask owners whether they're satisfied with their vehicle, because the only thing better than a reliable car is a reliable car that owners love, too.

In our most recent Annual Auto Surveys, we gathered data on about 300,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. Only CR buys its own vehicles to test rather than relying on press samples, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a souped-up version that an automaker loaned us in order to get a good review.

CR is a nonprofit organization, and we don't answer to automakers or dealers. It's why you won't see any ads from automakers in this magazine, but you will see exclusive test data that you can't get anywhere else.

So rest assured: You've started searching for a new car in the right place. We are proud to have earned your trust.

—CR's Auto Test Team

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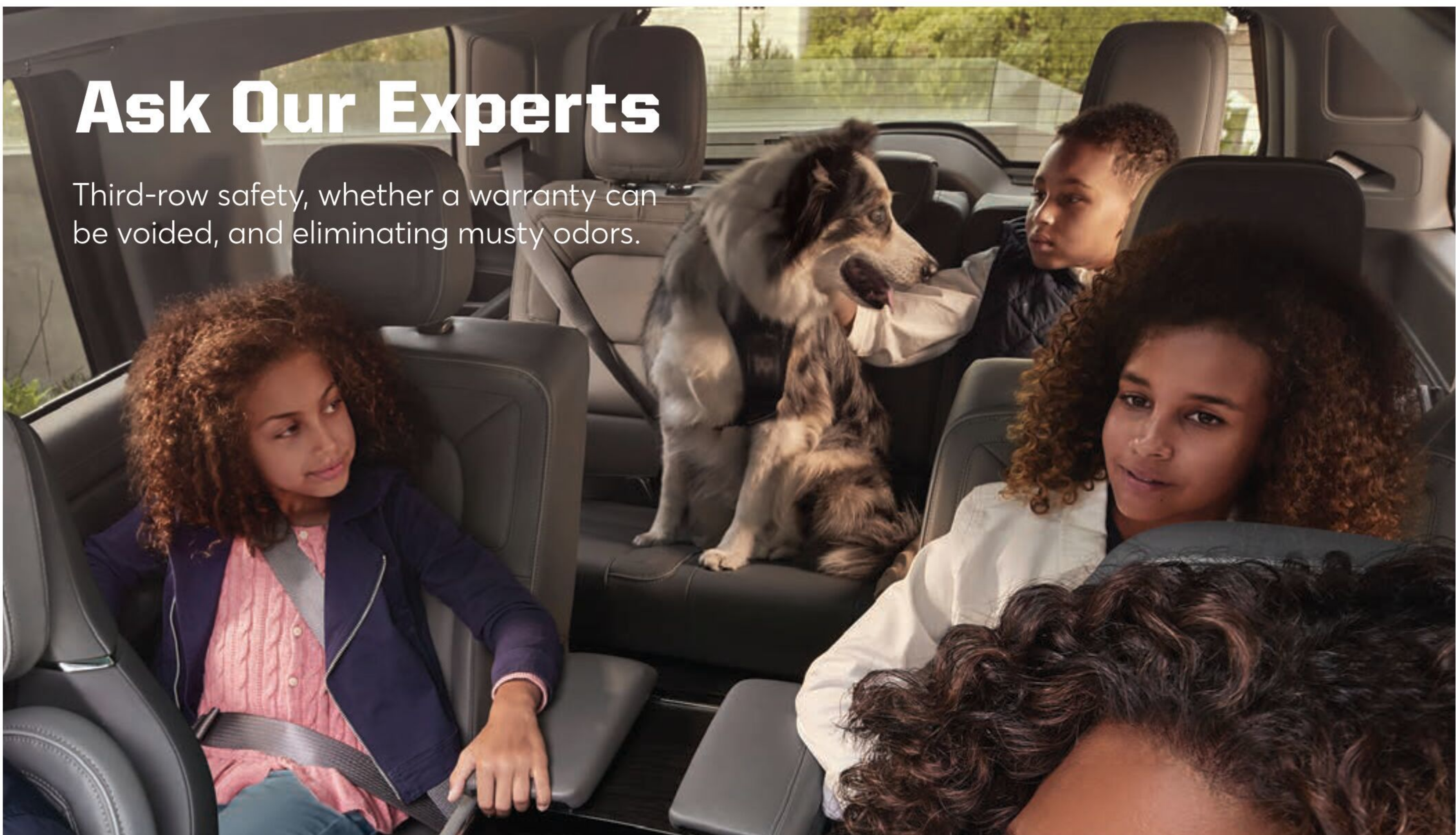
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# Ask Our Experts

Third-row safety, whether a warranty can be voided, and eliminating musty odors.



## Q. How safe are my children in a rear crash when they're in the third-row seat of my SUV?

Right now, there isn't much real-world crash data available for third-row seating.

"The Insurance Institute for Highway Safety is coming out with testing where they're putting crash-test dummies in the rear seat and looking at how they perform," says Emily Thomas, CR's auto safety engineer. "However, this new testing is focused on frontal impact, not rear impact."

There are things you can do to make sure you are safe if you are sitting in the third row.

If you're putting kids in the third row, make sure that they are in the correct car seat for their age, height, and weight; that the seat is securely installed; and that your child is properly harnessed, Thomas

says. (Go to [CR.org/carseats](https://www.consumerreports.org/carseats) for more on installing child seats.)

If an older child or an adult is in the third row, make sure they are wearing the shoulder belt centered across the collarbone and chest, and the lap belt low across the hips. Also make sure the top of the head restraint reaches at least the top of their ears.

### Q. Do I need to service my car at the dealer?

Despite what you may have heard or even been told by an employee, you won't void the factory warranty if your car isn't serviced at the dealership.

The Magnuson-Moss Warranty Act states that it's not legal to require the use of a manufacturer part or service to

maintain a warranty. So you can take the car to an independent shop or even another dealership that's not the same car brand as your car.

However, damage resulting from a faulty repair might not be covered by the warranty. For example, if you decide to change the oil yourself and forget to put the oil filter back on, then drive the car and ruin the engine, that won't be covered.

Ultimately, have your car worked on by a reputable shop, whether at the dealership or elsewhere, that will stand behind its work. And keep the receipts, just in case.

### Q. How do I keep my A/C from smelling musty?

You've probably seen a small puddle of water under the bottom of your car on a hot, humid day. That's the water from your car's air conditioning system, which exits via the evaporator drain under the bottom of the vehicle. But if some of it collects in the

# 30

The percentage of CR-rated 2021 vehicles with seat-belt reminders for rear-seat occupants.

SOURCE: Consumer Reports.

evaporator and sits in there for a while, bacteria and mold will form and you'll smell it in the cabin of the car. Fortunately, it's a pretty easy fix. First, turn on the fan on the low setting and open up the car's windows. Then, if you have a cabin filter, remove and replace it. Cabin filters are often mounted behind the glove compartment door.

# START YOUR ENGINES

CAR REPAIR HANDBOOK, WHY NEW CARS LACK CERTAIN FEATURES, AND TIRE RATINGS.

## Your Car Repair Handbook

CR explains when to try your hand at DIY, and when to call a professional.



# W

ITH NEW AND used car prices surging from a global shortage of microchips, more owners are fixing their older cars

rather than buying new ones.

But where should you service your car. The dealership? A reputable independent shop? Or should you do it yourself?

If your car is under warranty, the answer is simple—always take it to the dealership for a covered repair. For other situations, the answer depends on what service needs to be performed.

“Car owners who want to save money should strategize the best option for each job,” says John Ibbotson, Consumer Reports’ chief mechanic.

CR’s auto experts reviewed common maintenance and repair items, breaking down the best and most cost-efficient options. For example, if you’ve never changed your own oil, we recommend going to the dealership. It’s not much more expensive than an oil-change shop, and we think it’s worth it for the manufacturer-recommended oil and filter.

On the other hand, some repairs are so simple, and the parts so inexpensive and easily available, that you may find that it’s more convenient—and far cheaper—to do them yourself.\*

We also provide the cost for each repair and maintenance task for a Ford F-150 and a Toyota Highlander, among the most popular models in our survey and in the marketplace.

## FIX IT YOURSELF



### Engine Air Filter

**PARTS, FORD F-150:** \$21

**PARTS, TOYOTA HIGHLANDER:** \$25

**DESCRIPTION OF JOB:** Jill Trotta, vice president of industry and sales at Repair Pal, and a technician who has 30 years’ experience and is certified by the National Institute for Automotive Service Excellence, says increased demand for automotive service work, combined with parts shortages and a technician shortage, can make for longer wait times at the repair shop. (RepairPal, a provider of auto repair and maintenance information, is a CR partner.) So doing the easy stuff yourself is a no-brainer. Changing the engine air filter, which keeps contaminants from entering the engine’s combustion chamber, is simple and easily accessible on most cars. Remove any debris before installing the new filter so they don’t get into the engine.



### Cabin Air Filter

**PARTS, FORD F-150:** \$30

**PARTS, TOYOTA HIGHLANDER:** \$36

**DESCRIPTION OF JOB:** This filter keeps the air circulating inside the car free

of allergens and contaminants. The filter is usually accessed through the glove box. Some filters are simple to reach and a quick job, while others are more difficult. Step-by-step instructions on how to access and replace the filter can often be found in the vehicle owner’s manual. CR’s Ibbotson says that YouTube instructional videos can be helpful. They often have step-by-step instructions.



### Windshield Wiper Blades

**PARTS, FORD F-150:** \$28

**PARTS, TOYOTA HIGHLANDER:** \$50

**DESCRIPTION OF JOB:** On most cars, these can be replaced in minutes. (Some auto parts stores will even do it for free after you buy the wipers.) Place a soft cloth on the windshield in case the spring-loaded wiper arm snaps back onto the glass during the replacement. Make sure the blades are affixed properly—if they fall off, the wiper arm can scratch or break the windshield glass and affect visibility. Some cars have a wiper arm “service position” that must be set before installing new wiper blades. Your owner’s manual should tell you how to activate this feature.



a good, long-lasting ride. Even name-brand aftermarket shocks often come in different grades, so ask for details about quality and price.



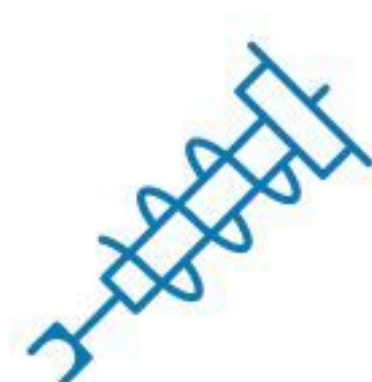
## Head Gasket

**COST, FORD F-150:** \$1,532

**COST, TOYOTA HIGHLANDER:** \$1,943

**DESCRIPTION OF PROBLEM:** A head gasket creates a seal between your car's engine block and its cylinder head. Over time the gasket can start to leak, which can get progressively worse and lead to overheating and engine damage. Replacement can be labor-intensive for most head gaskets, but the job is usually relatively simple, so it makes sense to choose an independent shop, which typically charges a lower rate for labor than dealerships. "Loyalty to one shop is most often rewarded with technicians who know your particular vehicle, and with an honest appraisal of what's needed," says CR's Ibbotson. "A good shop that you've developed a rapport with will be able to tell you whether they can handle a job, or if you should take it to the dealership or a specialist."

## GO TO AN INDEPENDENT SHOP



## Suspension Shock/Strut

**COST, FORD F-150:** \$628

**COST, TOYOTA HIGHLANDER:** \$658

**DESCRIPTION OF PROBLEM:** Suspension parts are regular wear items that,

if in poor condition, could cause unsafe braking and handling. How long shocks and struts last depends primarily on the road surfaces you usually drive on. Rougher roads are harder on these parts. Their replacement is fairly straightforward, but make sure you ask the shop for the highest-quality parts to ensure



## Brake Pads

**COST, FORD F-150:** \$167

**COST, TOYOTA HIGHLANDER:** \$228

**DESCRIPTION OF PROBLEM:** This fix is the most frequent on the list of common repairs, according to RepairPal data.



Brake pads—a regular wear item, like tires and windshield wiper blades—need to be replaced every so often. The number of miles between replacements depends on the model, road conditions, and how you drive the vehicle. The repair is usually pretty standard from vehicle to vehicle, so we recommend an independent shop. To keep costs down, the shop will probably use lower-cost aftermarket parts, so it's up to you to ask for the best ones possible, Ibbotson says. Good aftermarket parts may still be less expensive than factory parts. Brake rotors should usually be replaced along with the pads to ensure smooth operation. The technician should also inspect the condition of related parts, such as wheel bearings and suspension components, that

can affect braking safety and performance, Ibbotson says.



## Spark Plugs

**COST, FORD F-150:** \$232

**COST, TOYOTA HIGHLANDER:** \$409

**DESCRIPTION OF PROBLEM:** Spark plugs ignite the fuel-air mixture in your engine's combustion chambers, which creates power to move the vehicle. When they get dirty or worn out as miles accrue, it can affect fuel economy, drivability, and even emissions. Replacing spark plugs on some engines is easier than on others—a

Toyota four-cylinder engine's spark plugs are accessible from the top of the engine, whereas the spark plugs on a Subaru's flat-four are in a tight spot on the side of the engine. Either way, independent shops work on a variety of cars and will have the tools and expertise to replace spark plugs and do other tuneup tasks.



## Alternator Replacement

**COST, FORD F-150:** \$549

**COST, TOYOTA HIGHLANDER:** \$735

**DESCRIPTION OF PROBLEM:** The alternator is a belt-driven part that converts

## HEADLIGHT REPLACEMENT

Headlight bulbs can burn out after a few years. Many older-type bulbs are easy to replace, but if your car has the newer LED lights, get them installed by a pro because the entire lamp assembly often needs to be replaced.



**10 TO 15 MINUTES**

### WHAT YOU NEED

- Two replacement bulbs (replace in pairs)
- Basic hand tools



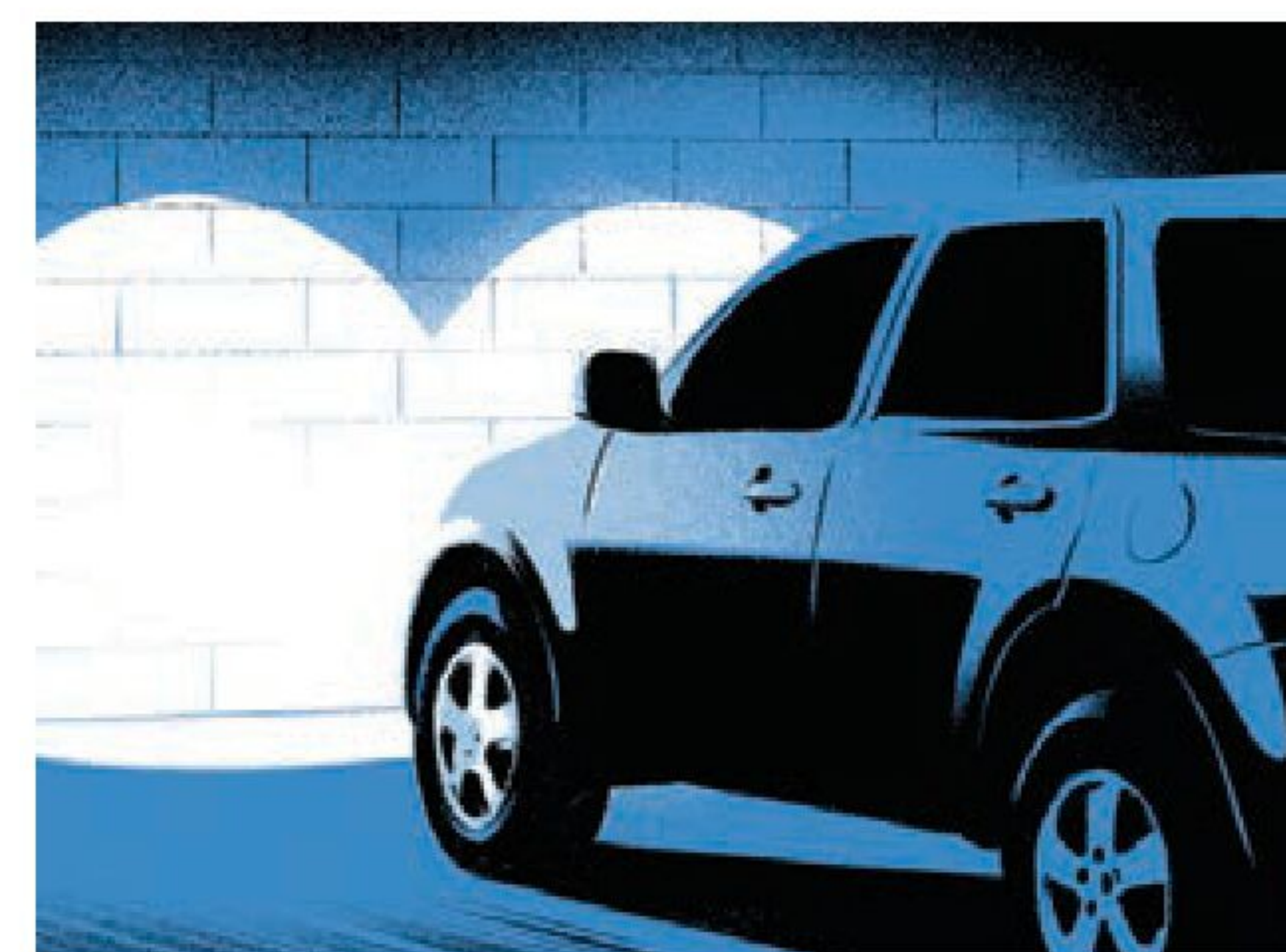
### Expose the Bulb

Be sure the car is off. Open the hood to access the rear of the headlamp housing. A small circular clip or twist lock is often all that holds the lightbulb in its housing.



### Disconnect the Bulb

You may have to move parts that are in the way—the car battery or air cleaner box, for example. Once exposed, the bulb should twist free or unplug from the wiring harness.



### Install and Test

Wear gloves when installing the new bulbs to avoid getting skin oils on the bulbs, which can cause them to fail early. Test the lights to verify that they shine straight.



## HOW TO FIND A HIGH-QUALITY REPAIR SHOP

Here are some basics for identifying a good shop, according to John Ibbotson, CR's chief mechanic.

### Ask for Recommendations

Check with friends, especially if you know someone with a car that's similar to yours.

### Find Specialty Shops

Garages that focus on a particular car brand are more likely to have the latest training and equipment for it.

### Check for Certification

A high-quality mechanic and shop should be certified by the National Institute for Automotive Service Excellence.

### Look for Online Reviews

Search RepairPal and Yelp for customer reviews. Check Facebook groups for recommendations in your area.

### Give the Shop a Trial Run

Try a new shop with a smaller repair or maintenance work, such as an oil and filter change. If the mechanics do good work and communicate well, you can feel comfortable taking your vehicle back for more complicated repairs.

### Ask About Warranties

Inquire about a shop's guarantee for common repairs. It should be willing to stand behind its work.

engine power into electricity for charging the battery and powering the vehicle's many onboard electronic components. Replacing one is another common repair that varies in complexity depending on the vehicle make and model. Some alternators are easily accessible. Others, not so much. But in general,

disassembly of major components isn't required to get to an alternator, so an independent shop is a good choice. Gas-electric hybrids and even mild hybrids, on the other hand, won't have a traditional alternator, and they might need attention at the dealership if there is a problem.

## GO TO A DEALERSHIP



### Advanced Safety System Alignment

**COST, FORD F-150:** \$280

**COST, TOYOTA HIGHLANDER:** \$178

**DESCRIPTION OF PROBLEM:** Many newer cars are equipped with the active driver assistance systems that CR recommends having in all new vehicles. Features such as automatic emergency braking, blind spot warning, and adaptive cruise control consist of a series of cameras and/or sensors feeding information to a computer that works with vehicle control systems to increase safety. Occasionally—whether because of a fender bender, windshield replacement, or software problem—these systems can need repair and special alignments so that the cameras and sensors operate with precision. The dealership is best equipped to repair this complex hardware and software

because it will have the most up-to-date tools. Independent shops can do some of this work. But, Ibbotson says, “the dealership's expertise in its own cars justifies the higher cost of labor for these repairs.”



### Infotainment Glitches

**COST, FORD F-150:** Varies

**COST, TOYOTA HIGHLANDER:** Varies

**DESCRIPTION OF PROBLEM:** CR members complain frequently in our auto surveys about infotainment reliability problems—frozen screens, touch-screen buttons that don't respond readily, or systems that go dark and need reboots, among other problems. Software bugs are more common than you might think, says Ibbotson. He says that only factory-backed dealerships will have the right computer

equipment and parts available for proper diagnosis and software updates, so it's not a good idea to go to an independent shop. "Plus, the dealership will always have the latest information from the manufacturer," Ibbotson says. The owner's manual might tell you how to reboot the infotainment system yourself, and that might fix a software-related problem.



## Airbag and Seat Belt Maintenance and Repair

**COST, FORD F-150:** \$442

**COST, TOYOTA HIGHLANDER:** \$609

**DESCRIPTION OF PROBLEM:** Problems can also arise with airbags, such as the ongoing spate of Takata airbag recalls over the past several years. Or a blinking airbag light could indicate a potential malfunction. Seat belts can also develop problems; they contain specialized mechanisms, such as pretensioners, that have turned some restraint systems into high-tech feats of engineering. And child car seats are often secured in the back seat by belts that need to be in tip-top shape. If you have an airbag or seat belt problem, the dealer is best equipped to fix it and to ensure proper operation.



## Timing Belt Replacement

**COST, FORD F-150:** \$1,215

**COST, TOYOTA HIGHLANDER:** \$742

**DESCRIPTION OF PROBLEM:** A timing belt (or chain) is a vital part that keeps the

engine operating smoothly. Timing belts should be replaced proactively at specific intervals, often at 100,000 miles. It's a complicated procedure, often requiring partial engine disassembly. Skipping this service can lead to major engine damage, such as the pistons impacting the valves inside the engine. It's also important to replace other key parts, such as idler pulleys, belt tensioners, and even the water pump, at the same time. If they aren't replaced it could lead to expensive failure and repairs down

the road. Also, doing that work at the same time will save you some money; the mechanic has to remove them to change the belt, so you will already have incurred for most of the labor costs—all you have to do is pay for the parts. If you already deal with a trustworthy independent shop, they should be able to handle this job. But Ibbotson says dealerships are more likely to know which parts associated with the timing belt or chain for your model should be replaced at the same time to avoid problems in the future.



## WHAT ABOUT EV REPAIR AND MAINTENANCE?

CR has found that, generally, electric vehicles cost less to maintain than their gasoline-powered counterparts, because they contain fewer moving parts. For example, EVs have no timing belt or spark plugs to contend with. But they do have items, such as tires, brakes, windshield wipers, and suspension parts, that wear as time and mileage pile up. Most of these items are similar to those found in gas-powered cars, and

they can be worked on at independent repair shops. But some EV-specific maintenance items and repairs require specialized knowledge and equipment, and only EV technicians should tackle them.

### BATTERIES

EV battery packs—the large array of cells that power the car's motor—usually last a long time. But they degrade over time. Replacing an entire battery is rare, but individual cells can be replaced at a shop

that specializes in EVs and batteries, or at the dealership.

### SOFTWARE ISSUES

As with a gasoline-powered car, you should take your EV to a dealership if there are problems with infotainment or other in-car displays.

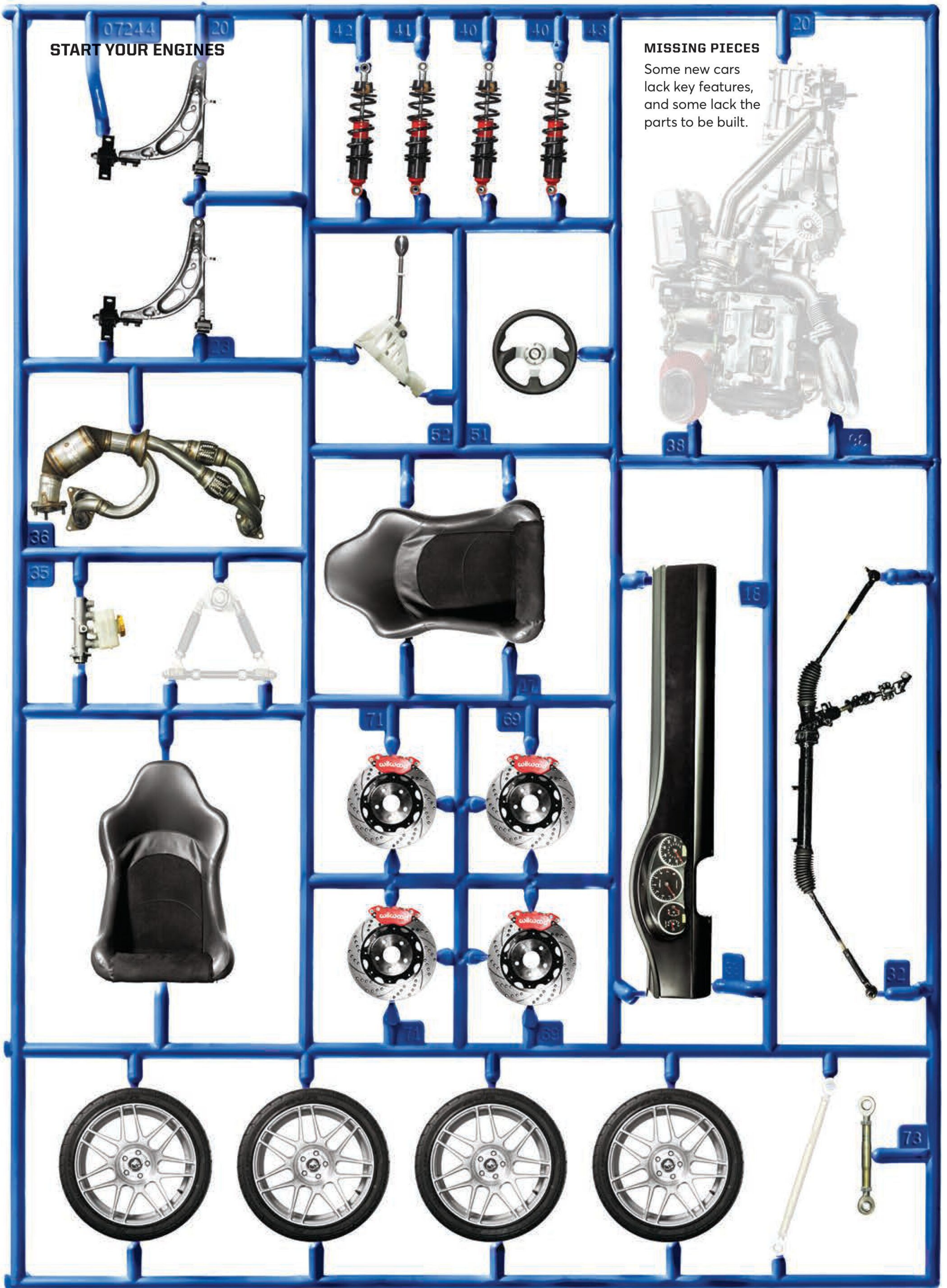
### CHARGING PROBLEMS

The charging port and information displays can malfunction, making it impossible to recharge the car. This should be addressed by the dealership.

**START YOUR ENGINES**

**MISSING PIECES**

Some new cars lack key features, and some lack the parts to be built.



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# Why Your New Car May Not Have Everything You Want

Ongoing supply chain issues are causing automakers to drop some features and trim levels. Here's what consumers can do.



**B**UYING A NEW car? If you're looking for something specific, it might take months to find it—and even then, some

options might not be available. Some new cars on dealer lots may be missing the features you might expect, or don't have options that have been advertised.

Blame the shortage of parts and price increases for raw materials, which has hit the auto industry hard. Automakers like Ford, GM, and BMW are reportedly cutting features, delaying production, and even raising prices in response.

Consumers, meanwhile, are left waiting for cars they've already ordered, or driving home vehicles that may be

missing features they wanted.

"There are problems right now within the industry related to a variety of parts and components," says Stephanie Brinley, a principal analyst at IHS Markit.

Demand for new cars spiked at the same time that the auto industry got hit by shortages of semiconductors and raw materials needed to build vehicles. To top it off, the supply chain still hasn't recovered from early pandemic-related factory closures, while weather, the ongoing spread of COVID-19, war and unrest, and interference with supply routes added to the challenges for some companies. That means consumers are ending up with fewer choices on dealer lots, and longer waits for vehicles with specific features and options.

Automakers are also rationing the semiconductor chips they do have.

Since supply chain troubles started, they have deleted features like heated seats and premium audio. GM is shipping some vehicles without certain rear parking sensors and left fuel-saving technology off some trucks. Ford says it has not offered optional satellite navigation in some vehicles due to the chip shortage. Customers have also said that some BMWs and Audis no longer offer wireless charging and other features.

For example, the 2022 BMW 230i that Consumer Reports purchased for its own testing program is missing satellite radio, listed as "XM Delete." When we asked whether this was attributed to the chip shortage, Jay Hanson, a BMW spokesman, told us that "due to the worldwide semiconductor shortage affecting the entire automotive industry, there may be some limitations on the availability of certain optional equipment." He added that the automaker can't speculate on when the limited availability of the features will end. Ford has told consumers that it may take longer than usual to receive ordered vehicles.

Some automakers have let plants sit idle. And anecdotal reports of dealers adding thousands of dollars to the prices of popular vehicles abound.

So what is a car buyer to do? Experts at Consumer Reports and within the auto industry say it pays to be patient and flexible—but that shoppers shouldn't let automakers or dealerships take advantage of the situation.

## When the Chips Are Down

In this environment, buying a car isn't always as simple as picking something off the lot and negotiating a price lower than what's on the window sticker.

Even if buyers can find a car, they may be surprised to find that they can't get

the set of features they want. Faced with a limited supply of chips, auto-makers are prioritizing the most popular trim levels when choosing what to build, says Carla Bailo, president and CEO of the Center for Automotive Research (CAR). “It’s definitely based on the models that the consumers are demanding right now,” she says.

As a result, if you want a specific set of options, you might not be able to get it.

If buyers have a car on order, they might end up facing a longer wait than expected. Throughout the process, they should stay in contact with a dealer and ask for a refund if they decide the wait isn’t worth it, or if they find out the new car they ordered isn’t coming with a feature they thought it would.

When you place an order, make sure it specifically lists the options that are important to you, says Daniel Blinn, managing attorney at Consumer Law Group, a law firm in Connecticut that handles consumer issues. That way, you aren’t stuck with a car if it shows

up without features you ordered—like what reportedly happened to some Tesla Model 3 and Model Y buyers last year, whose vehicles arrived without the adjustable passenger-side lumbar support they’d been promised.

“If the vehicle does not conform to the description in the contract, the consumer has the right to reject the vehicle and obtain a refund,” Blinn says.

Unless their order contract says otherwise, a buyer should also be able to get a refund if the vehicle they ordered has been delayed.

“Dealerships are likely to tell a consumer that they can apply the deposit to another vehicle. But consumers would have a right to a refund under these circumstances,” he says.

If you’re still interested in the vehicle despite delays, ask the dealer whether there’s anything they can do to make the wait less painful, whether it’s a discount or complimentary extras, says Jake Fisher, senior director of CR’s auto test center. “If you paid for one thing but

you’re getting something less, that is a negotiating opportunity,” he says.

In some cases, a consumer will decide that it’s worth it to have the car even if a feature is missing, says Fisher. “If they’re taking off something that’s not important to you, don’t not get your car because of that.”

### Be Prepared for Changes

If you need a car right away, Fisher says that it pays to be flexible. “If a car doesn’t come with navigation anymore, maybe you can access navigation through Android Auto or Apple CarPlay, and maybe you could save some money,” he says. Some features that went missing can be added after a vehicle is sold, but others—including the fuel-saving cylinder deactivation technology that some GM trucks didn’t get—cannot.

New technology makes it easier for dealerships to track down specific cars and help consumers find exactly what they want, Brinley says.

## DUDE, WHERE'S ANY NEW CAR?

It isn't just certain features that may be hard to find. The chip shortage is making it tough to locate any new car, SUV, or truck.

An ever-tighter supply of new cars means consumers can expect not to find deals—or even cars, in some cases.

“There is very little on dealer lots to actually sell,” says Sam Abuelsamid, an analyst at Guidehouse Insights, which tracks the automotive industry. “If you anticipate needing a new car in the next six months,

it’s probably best not to wait. Go ahead and place a factory order now.”

Jake Fisher, senior director of Consumer Reports’ Auto Test Center, recommends holding off until the market has shifted in the buyer’s favor. “Now is a terrible time to buy a car, so it’s probably best to avoid it if you can,” he says.

CR has a few tips to

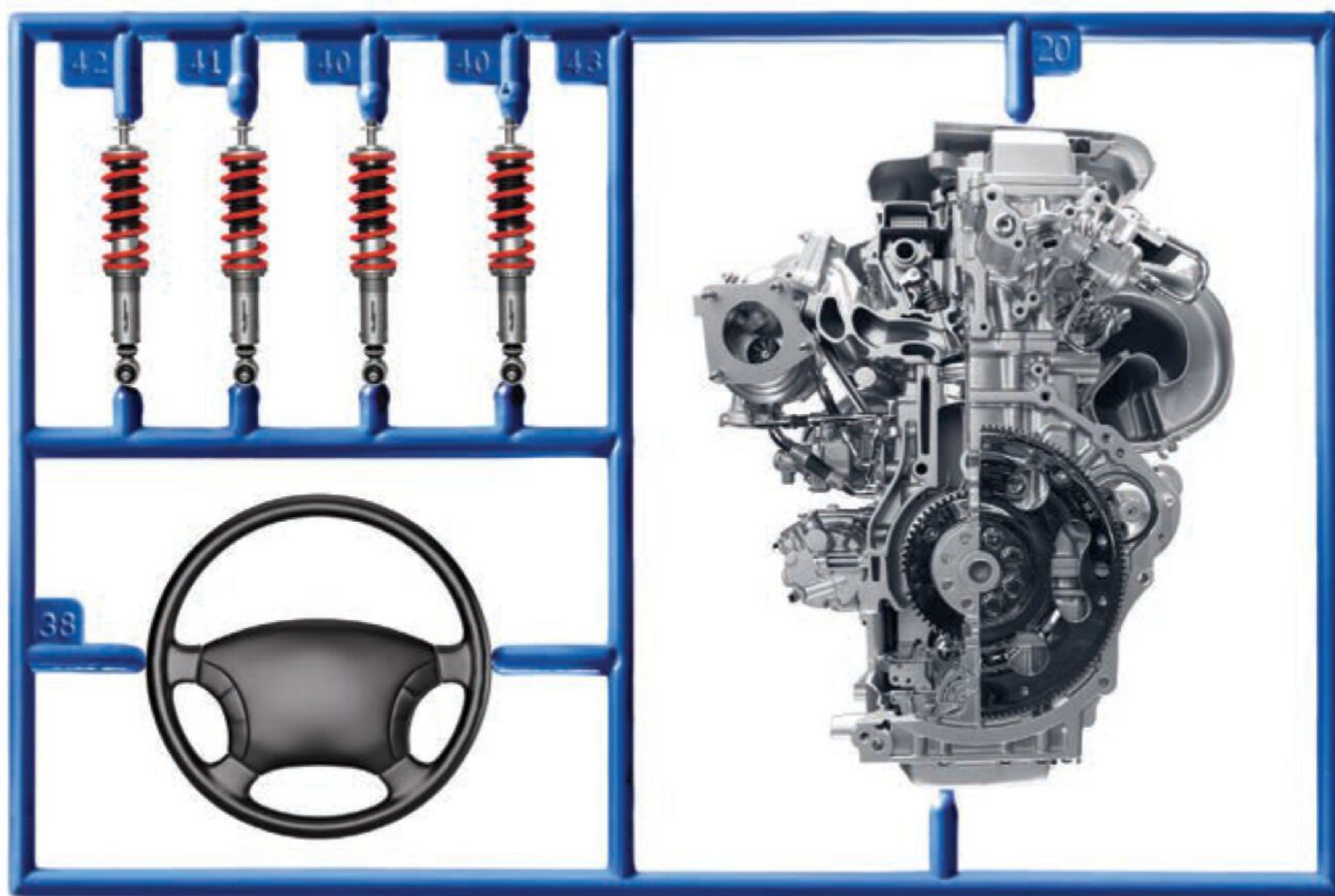
help you navigate the challenging market.

If you’re shopping for a new car because your old one has mechanical problems, Fisher suggests getting your old car fixed. In general, he says, it’s better to avoid a situation where you have to buy a new car because the old one is falling apart.

Still, if you have to

buy a car, Fisher says to look at models that aren’t in high demand—basically, ones that aren’t all-wheel-drive SUVs and pickup trucks.

CR recommends a range of models that aren’t best sellers, so you can probably find deals on sedans and two-wheel-drive SUVs. You can also look at cars that are similar to high-demand models.



But even if you can find what you want, that doesn't mean you'll pay what you want. Gabe Shenhar, associate director of the auto test program at CR, says that deals on new cars are harder to find, with manufacturers cutting incentives and rebates. He oversees all of CR's test car purchases and has also confirmed that some dealerships are charging up to \$5,000 above manufacturer's suggested resale price, or MSRP. Indeed, even our experienced buyers—some of whom have negotiated the prices on hundreds of cars—have been unable to avoid paying a few thousand dollars in so-called “market adjustments” when buying certain popular cars for our vehicle test program.

“You may have to go to many dealers to find one that won't mark up a price,” Shenhar says. “And some popular cars, such as the Kia Telluride, are very difficult to find without significant markup.”

Shenhar says that consumers should also watch out for add-ons that dealers try to sell after the purchase price is agreed on, such as VIN etching and nitrogen-filled tires. These extras are often priced well above their cost in order to bring in more profit for dealerships. If you're not interested in them, Shenhar says you should decline them.

### Waiting May Make Sense

Supply chains that originally shut down in the early days of the COVID-19 pandemic continue to be battered by new challenges, including extreme weather, shipping disasters, and new waves of the disease, says Asif Anwar, director of the global automotive practice at the consulting firm Strategy Analytics. “This was combined with the broader challenges around COVID-19, including increased raw material costs, as well as transportation and logistical backlogs,” he says.

In addition, says Bailo, a rising global demand for semiconductors has put automakers in competition with manufacturers of other consumer goods, from televisions to tablets. “A lot of people were thinking it was just temporary,” she says. “It's here to stay, and that demand has not waned.”

Anwar expects some of that pressure to ease as automakers form new relationships with semiconductor suppliers that will better guarantee them access to these much-needed chips.

Most of the analysts CR spoke with say they expect supply to start improving by 2023, with prices falling accordingly. That means car buyers who aren't in urgent need of a new vehicle might want to hold off a few months or even a

year before making a purchase.

If you're not in a hurry, it may pay to wait for a new car, Fisher says. That might mean planning ahead for repairs on your existing vehicle. “It may be worth it to put some money into the car you have in order to avoid buying a new one,” he says.

But don't expect used car prices to keep rising, says Bailo. Eventually, the supply of new vehicles will increase, and the prices will fall on new cars. “Then you're going to have a plethora of used vehicles,” she says. “Prices will come down.”

### A New Normal for Buying a Car

While the shortages will eventually ease, car buyers may be facing a “new normal” when it comes to how they buy a car, says Sam Abuelsamid, an analyst at Guidehouse Insights, which tracks the automotive industry.

Traditionally, American consumers tend to buy cars the way they buy groceries: off the shelf. But instead of going to a dealership and driving home in a car that's already in stock, they now may be encouraged to place an order or reservation, and wait for it to arrive.

Automakers are encouraging this shift, particularly when it comes to EVs, says Abuelsamid.

“They want dealers to stock less and focus more on processing specific customer orders,” he tells CR. “This way, production and sales can be kept more closely aligned and there is less need for discounting products that aren't selling.” Although customers will benefit from getting the exact car that they want, he says there will probably be less room to negotiate on price, because it's slow-selling cars that generally need incentives and discounts.

START YOUR ENGINES

# Top Tires for Cars, SUVs, and Trucks

The comprehensive ratings from our extensive testing program will help you find the best-performing, longest-lasting tires for your ride while also saving money.



INSIDE  
CR'S LABS

CR tests dry and wet traction on our 104,000 square-foot vehicle dynamics area.



**I**T'S HARD TO overstate how important tires are to safe driving. After all, they're the only part of the car that touches the road. That's why so many consumers in colder climates take the time and effort (and spend the money) to switch to winter/snow tires once a year to ensure that their vehicles have the best grip possible.

With the inconvenience of swapping tires in mind, some manufacturers have introduced all-weather models designed to perform well in the snow and year-round. Some cost more than the average price of the all-season tires that they typically replace, but buyers will come out ahead by avoiding the cost and hassle of seasonal tire changes.

"The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance," says Ryan Pszczolkowski, Consumer Reports' tire-program manager. "Despite the added cost, they typically represent a good value."

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction in a broad range of temperatures. They're different from typical all-season tires mainly because they provide better traction in the snow, as denoted by the same mountain/snowflake symbol on the sidewall as appears on dedicated winter/snow tires.

## Warranty Worries

Tires usually have a workmanship warranty covering manufacturing defects. It generally protects tires for the first  $\frac{2}{32}$  of an inch of wear (about the first year of use). We buy hundreds of tires each year and find problems with workmanship to be rare.

Many tires met or exceeded their treadwear warranty projections in comparison with our tread-life test results. Even those with a shortfall were usually off by just a small amount.

## Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend \$800 or more by the time you add up the cost of four tires plus additional charges for mounting





PHOTO: JOHN POWERS/CONSUMER REPORTS. ICON: ELIAS STEIN

and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson's recommendation, which isn't always the best way to get a great tire for a great price.

- **Buy a full set.** Our most recent member survey found that about 85 percent of respondents bought a full set of tires rather than just one or two. Replacing all of the tires at the same time ensures even grip on all four corners of the car and may also entitle you to a manufacturer's rebate. Discounts are often about \$100 off per set, and they can be found by going to a tire company's website.

- **Look for perks.** This is how many tire retailers distinguish themselves. 81 percent of CR members reported

that they received at least one perk when buying tires or having them installed. The most common ones reported were tire balancing, lifetime tire rotation, and tire mounting. Tire rotation may be among the best perks, because it needs to be done about every 5,000 to 7,500 miles and costs about \$50 each time.

- **Haggling can work.** Among those who tried negotiating tire prices, 70 percent said they were successful at getting a deal, with a median savings of \$96 per set of four tires.

- **Don't wait too long.** The key to tire buying is to plan your purchase at least a month out, when the tread depth is still  $\frac{4}{32}$  of an inch. This will give you time to identify the right tires for your needs and wait for a sale or rebate.



## HOW TO KEEP YOUR TIRES SAFE

Longer-lasting tires make safety checks more critical than ever. Many tires can last 50,000 miles or more before they wear out, although heat, pot-holes, and under-inflation can weaken them.

- **Check the air pressure each month when the tires are cold.** If they need air, inflate them to the air pressure listed on the placard on the doorjamb or in the owner's manual. The pressure indicated on the sidewall is the maximum amount.

- **Look for cracks, cuts, or bulges in the sidewall or tread.** If found, replace those tires ASAP.

- **Check for uneven treadwear,** which typically denotes poor wheel alignment or worn suspension components, and have the tires and suspension checked by a repair shop.

- **Stay within the vehicle's weight capacity** listed on the doorjamb placard. Overloading will overheat the tire, increasing the chance of a failure.

- **Measure tread depth with a quarter.** If the top of George Washington's head is just visible when the coin is placed in a tread groove, the tread has about a  $\frac{4}{32}$ -inch depth. You'll have some all-weather grip, but you should plan to replace the tires soon.

## TIRE STRATEGIES FOR CAR BUYERS

When you're buying a new or used car, it's important to consider what type of tires come with it—and their expected performance.

■ **Make sure your new car comes with the right type of tire for your needs.** For example, some vehicles sold in the snow belt may come with summer tires, though they may have an all-season tire option, which is a more practical choice. Such tires will be marked with "M+S," which indicates they have a tread designed to handle mud and snow. For harsh winter weather, consider tires that have a mountain and snowflake symbol on the sidewall, which means they meet an industry standard for snow traction.

■ **Owners should investigate online the cost and difficulty of replacing tires.** A chief concern is that tires on large wheels with short sidewalls can be expensive to replace and give a firm ride. (The size is on the tire sidewall and a sticker on the driver-side doorjamb.) Plus, they can be more prone to damage.

■ **Tires that are part of a luxury or sports package may be higher-performance ones** that are usually more expensive to replace and can wear out faster. Make sure you know what you're buying, and check to see if there's a less-expensive option.



### 1. ALL-SEASON

A general-purpose tire and the most common type for cars and SUVs.

**PROS:** Good all-around performance, low cost, long tread life.

**CONS:** May lack the traction of more specialized tire types.

### 2. ULTRA-HIGH-PERFORMANCE ALL-SEASON

Convenient for year-round use on sporty cars and SUVs.

**PROS:** Excellent braking and handling.

**CONS:** Pricey, limited treadwear, compromised winter grip.

### 3. WINTER/SNOW

These provide optimum grip in cold winter weather.

**PROS:** Great braking and traction on ice and snow.

**CONS:** Need to change seasonally, rapid wear, relatively long wet- and dry-braking distances.

### 4. ALL-TERRAIN

Built for on- and off-pavement adventures.

**PROS:** Designed to look and be tough; good at clawing through dirt, rocks, and snow.

**CONS:** Noisy.

**Ratings** > **Top Tires** This is where the rubber meets the road, from all-season to ultra-high-performance tires.



Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
<b>ALL-SEASON TIRES</b>												
✓ Michelin Defender T+H	67	\$179	↑	↓	↑	↑	↑	↓	↓	↑	↓	85,000
✓ General Altimax RT43	66	\$129	↑	↓	↑	↑	↑	↑	↓	↑	↓	70,000
Continental TrueContact Tour	63	\$139	↑	↓	↑	↑	↑	↓	↓	↑	↓	70,000
Hankook Kinergy PT	63	\$123	↑	↓	↑	↑	↑	↓	↓	↑	↑	85,000
BFGoodrich Advantage Control All Season	62	\$126	↑	↑	↑	↑	↑	↓	↑	↑	↓	55,000
Firestone All Season	61	\$104	↑	↓	↓	↑	↑	↓	↓	↑	↑	65,000
Toyo Extensa A/S II	58	\$119	↑	↓	↓	↑	↓	↓	↓	↑	↑	65,000
Firestone WeatherGrip <sup>†</sup>	58	\$134	↓	↓	↓	↑	↑	↑	↓	↓	↓	55,000
<b>PERFORMANCE ALL-SEASON TIRES</b>												
✓ Michelin CrossClimate2 <sup>†</sup>	74	\$179	↑	↑	↑	↑	↑	↓	↑	↑	↓	85,000
✓ Continental PureContact LS	67	\$142	↑	↑	↑	↑	↑	↓	↓	↑	↓	75,000
✓ Hankook Kinergy 4s2 <sup>†</sup>	67	\$129	↑	↓	↑	↑	↑	↑	↓	↓	↑	55,000
✓ General Altimax 365 AW <sup>†</sup>	66	\$115	↓	↓	↑	↑	↑	↑	↓	↑	↑	60,000
✓ Vredestein Quatrac Pro <sup>†</sup>	66	\$138	↑	↑	↑	↑	↑	↓	↓	↑	↓	65,000
Nokian One	65	\$123	↑	↓	↑	↑	↑	↓	↓	↑	↓	65,000
Goodyear Assurance WeatherReady <sup>†</sup>	65	\$170	↓	↓	↑	↑	↑	↓	↓	↑	↓	70,000
Nexen N5000 Platinum	63	\$116	↑	↓	↓	↑	↑	↓	↑	↑	↑	55,000
Pirelli Cinturato P7 All Season Plus II	63	\$130	↑	↓	↑	↑	↑	↓	↓	↑	↑	60,000
Yokohama Avid Ascend LX	62	\$144	↑	↓	↑	↑	↑	↓	↑	↑	↓	70,000
Yokohama Avid Ascend GT	60	\$144	↑	↓	↑	↑	↑	↓	↓	↓	↓	65,000
Uniroyal Tiger Paw Touring A/S	59	\$117	↑	↓	↓	↑	↑	↓	↑	↑	↓	55,000
Nokian WRG4 <sup>†</sup>	57	\$139	↑	↓	↓	↑	↑	↓	↑	↑	↓	50,000
Firestone Firehawk AS	57	\$113	↑	↓	↑	↑	↓	↓	↓	↑	↓	55,000
Atlas Force HP	56	\$62	↑	↓	↑	↑	↓	↓	↓	↑	↓	65,000
Sumitomo HTR Enhance LX2	56	\$112	↑	↓	↓	↑	↓	↓	↓	↑	↓	60,000
Sailun Inspire	55	\$95	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
Falken Ziex ZE960 A/S	55	\$117	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
<b>ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES</b>												
✓ Goodyear Eagle Exhilarate	68	\$159	↑	↑	↑	↑	↓	↑	↓	↑	↓	45,000
✓ Michelin Pilot Sport A/S 3+	66	\$159	↑	↑	↑	↑	↓	↓	↓	↓	↓	55,000
✓ General G-MAX AS-05	66	\$112	↑	↓	↑	↑	↓	↓	↓	↑	↓	65,000
BFGoodrich g-Force COMP-2 A/S	66	\$126	↑	↓	↑	↑	↑	↑	↓	↓	↓	65,000
Pirelli P Zero All Season Plus	64	\$143	↑	↓	↑	↑	↓	↓	↓	↑	↓	55,000
Continental ExtremeContact DWS06	64	\$148	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000
Kumho Ecsta PA51	62	\$134	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
Cooper Zeon RS3-G1	61	\$119	↑	↓	↑	↑	↓	↑	↓	↓	↓	55,000
Yokohama ADVAN Sport A/S	60	\$119	↑	↓	↓	↑	↓	↓	↓	↑	↓	75,000
Hankook Ventus S1 noble 2	57	\$128	↑	↓	↓	↑	↓	↓	↓	↓	↓	55,000

<sup>†</sup>All-weather model.

Ratings > Top Tires

Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
<b>ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES</b> <i>Continued</i>												
Nexen N'fera AU7	56	\$114	↑	↓	↓	↑	↓	↓	↓	↑	↓	45,000
Nitto Motivo	54	\$124	↑	↓	↓	↑	↓	↓	↓	↓	↓	60,000
Atlas Force UHP	54	\$94	↑	↓	↑	↑	↓	↓	↓	↑	↓	40,000
<b>ULTRA-HIGH-PERFORMANCE SUMMER TIRES</b>												
✓ Michelin Pilot Sport 4s	76	\$185	↑	↑	↑	↑	NA	NA	↓	↑	↓	40,000
✓ Continental ExtremeContact Sport	75	\$170	↑	↑	↑	↑	NA	NA	↓	↑	↓	40,000
✓ General G-Max RS	75	\$104	↑	↑	↑	↑	NA	NA	↓	↑	↓	45,000
Pirelli P Zero PZ4	73	\$119	↑	↑	↑	↑	NA	NA	↓	↑	↓	30,000
Falken Azenis FK510	73	\$115	↑	↑	↑	↑	NA	NA	↓	↑	↓	35,000
Yokohama Advan Fleva V701	72	\$129	↑	↓	↑	↑	NA	NA	↓	↑	↑	55,000
GT Radial Champiro HPY	71	\$85	↑	↓	↑	↑	NA	NA	↓	↑	↓	45,000
Dunlop Sport Maxx RT2	71	\$124	↑	↑	↑	↑	NA	NA	↓	↑	↓	35,000
Firestone Firehawk Indy 500	70	\$100	↑	↓	↑	↑	NA	NA	↓	↑	↓	40,000
Hankook Ventus V12 evo2	70	\$121	↑	↓	↑	↑	NA	NA	↓	↑	↓	40,000
Bridgestone Potenza S007A	67	\$152	↑	↓	↑	↑	NA	NA	↓	↑	↓	40,000
Bridgestone Potenza S001	67	\$176	↑	↓	↑	↑	NA	NA	↓	↓	↓	35,000
Bridgestone RE-71R	67	\$170	↑	↓	↑	↑	NA	NA	↓	↓	↓	25,000
Nexen N'fera SU1	66	\$109	↑	↓	↑	↑	NA	NA	↓	↑	↓	40,000
Toyo Proxes Sport	66	\$121	↑	↑	↑	↑	NA	NA	↓	↑	↓	30,000
Yokohama ADVAN Sport V105	65	\$229	↑	↓	↑	↑	NA	NA	↓	↑	↓	40,000
Sumitomo HTR ZIII	63	\$105	↑	↓	↑	↑	NA	NA	↓	↓	↓	40,000
Yokohama S.drive	60	\$119	↑	↓	↓	↑	NA	NA	↓	↓	↓	40,000
Sentury UHP	59	\$60	↑	↓	↓	↑	NA	NA	↓	↑	↓	60,000
Achilles ATR Sport	58	\$64	↑	↓	↓	↑	NA	NA	↓	↑	↓	45,000
BFGoodrich g-Force Sport COMP-2	58	\$129	↑	↓	↑	↑	NA	NA	↓	↓	↓	40,000
Nitto NT555 G2	58	\$134	↑	↓	↓	↑	NA	NA	↓	↑	↓	65,000
<b>ALL-SEASON SUV TIRES</b>												
✓ Michelin CrossClimate SUV	74	\$205	↑	↑	↑	↑	↑	NA	↑	↑	↑	40,000
✓ Vredestein HiTrac	69	\$169	↑	↓	↑	↑	↑	NA	↓	↑	↑	55,000
✓ Goodyear Assurance ComfortDrive	67	\$198	↑	↑	↑	↑	↓	NA	↓	↑	↓	80,000
✓ Kumho Crugen HP71	66	\$139	↑	↓	↑	↑	↓	NA	↑	↑	↑	55,000
Pirelli Scorpion Verde All Season Plus II	65	\$169	↑	↓	↑	↑	↑	NA	↑	↑	↑	45,000
Falken Ziex CT60 A/S	65	\$159	↑	↓	↑	↑	↑	NA	↓	↑	↑	60,000
Sumitomo HTR Enhance CX2	65	\$146	↑	↓	↑	↑	↑	NA	↓	↑	↑	75,000
Continental CrossContact LX25	64	\$169	↑	↓	↓	↑	↑	NA	↑	↑	↑	85,000
Michelin Defender LTX M/S [H]	64	\$190	↓	↓	↑	↑	↑	NA	↓	↓	↑	90,000
Sentury Crossover	63	\$80	↑	↑	↑	↑	↓	NA	↓	↑	↑	50,000
Nokian WR G4 SUV	63	\$185	↑	↓	↓	↑	↑	NA	↑	↑	↑	55,000

Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
<b>ALL-SEASON SUV TIRES</b> <i>Continued</i>												
Nokian eNTYRE C/S	62	\$159	↑	↓	↓	↑	↑	NA	↓	↑↑	↑	60,000
Hankook Dynapro HP2	61	\$159	↑	↓	↑	↑	↑	NA	↓	↑↑	↑	85,000
Nexen Roadian GTX	60	\$151	↑	↓	↓	↑	↑	NA	↓	↑	↑↑	45,000
Nitto NT421Q	58	\$148	↑	↓	↓	↑	↑	NA	↓	↑↑	↓	60,000
<b>ALL-SEASON TRUCK TIRES</b>												
Continental TerrainContact H/T	69	\$166	↑	↓	↑	↓	↑↑	NA	↑	↑↑	↑	95,000
General Grabber HTS60	62	\$166	↑	↓	↓	↑	↑	NA	↓	↑	↑↑	75,000
Michelin Defender LTX M/S [T]	62	\$229	↓	↓	↓	↑	↑↑	NA	↓	↑↑	↑↑	80,000
Laufenn X Fit HT	57	\$157	↑	↓	↓	↑	↑	NA	↓	↑	↑	55,000
Kumho Crugen HT51	56	\$139	↑	↓	↓	↑	↑	NA	↓	↑↑	↑↑	55,000
Bridgestone Dueler Alenza H/L Plus	55	\$189	↑	↓	↓	↑	↓	NA	↓	↑	↑	65,000
Falken Wildpeak H/T HT02	54	\$169	↑	↓	↑	↑	↓	NA	↓	↑	↓	45,000
Nokian Rotiiva HT	54	\$177	↑	↓↓	↑	↑	↓	NA	↓	↑	↑	60,000
Firestone Destination LE3	54	\$150	↓	↓↓	↓	↑	↑↑	NA	↑	↑↑	↑↑	60,000
Hankook Dynapro HT	54	\$155	↑	↓↓	↓	↑	↑	NA	↓	↑	↑	60,000
Sumitomo Encounter HT	53	\$139	↑	↓↓	↓	↑	↓	NA	↓	↑	↑	65,000
<b>ALL-TERRAIN TRUCK TIRES</b>												
Continental TerrainContact A/T	62	\$166	↑	↓	↑	↑	↓	NA	↓	↑↑	↑	55,000
Michelin LTX A/T2	61	\$222	↓	↓	↓	↑↑	↑	NA	↓	↓	↑	100,000
Bridgestone Dueler A/T Revo 3	60	\$233	↑	↓	↑	↑	↑	NA	↓	↑	↑	55,000
Vredestein Pinza AT	60	\$169	↓	↓	↑	↑	↓	NA	↑	↑	↑	75,000
Cooper Discoverer AT3 4S	58	\$171	↑	↓	↓	↑	↑	NA	↓	↑	↑	60,000
General Grabber APT	58	\$154	↑	↓	↓	↑↑	↑	NA	↓	↓	↓	60,000
GT Radial Adventuro AT3	58	\$144	↑	↓	↓	↑↑	↓	NA	↓	↑	↑	40,000
Mickey Thompson Deegan 38	57	\$179	↑	↓	↓	↑	↓	NA	↑	↑	↑	65,000
Firestone Destination A/T2	57	\$168	↓	↓	↓	↑	↑	NA	↓	↑	↑↑	60,000
Toyo Open Country A/T III	57	\$195	↑	↓	↓	↑	↑	NA	↓	↓	↓	60,000
Falken Wildpeak A/T3W	57	\$166	↓	↓	↑	↑	↓	NA	↓	↓	↓	50,000
Hankook Dynapro AT2	55	\$166	↑	↓	↓	↑	↑	NA	↓	↑	↑	60,000
Nexen Roadian AT Pro RA8	55	\$159	↑	↓	↓	↑	↓	NA	↓	↑↑	↓	55,000
Pirelli Scorpion All Terrain Plus	54	\$159	↓	↓	↓	↑	↑	NA	↓	↑	↑	55,000
Nokian Rotiiva AT	54	\$166	↑	↓	↓	↑	↑	NA	↓	↑	↑	50,000

Digital and All Access members can find the latest, complete ratings at [CR.org/tires](https://www.cra.org/tires). Find the right tires for your car, SUV, or truck.

**HOW WE TEST: Overall Score** is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Price** is what we paid for the tire in the specific tested size. **Braking**

tests on ice are from 10 mph; on dry and wet pavement, from 60 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning resistance** 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, packed snow. **Ride** and **Noise** are evaluated

subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Tested tread life** indicates wear potential based on our 16,000-mile vehicle driving test.

# ON THE ROAD

VEHICLES WE ARE TESTING AT OUR TRACK, PLUS BEST SUVs AND CARS UNDER \$35,000

## What We're Testing at Our Track

Here's a look at vehicles we're now testing, including the Ford Bronco and Maverick, Infiniti QX60, and Jeep Wagoneer. In addition, we give our impressions of the redesigned Lexus NX, which we rented from the automaker.



INSIDE  
CR'S LABS

We take our off-road-ready test vehicles up our challenging rock hill.

# Ford BRONCO

This revival of a classic name packs in fun and capability

## What We Bought

**TRIM** Outer Banks 4WD four-door hardtop

**PRICE** \$52,010

**ENGINE** 315-hp, 2.7-liter turbocharged V6

**TRANSMISSION** 10-speed automatic

**DRIVE** Four-wheel



**AFTER A WAIT** that feels longer than the global pandemic has been around, we finally took delivery of our own Ford Bronco after ordering it way back in July 2020.

While the Bronco nameplate has been in existence since the 1960s, the new SUV—with its removable doors and roof panels, and off-road-ready capability—is Ford's answer to the Jeep Wrangler.

The Bronco we bought to test has the optional turbo V6. (A 275-hp, 2.3-liter turbo four-cylinder is standard.) Testing is complete, and this review covers our key findings.

## What We Like

We're happy that all Broncos come standard with FCW and AEB with pedestrian detection—including the seven-speed manual-transmission models. BSW, RCTW, LDW, and LKA are all optional.

The 2.7-liter turbo is strong, and gets the big SUV moving quickly, although power comes on a bit abruptly in first and second gears. Midrange pull is strong and comes on without any hiccups. The 10-speed automatic has very smooth upshifts, though there is an occasional lurch during multiple-gear downshifts.

The big knobs for the climate system are appreciated, and the traditional gear selector is simple and straightforward to operate. Plus, the Sync 4 infotainment system is among the best available.

Most people like the wide range of adjustments on the front seats, including the ability to tilt the leading edge of the seat bottom cushion up and down. The rear seat has plenty of head- and legroom, and decent thigh support.

When the SUV is switched to Mud/Ruts mode, the front camera shows a view of the trail ahead on the infotainment screen. This helps the driver see what's ahead when cresting a steep hill, a view that is otherwise blocked by the hood.

## What We Don't Like

The Bronco's brakes are a big weakness. Stopping distances on both dry and wet surfaces are among the longest we've seen in many years, and they aren't helped by the limited grip of the all-terrain tires.

Ford outdid Jeep in making the window controls frustrating to use. They're located on the center console, so you can raise or lower the windows when the doors are off, but they're angled away from the driver,



and finding and using them requires too much focus.

Though the Bronco is an easy vehicle to drive, the steering is slow and doesn't do a good job communicating road feel, or road texture, or the level of tire grip back to the driver. Body roll becomes noticeable as speed increases. Likewise, the ride is more comfortable than the Jeep's but is still rather stiff-legged.

Similar to the Jeep, the Ford is a pretty loud vehicle, even with the optional insulated hardtop. The all-terrain tires and boxy shape don't do the Bronco any favors on the highway, with wind noise getting noticeable starting at 50 mph.

Visibility is compromised because of the thick roof pillars, high beltline, and narrow wind shield, though the square body makes it easy to judge where each corner of the vehicle is.

Finally, the tailgate swings open to the right, which makes it difficult to get to the cargo area if another vehicle is parked directly behind you.

## CR's Take

The Bronco is immensely capable off-road, and its on-road ride and handling performance is more refined than that of the Jeep Wrangler.

## Ford MAVERICK

A throwback to the era of small, simple pickup trucks

### What We Bought

**TRIM** XLT AWD

**PRICE** \$29,965

**ENGINE** 250-hp, 2.0-liter turbocharged 4-cylinder

**TRANSMISSION**  
8-speed automatic

**DRIVE** All-wheel



**THE ARRIVAL OF** the Ford Maverick comes when many buyers are interested in smaller models that can perform some “pickup” duties without the compromises of the “truck” part of the equation.

Car-based pickups are basically longer versions of small or midsize SUVs with an open bed. They are quieter and get better fuel economy than a body-on-frame truck but lack the towing, cargo-hauling, and off-road capabilities.

We bought a 2022 Maverick XLT AWD pickup with the optional 2.0-liter turbo four-cylinder and eight-speed automatic to evaluate as part of the CR auto test program.

### What We Like

It's easy to get situated behind the steering wheel in a position that allows the driver to both reach all the key controls and be able to see out of the windows. The tall, upright seating position still allows for plenty of space all around, and headroom is abundant.

The Maverick's ride is firm, but the body stays pretty steady and the suspension does a good job in isolating most of the harsh impacts.

Most drivers have said the

truck is nimble and tied-down, and responds promptly to steering inputs. It's head and shoulders above any traditional pickup truck.

The controls are functional and placed where you would expect. While the infotainment system is a more basic version of Sync 3, it realistically does everything you need it to. There are physical controls and knobs beneath the screen, and the climate controls have their own area.

It's incredibly easy to load and unload the cargo bed, or even reach over the side to grab bags, tools, or gear.

Visibility to the front is very good, thanks to the low dashboard and wide windshield, and the view out back through the wide rear window is mostly clear.

All Mavericks come standard with FCW and AEB with pedestrian detection.

### What We Don't Like

The engine feels well-matched to the Maverick's size and weight, but its sound is uninspiring, even a bit wheezy and industrial, like a little turbocharged blender sitting underneath the hood. Wind noise is also a big culprit, particularly on the highway, with noise



from the front roof pillars and the windshield coming through quite strong.

Sure, it's an inexpensive truck, but there's a lot of hard, hollow plastic throughout, and many pieces don't feel sturdy. The shroud between the steering wheel and instrument panel, for example, is flimsy and poorly attached, and there are rough edges to a number of panels.

Many trucks come with some sort of assist feature that makes it easy to raise the tailgate (especially one-handed) and lower it without having the panel slam down. This feature isn't available on the Maverick, though you can buy an assist strut for \$50 from your dealer's parts department and install it yourself.

Oddly, no rear-window defroster is available on any of the Maverick's three trim levels. This could pose a problem and a major annoyance in the winter.

### CR's Take

The Maverick bucks the trend of ever-bigger and more expensive trucks. It can haul a load of mulch or tow a Jet Ski, seats five, is maneuverable enough to navigate city streets, and doesn't guzzle gas like a full-sized truck.



Lexus

## NX

Familiar styling hides numerous upgrades and new features

### What We Rented

**TRIM** NX 350 F Sport; NX 450h+

**PRICE** \$47,725; \$56,725

**ENGINE** 275-hp, 2.4-liter turbo 4-cyl.; 304-hp, 2.5-liter 4-cyl. plug-in hybrid

**TRANSMISSION**

8-speed auto; electronic continuously variable

**DRIVE** All-wheel



**THE REDESIGNED 2022 Lexus NX** looks much like the previous model, but beneath that familiar design is a raft of improvements. There's a more modern instrument panel, a larger infotainment screen, and increased passenger space. Plus, there are several new options, such as a head-up display, a panoramic sunroof, and ambient lighting.

Four powertrains are available: a base engine that is less powerful than before, a turbo four-cylinder, and hybrid and plug-in hybrid configurations.

Further, it boasts the Lexus Safety System+ 3.0, which includes FCW, AEB, and BSW along with newer driver assistance systems.

We rented two examples from Lexus to gain early impressions, ahead of our ability to purchase one.

### What We Like

The previous generation NX lacked the polish expected with the Lexus nameplate. This one feels solid and sophisticated, and it's nicely finished and generously equipped. With four distinct powertrains available, this NX is certain to have broader appeal.

The large 14-inch infotainment screen dominates the

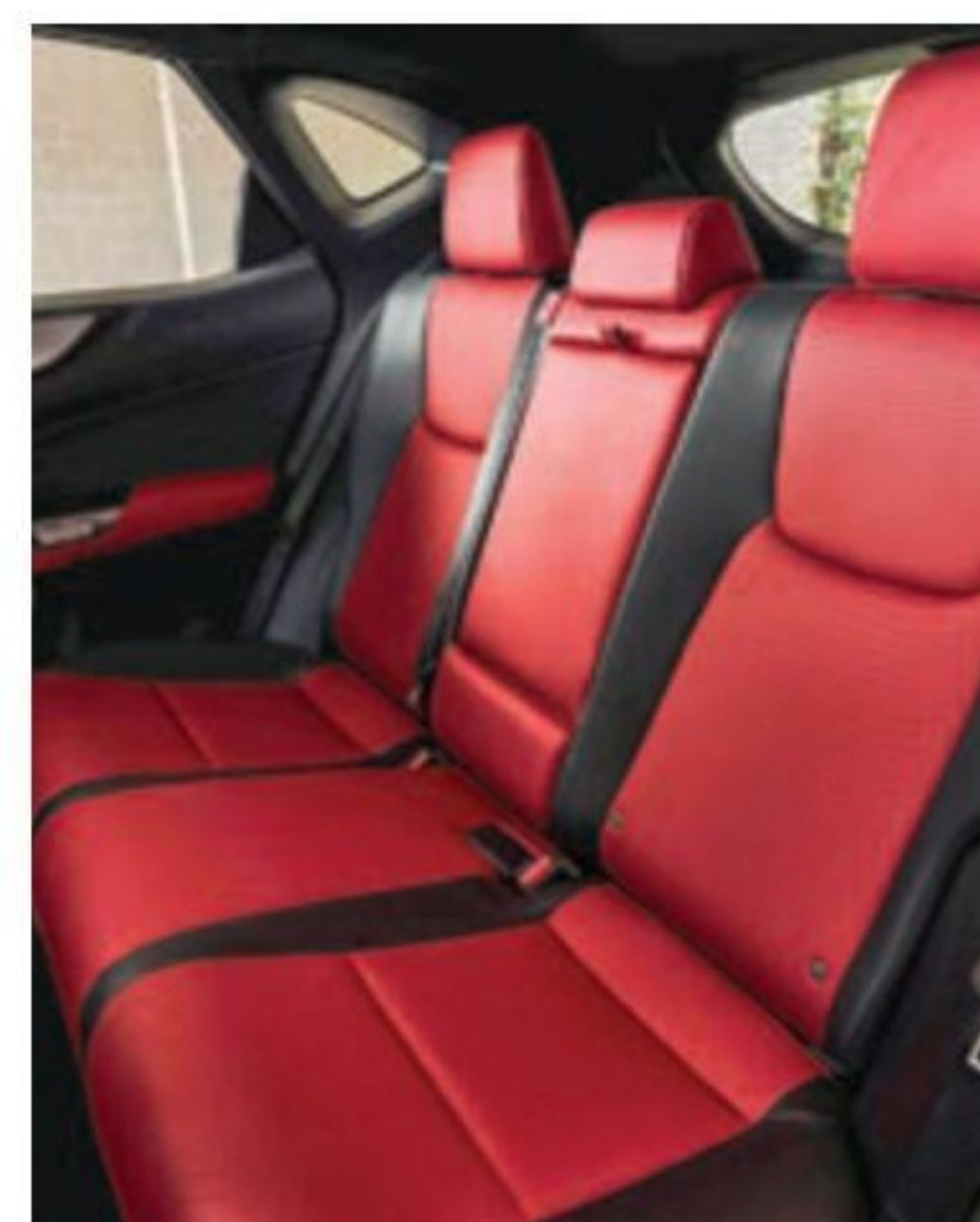
interior. (Lower trims get a 9.8-inch screen with the same functionality.) It seems massive, in part because the interior is so intimate. Lexus cants the screen toward the driver, making it simple to read and easy to reach. This also means the death of the old, reviled touchpad controller that was in the previous NX. The user interface has been greatly simplified, and its menu structure is mostly easy to navigate.

The F Sport's electronically adaptive suspension gives a controlled ride that still conveys a luxurious feel. The plug-in hybrid-electric vehicle (PHEV) is cushier but with more body motions.

While the 450h+ has sound handling, the driver feels the extra weight and softer suspension—perfectly fine for its intended purpose. On the other hand, the NX 350 F Sport is quite nimble, making it more fun to drive. The body stays flatter when pushed and the steering is a bit more responsive. The F Sport brings a more playful character without transforming the NX into an enthusiast-focused SUV.

### What We Don't Like

Even though the new NX is incrementally larger than the



model it replaces, 1 more inch of headroom (front and rear) and an inch more driver knee space would be transformative. Keep this in mind if you're considering getting the panoramic sunroof. One driver said that even with the seat in the lowest position, their eyes were close to the sun visor, and their right knee was snug to the center console.

The knobs for the climate controls move in a mushy, imprecise manner, without defined detents for setting the temperature, making it difficult to adjust with precision. Plus the shiny black plastic often makes it hard to interpret buttons. And the touch-sensitive steering wheel controls were somewhat frustrating to use.

### CR's Take

The redesigned NX doesn't reinvent the wheel, but it brings improvements to every aspect of the small SUV. The various interior upgrades bring more allure and luxury, further separating the NX from the related—and more pedestrian—Toyota RAV4. The new infotainment system is more attractive and far easier to use, and its big screen is a welcome addition.

## Jeep **WAGONEER**

The SUV's luxurious interior, tech overload, and mammoth size make a statement

### What We Bought

**TRIM** Series II 4x4

**PRICE** \$81,630

**ENGINE** 392-hp, 5.7-liter V8

**TRANSMISSION**  
8-speed automatic

**DRIVE** Four-wheel



**TO SAY THE ARRIVAL** of the 2022 Wagoneer has been highly anticipated is an understatement. Jeep fans have been clamoring for the return of the Wagoneer since 1991, and the Jeep brand has needed a full-sized three-row SUV.

The Wagoneer is targeted at SUVs like the Chevrolet Tahoe and Ford Expedition, even though its starting price is significantly higher than those models'. The even more luxe Grand Wagoneer is positioned against the Cadillac Escalade, Lincoln Navigator, and Mercedes-Benz GLS.

We bought the more mainstream Wagoneer for our test program. Here are our initial findings as it accumulates miles prior to the start of testing.

### What We Like

So far, we don't really see a reason to buy the Grand Wagoneer just to get its 6.4-liter V8, because the smaller 392-hp, 5.7-liter V8 in the Wagoneer is just as good as the bigger engine. In fact, its 10,000-pound tow rating is 150 pounds more than the Grand Wagoneer's. And its Environmental Protection Agency fuel-economy rating of 17 mpg combined is 2 mpg higher than the Grand Wagoneer's.

Say what you want about the boxy exterior styling, but the big rectangular windows do wonders for side and rear visibility. It's easy to quickly glance out over either shoulder, and the immense rear window makes it easy to see straight back.

While the front-seat and second-row occupants have plenty of room, the third-row seat is most impressive, with room for two adults to take a long trip. It's spacious, and the bottom seat cushion is high off the floor and nicely angled, providing plenty of leg support. There's still a decent amount of room behind the raised third row for luggage and other items.

The new Uconnect5 infotainment system adds many features but remains logically organized. It's great that many tasks and operations are easily accessed and not buried in multiple levels of menus that are difficult to find, and the 10.1-inch touch screen is simple to navigate and responds quickly.

### What We Don't Like

The touch-capacitive controls for the seat heating/ventilation and steering wheel heat are not only slow to respond (and often don't respond at all) when "pressed" but also pretty small and close together,



making it too easy to hit the incorrect choice.

The temperature controls lack any kind of indication that you're supposed to lift the lever for warmth and press down for cooling. The Grand Cherokee's controls are much clearer.

As with all large SUVs, it's a challenge to navigate through parking lots and most urban/suburban streets in the Wagoneer. Many parking lots aren't laid out with vehicles this big and with such a wide turning radius in mind. In addition, parallel parking often presents a challenge—first, identifying a spot large enough, then gracefully getting it on the first try.

Finally, the \$2,000 destination charge is one of the highest we have seen. Stellantis is one automaker with destination charges at questionable levels, and this one feels like gouging.

### CR's Take

The Wagoneer drives well for its size, with composed handling and a comfortable ride. Its V8 provides plenty of power, though it gulps fuel at an alarming rate. It's a flashy-looking SUV, and the exterior and interior styling gives it the presence of being cooler than its competitors just because it's a Jeep.

## Infiniti **QX60**

A long-needed redesign includes powertrain improvements

### What We Bought

**TRIM** Luxe AWD

**PRICE** \$59,835

**ENGINE** 295-hp, 3.5-liter V6

**TRANSMISSION**  
9-speed automatic

**DRIVE** All-wheel



**THE QX60's 2022** redesign has turned this mid-sized three-row SUV into a more engaging vehicle with a refined and punchy powertrain, a modern infotainment system, and a far more impressive interior.

The QX60 continues to share its basic platform with the Nissan Pathfinder, which was also redesigned for 2022. They both use a nine-speed automatic instead of a continuously variable transmission and are available with front- or all-wheel drive. A 3.5-liter V6 is the only engine offered.

We bought a QX60 Luxe AWD model to test. Here are our initial findings on the Infiniti as it accumulates miles prior to starting testing.

### What We Like

The V6 delivers plentiful power, so much so that it can spin the front tires slightly when accelerating while turning from a stop. Once underway, there's always plenty of grunt in reserve, whether it's merging onto a highway or passing a slower car on a two-lane road. Although it can sometimes hesitate to downshift, the new nine-speed automatic shifts smoothly.

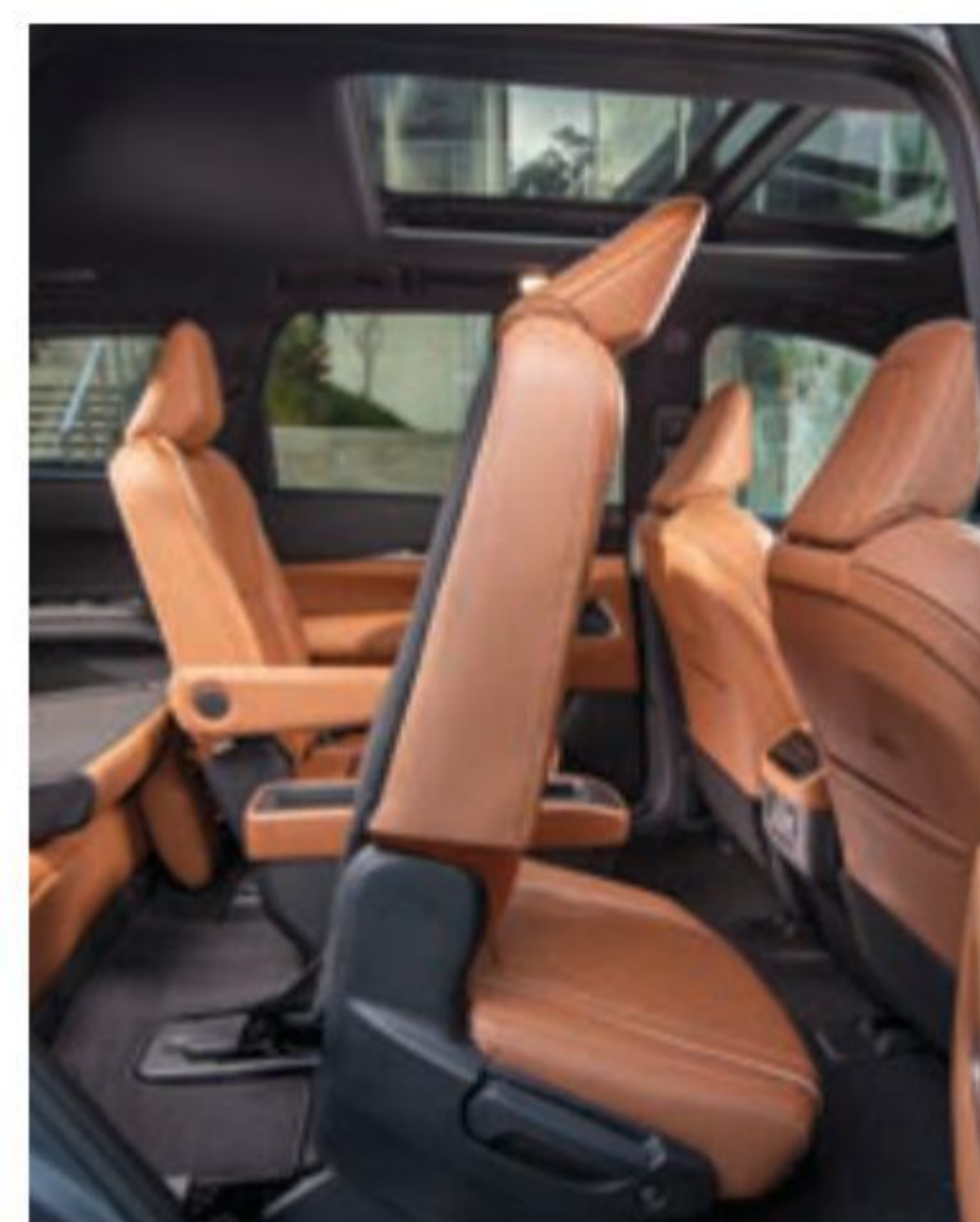
Infiniti gave the QX60's cabin lots of soft-touch surfaces,

including even the outer part of the glove-box door, which isn't a given in this price range. The cloth-lined windshield pillars, felt-lined glove box and center console bin, and fine stitching throughout impart an upscale feel and differentiate the Infiniti from the Nissan.

So far most of our drivers have had good things to say about the QX60's front seat. It's comfortable, with just enough side bolstering to hold you in place through corners, and the leading edge of the bottom cushion can be tilted up and down to adjust leg support. We also appreciate the four-way lumbar adjustment, though some drivers said that even with that, lower back support starts to wane on longer drives.

### What We Don't Like

The QX60's new climate-control panel has proved to be a sore spot for us. Like other touch-capacitive systems, it can be hard to target the item you want—such as the seat heaters or fan-speed “buttons”—which makes it almost impossible to accomplish tasks without taking your eyes off the road to look at the screen. Plus, the haptic feedback when you touch an icon is intense, engaging with



a “clunk” that you not only feel but also hear. Fortunately, this can be changed in the settings. And the knobs to adjust the temperature require unusually high effort to turn.

The QX60's engine stop/start system—which is intended to save fuel by shutting off the engine at stoplights—is too slow to restart the engine, even after you press on the gas pedal to get going. And the engine restarts with a noticeable shudder.

The third-row seat is tight, though it's no different from that of most mid-sized SUVs. The seat's low-to-the-floor position puts your knees high in the air, which results in zero leg support, and there's hardly any knee room. And even average-sized adults will find their head pressing into the roof. Comfort isn't helped by the plastic outer armrests.

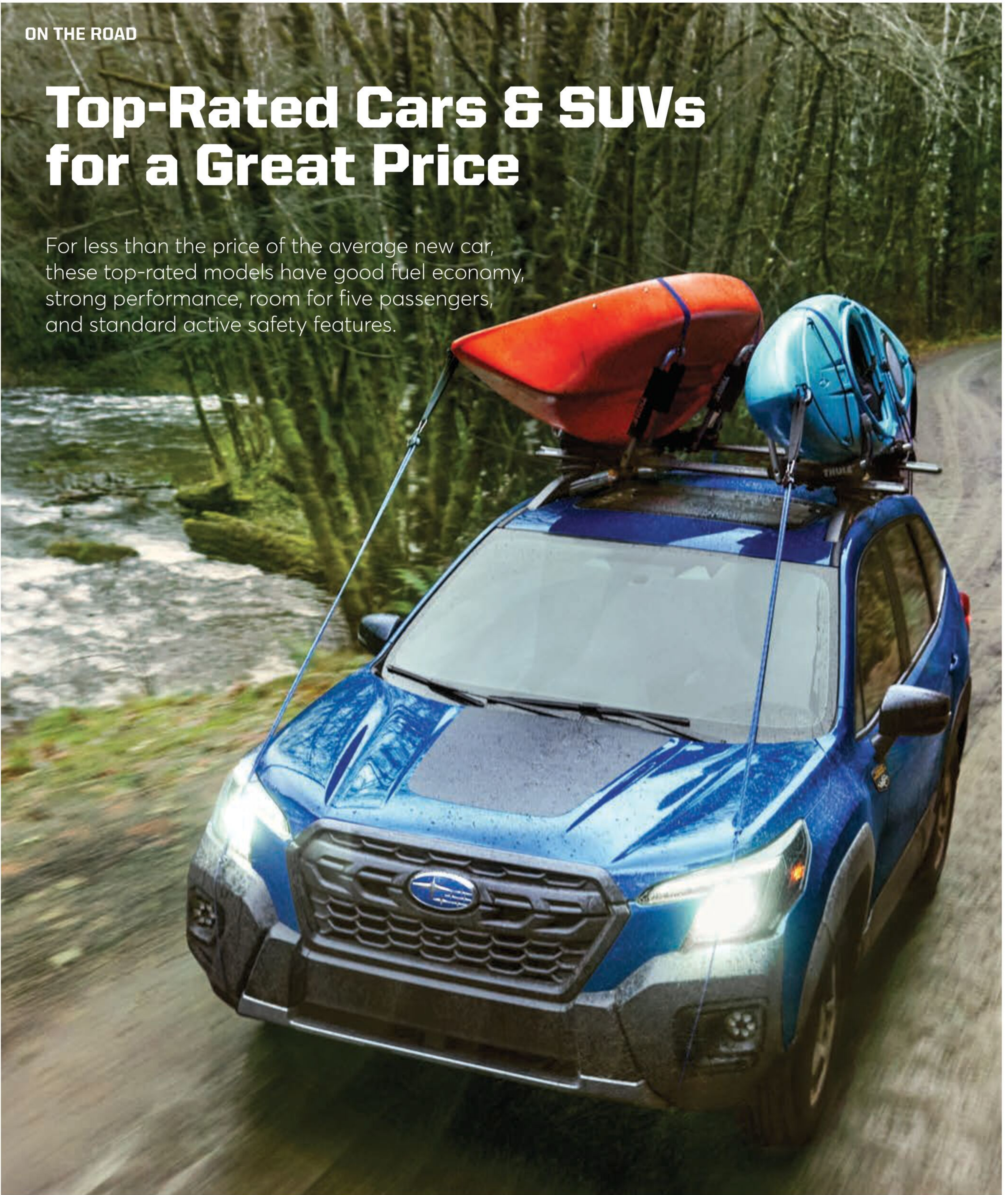
### CR's Take

The switch to a more conventional automatic has improved the QX60's drivability, and ride comfort is a strong suite. The cabin is very quiet, contributing to the luxurious look and feel, but some of the controls are less user-friendly than the ones in the similar, though less luxurious, Pathfinder.

ON THE ROAD

# Top-Rated Cars & SUVs for a Great Price

For less than the price of the average new car, these top-rated models have good fuel economy, strong performance, room for five passengers, and standard active safety features.



**SUBARU  
FORESTER**  
page 28

Fantastic visibility  
is just one of the  
Subaru's strengths.

**90**

OVERALL  
SCORE

**90**

ROAD  
TEST

PHOTO: SUBARU

Hyundai  
**TUCSON** ✓



**VITAL STATS**

**93/89**  
**OVERALL SCORE**

**92/86**  
**ROAD TEST**

**\$33,194/  
\$31,969**  
**PRICE AS TESTED**

**TRIM LINE**  
 Hybrid SEL/SEL

**35/  
26**  
**MPG**

**DRIVETRAIN**  
 187-hp, 2.5-liter 4-cyl.; 8-spd. auto.; AWD/  
 226-hp, 1.6-liter 4-cyl. hybrid; 6-spd. auto.; AWD

**REASONS TO BUY**

- Responsive handling
- Composed ride
- Braking performance
- Roomy interior
- Easy-to-use controls
- Hybrid version's performance
- Standard BSW

**REASONS TO SKIP**

- 2.5-liter engine's leisurely acceleration without any fuel-economy benefit

**BEST VERSION TO GET**

We like the SEL trim with the Convenience package, which has a power liftgate, dual-zone automatic climate control, and a sunroof. The Hybrid Blue trim is less than \$30,000, but it lacks those features.

**HYUNDAI'S REDESIGNED** Tucson addresses many of the shortcomings of its predecessor with a smoother ride, sharper handling, and a quieter cabin.

The interior is particularly well done, with quality materials, mostly simple controls, plenty of padded areas, and a slick, upscale appearance for the class. The new 8-inch infotainment touch screen has large, simple-to-decipher icons and standard wireless Android Auto and Apple CarPlay. While most versions come with a conventional, easy-to-operate gear selector, top trims get a less intuitive push-button setup.

The driving position provides a commanding view out along with plenty of headroom and well-placed armrests, but the plastic center console intrudes on the driver's right knee space.

The front seats are flat and firm but supportive, and our tested SEL trims each came with heated seats, unlike some competitors. The rear seat rivals those in the Honda CR-V and Subaru Forester, with lots of head- and kneeroom,

and plenty of foot space under the front seats. The cargo area is ample despite swoopy exterior styling.

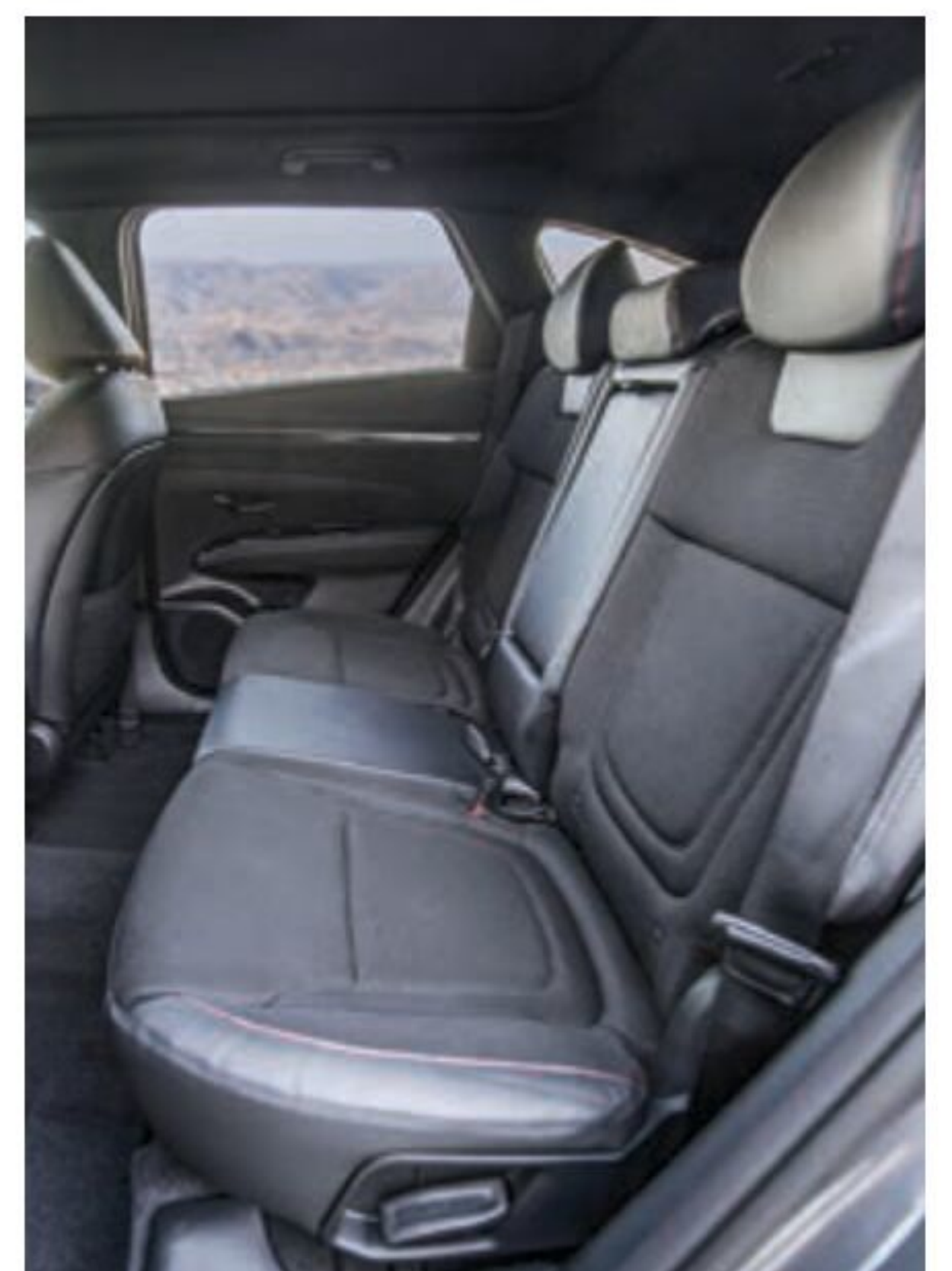
Out on the road, we appreciated the Tucson's accurate, well-weighted steering and responsive, nimble handling. It has a firm, composed ride, and the suspension does a good job absorbing most bumps.

We prefer the hybrid version. It's quick and quiet, and got 35 mpg overall. It can also be driven solely on electric power at low speeds, typically up to 35 mph on light throttle, which is frugal and quiet.

The 2.5-liter four-cylinder in the base Tucson is a weak spot. Its leisurely 0 to 60 mph time of 9.6

seconds is slower than most of its competitors, and its 26 mpg overall lags behind the best in the class.

Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.



Subaru  
**FORESTER** ✓



VITAL STATS

<b>90</b> OVERALL SCORE	<b>90</b> ROAD TEST	<b>\$29,341</b> PRICE AS TESTED
TRIM LINE Premium	<b>28</b> MPG	DRIVETRAIN 182-hp, 2.5-liter four-cylinder engine; CVT; all-wheel drive

REASONS TO BUY

- Fuel economy
- Great visibility all-around
- Roomy interior and cargo area
- Easy-to-use controls
- Comfortable ride

REASONS TO SKIP

- Engine noise

**BEST VERSION TO GET**

The Premium trim is a good place to start because it comes with a power driver's seat, a sunroof, and the All-Weather package, which brings heated front seats. We'd also get the optional BSW.



**THE FORESTER IS** a smart, well-executed SUV with a roomy interior, great fuel economy, and plenty of standard safety equipment.

While the 2.5-liter engine can only jog the SUV from 0 to 60 mph in 9.2 seconds, the Forester's power delivery is prompt, linear, and free of the lag that plagues some competitors. Subaru may have worked to refine the continuously variable transmission (CVT) in order to make it less obtrusive, but drivers still hear a pronounced engine buzz under acceleration.

Fuel economy is impressive at 28 mpg overall, tying the Honda CR-V EX for the best mileage of any non-hybrid compact SUV.

We found it adept at absorbing road imperfections, and it's one of the more comfortable-riding SUVs in the category. And yet it benefits from responsive handling with limited body roll and quick steering when rounding corners.

The spacious interior has plenty of headroom and the best visibility of any SUV, giving drivers a commanding view of the road ahead. Most versions come with a power driver's seat that's comfortable and supportive.

The controls are simple to reach and use. The infotainment system is intuitive, responds quickly, and is compatible with Android

Auto and Apple CarPlay.

On the utility front, the split rear seats fold nearly flat. Opening the power liftgate exposes a wide, square-shaped space that can swallow a fair amount of bulky items. There's even enough room with the rear seat folded down to fit a bicycle with both wheels on.

The Forester falters only when it comes to refinement. Even with soft-touch surfaces and additional padding, some interior materials look cheap.

FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW isn't available on the base trim and is just optional on the Premium.

# Subaru CROSSTREK ✓



## VITAL STATS

<b>86</b> OVERALL SCORE	<b>87</b> ROAD TEST	<b>\$25,905</b> PRICE AS TESTED
TRIM LINE Premium	<b>29</b> MPG	DRIVETRAIN 152-hp, 2.0-liter four-cylinder engine; CVT; all-wheel drive

### REASONS TO BUY

- Ride comfort
- Fuel economy
- Easy-to-use controls
- Braking distances

### REASONS TO SKIP

- Engine noise
- Front-seat comfort
- ADAS not available with manual transmission
- Slow acceleration

### BEST VERSION TO GET

For the best value, we think the 2.0i Premium is the right choice for most buyers. EyeSight is a worthwhile option that can be had on all trims except for those equipped with the manual transmission.

SUBARU'S PSEUDO-SUV is essentially an Impreza hatchback with a raised ride height and some rugged visual cues. It builds on the Impreza's smooth ride, good fuel economy, easy-to-use controls, and roomy rear seat.

The Crosstrek's comfortable and controlled ride stands out in the class. Its handling is responsive, though it isn't as frisky when driving through sharp turns as the Mazda CX-30, for example. The standard AWD system is appealing and, combined with the ample ground clearance, gives the SUV the ability to handle slippery pavement, a muddy trail, or rough dirt roads.

The 2.0-liter four-cylinder engine has just enough power for most situations, which is on a par with its rivals. But it sounds strained and raspy when hard acceleration is needed. The optional 2.5-liter four-cylinder engine is more powerful and an improvement.

Because it does a good job mimicking the shifts that a traditional automatic would make, the

CVT mostly avoids suddenly—and loudly—revving the engine. But there are still times when the engine drone can be intrusive. We measured 29 mpg overall in our tests, which is commendable.

The cabin has simple controls, easy-to-read gauges, and a user-friendly touch-screen infotainment system that includes Android Auto and Apple CarPlay compatibility. The standard cloth front seats are short on lower-back support and lack any lumbar adjustments.

The popular Premium trim comes with heated front seats, but if you add in automatic climate control and a push-button start, the

Crosstrek's price raises to nearly \$30,000.

While the EyeSight system—with FCW, AEB with pedestrian detection, LDW, and LKA—is standard on CVT-equipped versions, BSW is optional on the Premium and isn't available on the base trim.



Honda  
**CR-V** ✓



VITAL STATS

84/82

OVERALL SCORE

82/80

ROAD TEST

\$28,935/  
\$31,380

PRICE AS TESTED

TRIM LINE

EX/  
Hybrid EX

28/  
35  
MPG

DRIVETRAIN

190-hp, 1.5-liter  
4-cyl turbo;  
CVT; AWD/  
212-hp, 2.0-liter  
4-cyl. hybrid;  
CVT; AWD

REASONS TO BUY

- Roomy interior
- Well-equipped for the price
- Fuel economy, especially the hybrid version
- Easy to get in and out of the cabin

REASONS TO SKIP

- Ride is on the firm side
- Cumbersome infotainment system on EX and higher trims

**BEST VERSION TO GET**

For the ideal balance of affordability and amenities, go for an EX. It comes with a power driver's seat, heated front seats, BSW, and a sunroof.

THE POPULAR CR-V is one of the better small SUVs, with good fuel economy, a roomy interior, and standard active safety features. It's small enough to navigate through tight parking lots yet roomy enough for a family trip.

In our tests, the 1.5-liter turbo engine got 28 mpg overall. Most of the time the CVT does its job unobtrusively. But under acceleration, such as when merging onto a highway, it holds engine revs high, resulting in a droning whine.

The hybrid gets an impressive 35 mpg overall but feels slow when taking off. Pressing harder on the gas pedal makes the engine kick in with an unpleasant roar, giving the impression the SUV is slow and noisy.

While the CR-V has capable handling thanks to its well-contained body roll and quick steering, it's not in the same league as the sportier CX-5. The ride has a firm edge, more so in the hybrid version, but it's still compliant.

Once underway, the CR-V's interior is relatively quiet for the segment. There are some upscale touches, such as the padded material



on the dash, attractive wood trim found in the EX and higher trims, and the comfortable, supportive power driver's seat. The rear seat has generous legroom and footroom, and can fit three adults.

The infotainment system in the EX is rather fussy and slow to respond to inputs. Common tasks require multiple—and often distracting—steps. Scrolling through fuel economy and trip info in the instrument cluster proves to be quite tedious.

Plentiful cabin storage makes the CR-V quite functional for families, and the rear doors swing out almost 90 degrees to help with getting in and out. Visibility is good all-around except at the



rear corners. The cargo area is generous and the tailgate is easy to open. The rear seats fold flat for cargo expansion.

While FCW, AEB with pedestrian detection, LDW, and LKA all come standard, BSW isn't available on the two lowest trims.



# Ford BRONCO SPORT ✓



## VITAL STATS

<b>82</b>	<b>75</b>	<b>\$33,655</b>
<b>OVERALL SCORE</b>	<b>ROAD TEST</b>	<b>PRICE AS TESTED</b>
<b>TRIM LINE</b>	<b>25 MPG</b>	<b>DRIVETRAIN</b>
Outer Banks		181-hp, 1.5-liter turbo three-cylinder engine; 8-speed automatic; all-wheel drive

### REASONS TO BUY

- Handling agility
- Good braking performance on dry and wet surfaces
- User-friendly controls

### REASONS TO SKIP

- Engine vibration at low revs
- Limited adjustments for driver's seat
- Overly firm ride

**OVERALL, THE ALL-NEW** Bronco Sport is a fun vehicle that's good for everyday use and mild off-road play.

Like the Escape it's based on, the Sport comes with a three-cylinder turbo and an eight-speed automatic. This combo produces a healthy dose of midrange punch, but the engine runs out of steam at higher revs. The transmission shifts smoothly most of the time, though it can let the engine lug below 1,500 rpm, causing annoying vibrations. We got 25 mpg overall, which is a few mpg below the class standouts. All Bronco Sports come with all-wheel drive.

Although its styling might indicate otherwise, the Bronco Sport is a car-based SUV that's not a true off-road-capable model. Still, it's adept on pavement, with nimble handling, and can tackle dirt and gravel roads.

The ride is quite firm, and rough roads can bring about a choppy sensation, but it's not a deal breaker. The cabin stays mostly quiet except for the engine's rather uncouth growl under hard acceleration.

The boxy shape affords tons of headroom and good outward visibility, but the front seats are short

on thigh support, and the bottom cushion's angle can't be adjusted without also pivoting the seat cushion forward. Rear-seat headroom is generous and there's good leg support, but kneeroom is snug.

Controls, including the touch-screen infotainment system, are a model of clarity and are super-easy to master. Practical interior details include adjustable floodlights at the base of the rear hatch and the ability to open the rear window by itself.

Standard safety and assist features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.



## BEST VERSION TO GET

Start with the Big Bend trim, which gives you automatic climate control, a wireless charging pad, and the ability to add a power driver's seat, heated seats, and a sunroof. The third-tier Outer Banks trim adds adaptive cruise control.

Mazda  
**CX-5** ✓



VITAL STATS

<b>82</b> OVERALL SCORE	<b>78</b> ROAD TEST	<b>\$29,530</b> PRICE AS TESTED
TRIM LINE 2.5 S Preferred	<b>24</b> MPG	DRIVETRAIN 187-hp, 2.5-liter four-cylinder engine; 6-speed automatic; all-wheel drive

REASONS TO BUY

- Rides comfortably
- Cabin is quiet
- Responsive handling
- Nicer interior than most competitors'
- Standard BSW

REASONS TO SKIP

- Compromised rear and side visibility
- Controls are challenging to master
- So-so fuel economy

BEST VERSION TO GET

We like the 2.5 S Preferred, which includes a sunroof and 8-way power leather seats. Keep in mind that versions above the Preferred include 19-inch wheels and tires, which will compromise ride comfort somewhat.

WITH THIS GENERATION of the CX-5, Mazda retained most of its predecessors' sporty handling but vastly improved the ride comfort, noise isolation, and interior quality.

The base 187-hp four-cylinder and six-speed

automatic make for a docile, responsive, and easy-to-drive combination. The added weight of the cabin-quieting materials took a toll on fuel economy, dropping it to an unimpressive 24 mpg overall. All-wheel drive is standard, and top trims get a more powerful turbocharged engine.

Mazda has worked wonders smoothing out the ride so that the CX-5 is now one of the most comfortable in the segment. It's supple and controlled, shrugging off bumps easily. Yet point the CX-5 into a turn and it willingly follows the chosen path. Handling is athletic, with responsive steering and an eagerness to tackle corners. The 19-inch

tires on higher trims slightly degrade the ride.

Noise isolation is another asset; the CX-5 has one of the quietest cabins in the compact SUV segment.

Step inside and it's immediately apparent that Mazda crafted a fine interior. There are lots of soft-touch bits, detailed stitching, chrome trim, and high-quality plastics that lend class. The comfortable, supportive seats are covered with soft leather. Most controls and knobs operate with a slick fluidity, but Mazda's new infotainment system is frustrating to use.

The rear seat is roomy enough, though not as generous as those in the CR-V, Forester, and Tucson. Wide-opening doors make it easy for kids and adults to climb inside. The second row is a comfortable space, with backrests that can recline slightly.

Outward visibility is good to the front, though the sloping roofline and chunky rear pillars hamper the rear three-quarter view.

Finally, FCW, AEB with pedestrian detection, BSW, RCTW, and LKA are standard equipment.



# Chevrolet EQUINOX ✓



## VITAL STATS

<b>74</b> OVERALL SCORE	<b>78</b> ROAD TEST	<b>\$32,985</b> PRICE AS TESTED
<b>TRIM LINE</b> LT (1.5T)	<b>25</b> MPG	<b>DRIVETRAIN</b> 170-hp, 1.5-liter turbocharged four-cylinder engine; 6-speed automatic; all-wheel drive

### REASONS TO BUY

- Roomy interior
- Comfortable ride
- Quiet cabin
- Intuitive controls
- Infotainment system is easy to use

### REASONS TO SKIP

- Drab interior for the price
- Leisurely acceleration

### BEST VERSION TO GET

Start with the LT trim and add the Confidence & Convenience package to get BSW and RCTW, dual-zone automatic climate control, a power liftgate, and remote start.



**THE EQUINOX IS** a competitive compact SUV thanks to its high-tech features, accomplished road manners, and generous interior room. But it doesn't quite deliver on its promise of good performance and fuel economy from its standard engine, and the interior is rather drab.

The engine is a bit of a letdown. The 1.5-liter turbo four-cylinder doesn't pack a lot of reserve power, and it takes a slow 9.6 seconds for the Equinox to accelerate from 0 to 60 mph.

While the driver and passengers can feel some of the six-speed automatic's shifts, it's not annoying. But we got just 25 mpg overall in our tests. The gas-saving

stop/start feature smoothly restarts the engine.

To its credit, the Equinox's suspension effectively absorbs bumps, and the ride is steady on all types of pavement surfaces. The SUV handles responsively, and the body stays composed without excessive lean in corners. The steering effort is light and easy for parking maneuvers, and gets firmer for a controlled feel as speeds increase.

The roomy interior features eight-way power-adjustable front seats, including two-way power lumbar, and they're comfortable over a long commute. The rear seat is generous and folds flat, providing a large cargo

space. Visibility is quite good except where the rear three-quarter view is compromised by its thick pillars.

Even though there are some soft-touch materials and a bit of chrome scattered about, the overall feel of the interior is a bit on the cheap side, reminding us of a cut-rate rental car.

The standard Chevrolet Infotainment 3 system is one of the better ones. It's user friendly, has a 7-inch touch screen with large icons and text, and features Android Auto and Apple CarPlay compatibility.

FCW and AEB with pedestrian detection are standard, while BSW and RCTW are optional on the LS and LT trims.

Honda  
**ACCORD** ✓



VITAL STATS

**88/87**  
OVERALL SCORE

**89/89**  
ROAD TEST

**\$28,345/  
\$29,780**  
PRICE AS TESTED

**TRIM LINE**  
Sport/  
Hybrid

**31/  
47**  
MPG

**DRIVETRAIN**  
192-hp, 1.5-liter turbo 4-cyl.; CVT; FWD/212-hp, 2.0-liter 4-cyl. hybrid; CVT; FWD

**REASONS TO BUY**

- Responsive handling
- Ride comfort
- Fuel economy
- Easy-to-use controls
- Trunk space

**REASONS TO SKIP**

- Low stance makes it hard to get in and out of
- Unintuitive gear selector in hybrid versions

**BEST VERSION TO GET**

We would opt for an EX-L for the best balance of features and price. As such, buyers get a power driver's seat with lumbar support adjustment, BSW, and Android Auto and Apple CarPlay compatibility.



**DESPITE BEING REDESIGNED** for the 2018 model year, the Accord is still our top-ranked midsize sedan, thanks in part to its ride and handling characteristics, impressive fuel economy, roomy cabin, and active safety features.

The 1.5-liter turbo four-cylinder and CVT work well, although the transmission exacerbates engine noise during high-power demands. Still, this combo makes the Accord one of the quickest and most fuel-efficient cars in its class, averaging an excellent 31 mpg overall.

The Accord Hybrid we also tested gets an impressive 47 mpg overall without sacrificing acceleration.

We like the Accord's happy compromise between sporty driving and family-friendly ride comfort. A hushed cabin hasn't been a Honda trademark, but this Accord is nicely muted other than some road noise when driving on coarse pavement.

The user-friendly controls include volume and tuning knobs for the audio system. Still, there's a definite learning curve for the infotainment system's more involved tasks. The configurable instrument cluster is clear and easy to read, but it's frustrating that you can't display the tachometer and fuel-economy information at the same time.

Equally annoying is that

the Hybrid is saddled with an unintuitive push-button gear selector.

The Accord is low and wide, and that hunkered-down stance requires more ducking to get in and out than before. We found the front seats comfortable and supportive. Slide into the rear seat and you're greeted with plenty of legroom, although headroom is limited for taller people.

It may not look like it from the outside, but the trunk is more spacious than before. The exposed wires and cheap lining material are evidence of cost-cutting.

While FCW and AEB with pedestrian detection are on all Accords, BSW isn't standard on lower trims.

# Subaru LEGACY ✓



## VITAL STATS

<b>87</b> OVERALL SCORE	<b>89</b> ROAD TEST	<b>\$27,609</b> PRICE AS TESTED
<b>Premium</b> TRIM LINE	<b>28</b> MPG	<b>DRIVETRAIN</b> 182-hp, 2.5-liter 4-cyl. engine; continuously variable transmission; all-wheel drive

### REASONS TO BUY

- Comfortable ride
- Smooth transmission
- Large trunk
- Standard all-wheel drive

### REASONS TO SKIP

- Some controls require multiple steps to complete common tasks

### BEST VERSION TO GET

Go with the Limited trim for its more supportive leather seats and power front passenger seat. Shoppers choosing the lower Premium trim should make sure to add the optional package with BSW and RCTW.

AFTER MANY REDESIGNS the Legacy remains a sensible, comfortable, quiet, and easy to live with sedan.

One of the first things you'll notice is that the suspension soaks up bumps and potholes better than some luxury sedans. The cabin is hushed, too, though the 2.5-liter four-cylinder engine can get loud when pushed. The optional 260-hp, 2.4-liter turbo engine feels less stressed.

The base engine needs to be revved pretty high to make significant power, and it can feel strained when climbing hills or merging onto highways. Fuel economy of 28 mpg overall is good for an all-wheel-drive sedan.

The turbo engine provides effortless punch, but it returned only 24 mpg overall in the Outback we tested (a wagon version of the Legacy). The CVT mimics the shift pattern of a conventional automatic, which helps prevent the engine revs from rising more quickly than the speed of the car.

The Legacy feels sporty, tackling corners with re-

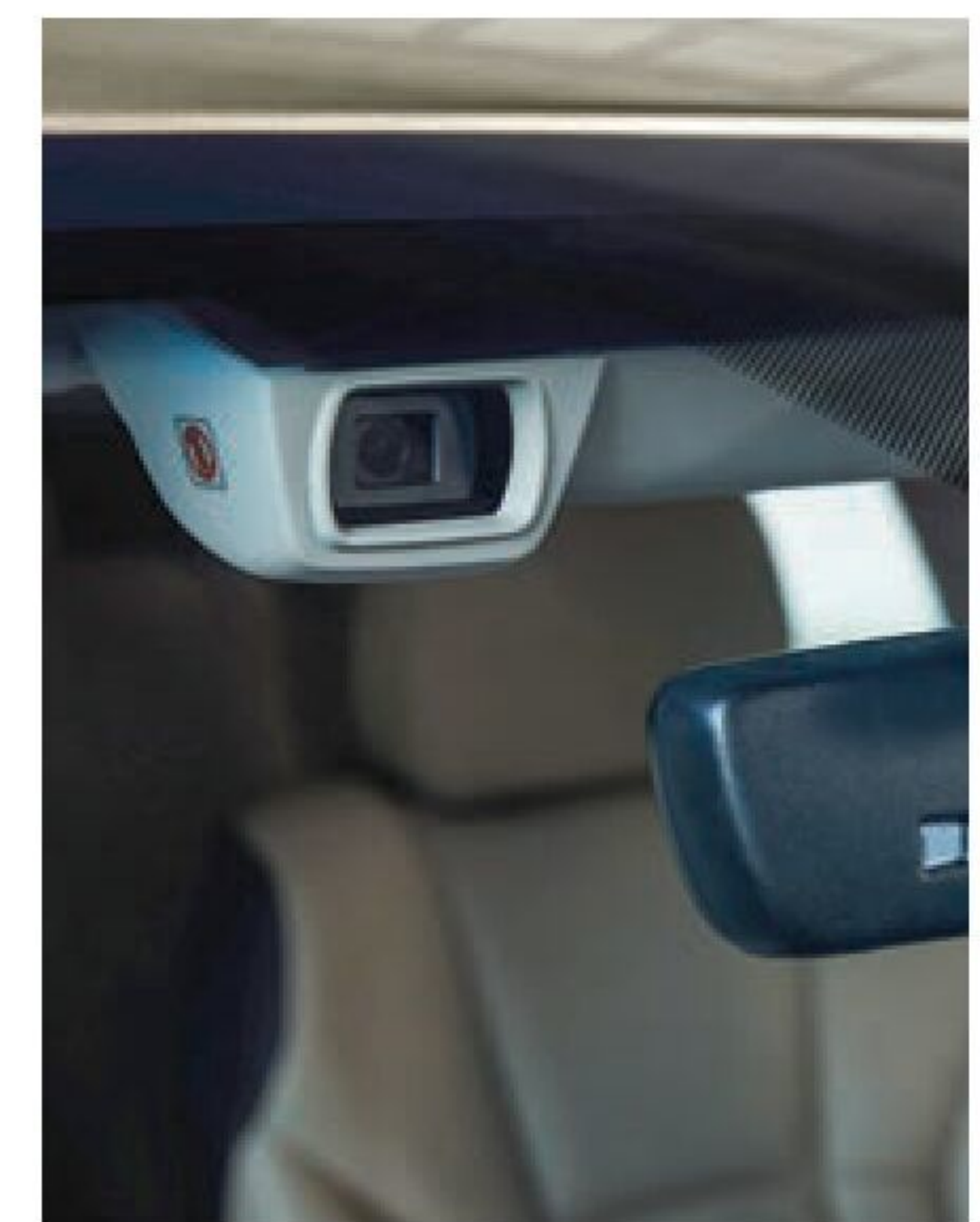
strained body lean and feeling responsive and secure. The steering is short on feedback and could do a better job communicating the road texture and cornering loads.

The driving position accommodates all kinds of body types, with plenty of head, leg, and knee-room. Slim roof pillars and generously sized side windows allow excellent outward views. Other high points include a roomy rear seat and large trunk.

But the infotainment system's large screen, fitted to all versions except the base model, requires multiple steps to perform common tasks, mostly ones related to the

climate-control system. It also crams Android Auto and Apple CarPlay into a small window.

Standard active safety features include FCW, AEB with pedestrian detection, LDW, and adaptive cruise control. But both BSW and RCTW cost extra.



Toyota  
**CAMRY** ✓



VITAL STATS

<b>86/84</b>	<b>89/84</b>	<b>\$28,949/ \$26,364</b>
<b>OVERALL SCORE</b>	<b>ROAD TEST</b>	<b>PRICE AS TESTED</b>
<b>TRIM LINE</b> Hybrid LE/LE	<b>47/ 32 MPG</b>	<b>DRIVETRAIN</b> 208-hp, 2.5-liter 4-cyl. hybrid; CVT; FWD/ 203-hp, 2.5-liter 4-cyl.; 8-spd. auto.; FWD

**REASONS TO BUY**

- Fuel economy
- Comfortable ride
- Braking performance (nonhybrid)
- Clear controls
- Available all-wheel drive

**REASONS TO SKIP**

- Low stance makes it hard to get in and out
- Engine sound in nonhybrid can be unpleasant
- 8-speed automatic isn't always smooth

**BEST VERSION TO GET**

The LE hybrid gets 47 mpg and has strong acceleration, a roomy trunk, quiet engine, automatic climate control, and heated seats. The regular LE with the Convenience package is a smart, efficient, and affordable choice.



**THE CAMRY HAS** long held the distinction of being a competent, well-rounded, pleasant family sedan—but one that's also unexciting. To address that last perception, Toyota improved the handling and gave the current Camry snazzier styling. The car has a newfound agility, which makes the Camry feel light on its feet in the corners. It's paired with a pleasant ride, thanks to a suspension that easily soaks up bumps.

The four-cylinder engine and eight-speed automatic we tested returned a very good 32 mpg overall, yet it's also one of the quickest sedans in the class. But the transmission suffers from some rough shifts, and the

engine sounds unpleasant at high revs. An all-wheel-drive version is also available.

The hybrid LE version gets an incredible 47 mpg overall, and its CVT does a good job of keeping the engine from revving excessively.

Outward visibility is decent because of slim pillars and lots of side glass. Drivers get a wide, nicely padded front seat that delivers plenty of support.

The Camry's low stance compromises cabin access. Slipping into the seats requires ducking, and headroom is tight, especially with the optional sunroof. While the rear seat isn't as roomy as the Accord,

headroom and legroom are reasonable.

A 7-inch touch screen is standard, and a 9-inch version is available on higher trims. Controls are clear and straightforward, and we appreciate the physical knobs for audio volume and tuning. Gas-only LE versions have a basic climate control system that strikes us as cheap. Again, advantage: hybrid.

Interior ambience is better, with more soft-touch surfaces, although some hard plastic bits remain scattered throughout.

All Camrys come standard with FCW, AEB with pedestrian detection, and LDW, although BSW and RCTW are optional.

## Hyundai **SONATA** ✓



### VITAL STATS

<b>83/80</b>	<b>81/76</b>	<b>\$26,670/ \$31,515</b>
<b>OVERALL SCORE</b>	<b>ROAD TEST</b>	<b>PRICE AS TESTED</b>
<b>TRIM LINE</b>	<b>31/44 MPG</b>	<b>DRIVETRAIN</b>
SEL/ Hybrid SEL	191-hp, 2.5-liter 4-cyl.; 8-spd. auto.; FWD/ 192-hp, 2.0-liter hybrid 4-cyl.; 6-spd. auto.; FWD	

#### REASONS TO BUY

- Fuel economy
- Secure handling
- Braking performance (gas-only model)
- Availability of tech features on lower trims

#### REASONS TO SKIP

- Stiff ride
- Gear selector is awkward to use
- Rough shifts from hybrid's transmission

#### BEST VERSION TO GET

The well-equipped SEL is a smart trim choice that opens up the path for various other comfort and convenience options. We don't see a reason to choose the optional 1.6-liter turbo engine.

ALTHOUGH THE SONATA'S sleek styling helps it stand out among midsize sedans, it trails the category's perennial leaders—the Accord, Legacy, and Camry—in our ratings.

The Sonata is fairly roomy, with good driver visibility in spite of its rakish lines. The driving position isn't quite as upright as in most sedans, but the power-seat adjustments let drivers of all sizes get comfortable behind the wheel. Seat support is fine on shorter jaunts but fades on longer trips, contributing to fatigue. And the hard center console can rub uncomfortably against the driver's right knee.

The cabin looks modern, with sleek piano-black surfaces, but the controls are a mixed bag. The infotainment system is well designed, and a larger screen comes on top versions but eliminates the radio's handy tuning knob. The push-button gear selector is tricky to use and can't be operated without looking down at its controls.

The options list is quite comprehensive. It's easy to add heated seats, a power

driver's seat, and automatic climate control to lower trim versions.

The Sonata is quite capable when driven briskly, and it negotiated our accident avoidance course with impressive speed. But the stiff ride transmits road impacts in a more pronounced way than in rival sedans, and there's some unpleasant engine noise at high revs.

The standard 191-hp, 2.5-liter four-cylinder is coupled with an eight-speed automatic, providing unobtrusive, predictable power and very good fuel economy at 31 mpg overall. The hybrid version gets an excellent 44 mpg and can drive on electric

power at low speeds, but the transmission delivers rough shifts.

While FCW and AEB with pedestrian detection are standard, BSW and RCTW come standard on all trims except the base SE, where they're optional.



# CR'S TEST DATA & RATINGS

STANDOUT MODELS BY CATEGORY, DETAILED RATINGS, VEHICLE REVIEWS, AND TEST DATA



## Standout Models

Of all the recent vehicles we've tested at our track, these are the top-scoring models across popular categories.

### MAZDA MX-5 MIATA

The sporty roadster is a delight to drive at any speed.



# Cars

Small cars are practical for urban driving. Hatchbacks are easy to park and great for carrying cargo. Midsized sedans balance performance, fuel economy, and practicality. Large sedans offer more space and comfort.

## COMPACT ELECTRICS/HYBRIDS

\$25,000-\$55,000

### PROS

Use less fuel (hybrids) or no fuel at all (EVs), fewer emissions, practical, inexpensive to own.

### CONS

EVs/hybrids can cost more to purchase up front, EVs have limited range and long charging times.

### Best EVs

Nissan Leaf

### Best Hybrids/ Plug-In Hybrid

Honda Insight  
Toyota Prius  
Toyota Prius Prime  
Hyundai Elantra Hybrid

Toyota Corolla Hybrid  
Hyundai Ioniq  
Kia Niro



Honda Insight

**80**

OVERALL SCORE

## SMALL HATCHBACKS

\$16,000-\$25,000

### PROS

Flexibility for cargo or passengers, excellent use of space, fuel economy, easy to park.

### CONS

Tend to be noisy, slow acceleration, can be hard to fit both passengers and cargo.

### Best Overall

Hyundai Venue  
Nissan Kicks



Hyundai Venue

**61**

OVERALL SCORE

## SMALL SEDANS

\$17,000-\$25,000

### PROS

Easy to park and maneuver, fuel economy, some offer hatchback versatility.

### CONS

Less versatile than hatchbacks, tend to be noisy, slow acceleration.

### Best Overall

Subaru Impreza  
Nissan Sentra  
Hyundai Elantra  
Toyota Corolla  
Honda Civic  
Volkswagen Jetta  
Mazda3



Subaru Impreza

**81**

OVERALL SCORE

# Cars

The best cars and hatchbacks provide practical, economical transportation. Midsized and large models are roomier and have better performance. Luxury models bring nicer accommodations and quieter interiors.

## MIDSIZED SEDANS \$25,000-\$35,000

### PROS

Comfortable ride, low noise levels, roomy accommodations, ample power.

### CONS

Limited cargo flexibility.

### Best Overall

- Honda Accord
- Subaru Legacy
- Toyota Camry
- Hyundai Sonata
- Kia K5
- Nissan Altima

### Fuel-Efficient

- Honda Accord Hybrid
- Toyota Camry Hybrid
- Hyundai Sonata Hybrid



Honda Accord

**88**

OVERALL SCORE

## LARGE SEDANS \$35,000-\$45,000

### PROS

Comfort, roominess, quiet cabin, power, near-luxury fit and finish.

### CONS

Lack agility, harder to park.

### Best Overall

- Chrysler 300
- Dodge Charger
- Nissan Maxima



Chrysler 300

**83**

OVERALL SCORE

## LUXURY SEDANS \$30,000-\$115,000

### PROS

Quiet cabin, power, handling, seat comfort, fit and finish.

### CONS

Fuel economy, expensive to maintain when the warranty ends, some have complex and distracting controls.

### Best Compact

- Infiniti Q50
- Audi A4
- Volkswagen Arteon
- BMW 3 Series
- Tesla Model 3
- Acura TLX
- Genesis G70
- BMW 2 Series Gran Coupe

- Lexus IS
- Kia Stinger

### Best Midsized & Large

- Audi A6
- BMW 5 Series
- BMW 7 Series
- Lexus ES
- Audi A8



Audi A6

**87**

OVERALL SCORE

# SUVs

Small SUVs blend fuel economy and versatility, and offer easier cabin access and a more upright seating position than sedans. Mid-sized and large SUVs have more cargo and passenger room, but fuel economy suffers.

## SMALL \$25,000-\$38,000

### PROS

Versatility, easy to park, agility, fuel economy.

### CONS

Can have a less-comfortable ride and cost more than a comparable sedan or hatchback.

### Best Overall

- Subaru Forester
- Hyundai Tucson
- Subaru Crosstrek
- Honda CR-V
- Ford Bronco Sport
- Mazda CX-5
- Nissan Rogue Sport
- Chevrolet Trailblazer

### Fuel-Efficient

- Hyundai Tucson Hybrid
- Toyota RAV4 Prime
- Subaru Crosstrek Hybrid
- Honda CR-V Hybrid
- Toyota RAV4 Hybrid



Subaru Forester

**90**  
 OVERALL SCORE

## MID-SIZED \$37,000-\$50,000

### PROS

Versatility, spacious interior and cargo room, ample power, third-row seat in some, composed ride, quiet cabin.

### CONS

Can get pricey, handling, fuel economy, challenging to park.

### Fuel-Efficient

- Toyota Highlander Hybrid
- Toyota Venza

### Best Overall

- Subaru Outback
- Chevrolet Blazer
- Nissan Murano
- Ford Edge
- Honda Passport
- Volkswagen Atlas Cross Sport

### Best Overall (Three-Row)

- Kia Telluride
- Toyota Highlander
- Hyundai Palisade
- Mazda CX-9
- Chevrolet Traverse
- Honda Pilot
- Volkswagen Atlas



Kia Telluride

**97**  
 OVERALL SCORE

## LARGE \$55,000-\$75,000

### PROS

Versatility, cargo space, room for passengers, third-row seat, towing abilities.

### CONS

High price, fuel economy, clumsy handling, challenging to park and maneuver.

### Best Overall

- Ford Expedition MAX
- Toyota Sequoia



Ford Expedition MAX

**73**  
 OVERALL SCORE

# Luxury SUVs

These models are distinguished by their accommodations, interior quietness, and comfort and convenience features.

## ENTRY-LEVEL & COMPACT \$30,000-\$50,000

### PROS

Plush and quiet cabin, agile, quick, cutting-edge technology.

### CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

### Best Entry-Level

- Mini Cooper Countryman
- Buick Encore
- Acura RDX
- Volvo XC40

### Best Compact

- Buick Envision
- BMW X3

- Audi Q5
- Mercedes-Benz GLC
- Porsche Macan
- Volvo XC60
- Infiniti w

### Energy/Fuel Efficient

- Ford Mustang Mach-E
- Lexus UX250h



Buick Envision

**84**  
OVERALL SCORE

## MIDSIZED \$50,000-\$90,000

### PROS

Plush accommodations, interior room, strong acceleration, quiet cabin, cutting-edge technology.

### CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

### Best Overall

- BMW X5
- Lexus RX
- Cadillac XT5
- Lexus GX
- Audi Q7
- Acura MDX
- Porsche Cayenne



Lexus RX

**81**  
OVERALL SCORE

## LARGE \$65,000-\$100,000

### PROS

Luxurious and quiet cabin, generous passenger and cargo room, advanced technology.

### CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options.

### Best Overall

- BMW X7



BMW X7

**81**  
OVERALL SCORE

# Sports Cars

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

**PRICE RANGE**  
\$24,000-\$70,000

**PROS**  
Fun, quick, agile, stylish.

**CONS**  
Impractical, cramped, rough-riding, noisy, expensive to insure.

**Roadsters**  
Mazda MX-5  
Miata  
Porsche 718  
Boxster  
BMW Z4

**Fun Coupes**  
Toyota Supra  
Audi TT



Mazda MX-5 Miata

**85**  
OVERALL SCORE

# Pickup Trucks

The top pickup trucks are adaptable for work or family duty.

**PRICE RANGE**  
\$35,000-\$68,000

**PROS**  
Hauling and towing capacities, versatility, off-road ability.

**CONS**  
Fuel-thirsty, bulky size, cargo can be exposed in open bed, high cost.

**Best Midsize**  
Honda Ridgeline

**Best Full-Size**  
Ram 1500



Honda Ridgeline

**82**  
OVERALL SCORE

# Minivans

The vehicles of choice for hauling up to eight passengers and their belongings.

**PRICE RANGE**  
\$35,000-\$50,000

**PROS**  
Abundant luggage/cargo space, composed ride, quiet cabin, can seat seven or eight passengers.

**CONS**  
Fuel economy for non-hybrids, few offer all-wheel drive.

**Best Overall**  
Kia Carnival  
Honda Odyssey

**Fuel Efficient**  
Toyota Sienna



Kia Carnival

**79**  
OVERALL SCORE



## Vehicle Ratings

Find your next car, minivan SUV, or pickup 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.

- **Recommended** vehicles are those that meet CR's stringent testing, reliability, and safety standards. To earn our recommendation, noted with a ✓, vehicles must have a high Overall Score in their category.

- **The Green Choice** designation, developed in collaboration with the EPA, indicates which cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from their model year. These are identified with a 🌱.

- **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner

satisfaction sections of CR's Auto Surveys; 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.

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

- **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by CR 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. If we have insufficient survey responses, or if a model is all new or redesigned, we use our judgment based on the brand's track record along with similar models to predict reliability and owner-satisfaction ratings.

- **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 CR's fuel-economy tests, reflecting a mix of city and highway driving. Energy consumption of electric vehicles is shown as a miles-per-gallon equivalent (MPGe) as rated by the EPA.

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

### WHY SOME VEHICLES AREN'T RATED

These new, redesigned, and updated models will be in future road tests: the Audi Q4 E-Tron; BMW 2 Series, iX, and i4; Cadillac Lyriq; Ford F-150 Lightning and Maverick; Hyundai Ioniq 5; Infiniti QX60; Jeep Grand Cherokee and Wagoneer; Kia Sportage; Lexus NX and LX; Mercedes-Benz C-Class; Rivian R1S and R1T; Subaru BRZ and WRX; Toyota GR86 and Tundra; and Volkswagen GTI.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

**CARS: COMPACT ELECTRICS**

Nissan Leaf SL Plus	78	\$44,330			73	104 <sup>1</sup>	Low running costs, no emissions, quietness, smooth power delivery, cabin access.	Charging time, range still limited, driving position, lack of agility.
Chevrolet Bolt EUV Premier	65	\$43,590			80	115 <sup>1</sup>	Low running costs, acceleration, ride, quietness, no emissions.	Reliability, charging time, lacks available AWD, gear selector.
Chevrolet Bolt 2LT	62	\$36,165			78	120 <sup>1</sup>	Low running costs, acceleration, agility, quietness, no emissions.	Reliability, charging time, brake pedal feel.

**CARS: COMPACT HYBRIDS AND PLUG-INS**

Honda Insight EX	80	\$26,225			73	54	Fuel economy, ride, reliability.	Controls, front-seat comfort, low stance hurts access.
Toyota Prius LE	79	\$27,323			75	52	Fuel economy, hatchback versatility, ride, reliability.	Rear visibility, acceleration, seat comfort, odd gear selector and gauges, too easy to turn off DRL.
Hyundai Elantra Hybrid Blue	76	\$24,900			79	48	Fuel economy, handling, braking, controls.	Access.
Toyota Corolla Hybrid LE	73	\$25,145			69	48	Fuel economy, ride, controls.	Acceleration, rear seat, access.
Hyundai Ioniq SE	70	\$27,200			75	52	Fuel economy, controls, cargo versatility.	Agility, ride, hesitation off the line.
Kia Niro EX	65	\$26,805			65	43	Fuel economy, controls, cargo versatility.	Braking, agility, hesitation off the line, front-seat comfort, ride.

**CARS: SMALL SEDANS**

Subaru Impreza Premium	81	\$23,410			85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Front-seat comfort.
Nissan Sentra SV	77	\$21,400			81	32	Ride, handling, controls, rear seat, braking, fuel economy.	Front seat short on lower back support, foot-operated parking brake, headlight performance.
Hyundai Elantra SEL	74	\$23,000			76	33	Fuel economy, secure handling, braking, controls.	Engine noise, ride, access.
Volkswagen Jetta SE	73	\$23,325			78	34	Fuel economy, controls, relatively roomy cabin.	Low dash vents.
Toyota Corolla LE	73	\$23,530			68	33	Fuel economy, ride, controls.	Acceleration, rear seat, access.
Honda Civic Sport	70	\$24,095			71	33	Fuel economy, handling, braking, controls.	Noise, stiff ride, access.
Mazda3 Select	69	\$24,115			75	30	Fit and finish, quietness, braking, fuel economy.	Controls.
Nissan Versa SV	62	\$18,980			61	32	Controls, fuel economy, standard active safety features for price.	Ride, engine noise, seat comfort.
Hyundai Accent SEL	61	\$18,435			64	33	Controls, fuel economy, braking.	Stiff ride, loud cabin, seat comfort, interior room.
Kia Rio S	53	\$17,220			61	33	Controls, fuel economy.	Stiff ride, loud cabin, seat comfort, interior room.
Kia Forte LXS	39	\$20,165			67	34	Controls, fuel economy.	Reliability, ride, noise, seat comfort, fit and finish.

**CARS: SMALL HATCHBACKS**

Hyundai Venue SEL	61	\$20,720			61	32	Controls, fuel economy, braking.	Ride, noise, fit and finish, rear seat, no adjustable seat-belt anchors.
Nissan Kicks SV	61	\$21,050			64	32	Fuel economy, controls, visibility.	Acceleration, fit and finish, front-seat comfort, agility.
Toyota C-HR XLE	58	\$23,892			64	29	Controls.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat.

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

## Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

### CARS: SMALL HATCHBACKS *Continued*

<b>Kia Soul EX</b>	51	\$25,320	↓	↓	76	28	Braking, controls, passenger space, cabin access.	Reliability, ride, loud engine.
<b>Toyota Corolla Hatchback SE</b>	51	\$24,263	↓	↓	66	36	Handling, fuel economy, controls, braking.	Reliability, ride, engine noise, tight rear seat.
<b>Mitsubishi Mirage ES</b>	33	\$16,050	↓	↓	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap.

### CARS: MIDSIZED

✓ <b>Honda Accord EX (1.5T)</b>	88	\$28,345	↑	↑	89	31	Ride, handling, fuel economy, controls.	Low stance hurts access.
✓ <b>Honda Accord Hybrid EX</b>	87	\$29,780	↑	↑	89	47	Fuel economy, ride, trunk space.	Low stance hurts access, unintuitive gear selector.
✓ <b>Subaru Legacy Premium</b>	87	\$27,609	↑	↓	89	28	Ride, transmission.	Some climate functions require multiple steps.
✓ <b>Toyota Camry Hybrid LE</b>	86	\$28,949	↑	↑	89	47	Fuel economy, ride, controls.	Low stance hurts access, too easy to cancel DRL.
✓ <b>Toyota Camry LE (4-cyl.)</b>	84	\$26,364	↑	↑	86	32	Fuel economy, braking, ride, controls.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.
✓ <b>Hyundai Sonata SEL (2.5L)</b>	83	\$26,670	↑	↓	81	31	Fuel economy, trusty handling, braking, available tech features.	Ride, gear selector.
✓ <b>Hyundai Sonata Hybrid SEL</b>	80	\$31,515	↑	↓	76	44	Fuel economy, trusty handling, available tech features.	Ride, gear selector, rough shifts.
✓ <b>Kia K5 LXS</b>	76	\$25,610	↓	↓	82	32	Controls, fuel economy, interior room, braking.	Hesitation during rolling stops, access, no power seat on LXS.
✓ <b>Nissan Altima 2.5 SV</b>	72	\$29,330	↓	↓	81	31	Controls, fuel economy, rear seat.	Agility, ease of entry, ride.
<b>Chevrolet Malibu 1LT (1.5T)</b>	55	\$26,790	↓	↓	80	29	Ride, quietness, controls.	Reliability, raspy engine, front-seat comfort, so-so visibility, no standard AEB.

### CARS: LARGE

✓ <b>Chrysler 300 C (V8)</b>	83	\$45,650	↑	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish, reliability.	Expensive optional active safety equipment.
✓ <b>Chrysler 300 Limited (V6)</b>	83	\$38,335	↑	↑	83	22	Transmission, ride, quietness, seat comfort, fit and finish, reliability.	Expensive optional active safety equipment.
✓ <b>Dodge Charger R/T Plus (V8)</b>	80	\$40,375	↑	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Visibility, access, optional active safety equipment.
✓ <b>Nissan Maxima Platinum</b>	79	\$41,995	↑	↓	81	25	Acceleration, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
✓ <b>Dodge Charger SXT (V6)</b>	78	\$34,510	↑	↑	82	22	Transmission, quietness, ride, interior room, feature content.	Visibility, access, optional active safety equipment.

### CARS: LUXURY SMALL

✓ <b>Infiniti Q50 Luxe (AWD)</b>	87	\$48,775	↑	↓	85	22	Acceleration, agility, braking, visibility, reliability.	Cumbersome infotainment system, small trunk, fuel economy for class.
✓ <b>Audi A4 Premium Plus</b>	85	\$48,890	↑	↓	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, reliability.	Controls including gear selector take getting used to, tight rear seat.



Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

**CARS: LUXURY SMALL** *Continued*

Volkswagen Arteon SEL (AWD)	82	\$43,475			91	24	Handling, braking, fit and finish, controls, hatchback versatility.	Engine noise.
BMW 330i xDrive	80	\$52,995			86	29	Handling, acceleration, braking, transmission, fuel economy, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assistance.
Tesla Model 3 Long Range	79	\$59,000			82	130 <sup>1</sup>	Instant power, handling agility, front-seat comfort, no emissions, driving range for an EV.	Stiff ride, distracting controls, rear seat, long charging times, no real blind spot warning.
Audi A3 Premium Plus	76	\$43,020			83	31	Acceleration, handling, braking, fuel economy, front seat comfort.	Tight rear seat, small trunk.
Acura TLX Tech (2.0T, AWD)	75	\$45,025			67	23	Acceleration, transmission, front-seat comfort, reliability.	Infotainment system, engine and road noise, access, rear seat room.
Genesis G70 Elite (2.0T, AWD)	73	\$43,115			74	23	Handling, controls, fit and finish.	Tight quarters, gear selector, stopping distance.
BMW 228i xDrive Gran Coupe	71	\$41,345			75	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, rear seat room, ride.
Lexus IS300 (3.5L, AWD)	70	\$45,345			69	22	Acceleration, braking, fit and finish.	Controls, tight quarters, driving position, fuel economy for class.
Kia Stinger Premium (2.0T, AWD)	70	\$40,400			75	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear seat, difficult access, visibility.
Cadillac CT4 Premium Luxury (2.0T, AWD)	58	\$49,215			78	25	Handling, braking, front-seat comfort, fit and finish	Rear-seat room and access, scant in-cabin storage.
Cadillac CT5 Premium Luxury (2.0T, AWD)	57	\$53,520			78	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
Volvo S60 Momentum	57	\$47,110			71	26	Braking, quietness, front-seat comfort, fit and finish.	Reliability, ride, controls.
Mercedes-Benz CLA250 (4MATIC)	55	\$44,390			65	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, rear seat, wimpy A/C.
Mercedes-Benz A220 (4MATIC)	55	\$43,385			64	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, rear seat, wimpy A/C.
Alfa Romeo Giulia Ti (AWD)	50	\$48,890			70	27	Agility, steering.	Reliability, controls, rear seat, limited driver's seat adjustments.

**CARS: LUXURY MIDSIZED/LARGE**

Audi A6 Premium Plus (2.0T)	87	\$59,390			93	26	Handling, braking, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.
BMW 530i xDrive	85	\$65,210			94	26	Ride, quietness, transmission, seat comfort, fit and finish.	Controls have a learning curve.
BMW 750i xDrive	84	\$110,645			99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish.	Narrow trunk, controls have a learning curve.
Lexus ES350	83	\$48,855			84	25	Ride, quietness, front-seat comfort, fit and finish.	Controls, rear seat.
Audi A8 3.0T	83	\$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)	69	\$71,550			89	18	Powertrain, ride, quietness, interior room.	Fuel economy, unintuitive gear selector, low dash vents.
Mercedes-Benz E350 (4MATIC)	68	\$69,585			85	24	Agility, braking, quietness, front-seat comfort, fit and finish.	Controls, tight rear seat, rear access.

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

## Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

### SUVs: LUXURY MIDSIZED/LARGE *Continued*

<b>Genesis G80</b> Advanced (2.5T AWD)	68	\$56,920	↓	↑	89	24	Ride, handling, braking, interior room, fit and finish.	Controls, hidden exterior trunk release.
<b>Lexus LS500</b> (AWD)	66	\$103,899	↓	↓	72	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Controls, rear seat space for class, small trunk.
<b>Porsche Taycan 4S</b>	61	\$128,520	↓	↑	86	77 <sup>†</sup>	Acceleration, ride, handling, front-seat comfort, no emissions.	Reliability, controls, price, long charging time, limited range, visibility.
<b>Tesla Model S</b> Long Range	60	\$92,690	↓↓	↑↑	88	120 <sup>†</sup>	Acceleration, braking, quietness, hatchback versatility, no tailpipe emissions, low running cost.	Reliability, odd steering wheel shape, controls, long charge times, access, rear-seat, visibility, no real blind spot warning.
<b>Volvo S90 T6</b> Momentum (AWD)	58	\$61,855	↓	↓	73	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
<b>Polestar 2</b> Standard	57	\$62,400	↓	↑	72	92 <sup>†</sup>	Acceleration, braking, handling, no emissions.	Ride, controls, cramped interior, limited range, long charging time.
<b>Maserati Ghibli S</b> Q4	53	\$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.

### SPORTS CARS

✓ <b>Mazda MX-5 Miata</b> Club	85	\$29,905	↑↑	↑↑	80	34	Agility, manual shifter, fuel economy, easy manual top, reliability.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓ <b>Toyota Supra</b> Premium	83	\$56,115	↓	↑	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise, controls.
✓ <b>Porsche 718 Boxster</b> (base)	83	\$69,790	↓	↑↑	95	26	Acceleration, handling, braking, fit and finish, quick convertible top that works on the move.	Ride, noise, access, some controls, visibility with closed top, no AEB offered.
✓ <b>BMW Z4</b> sDrive30i	74	\$59,195	↓	↑	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, overzealous lane keeping assistance, controls.
✓ <b>Audi TT</b> 2.0T	73	\$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, no AEB offered.
✓ <b>Honda Civic</b> Si	72	\$28,315	↓	↑	74	32	Handling, fuel economy, shifter, controls.	Ride, noise, access.
<b>Volkswagen Golf GTI</b>	67	\$36,539	↓	↑	85	28	Acceleration, braking, handling, manual shifter, engine sound, hatchback versatility.	Unintuitive controls.
<b>Mini Cooper</b> S	65	\$29,945	↓	↓	80	30	Handling, fuel economy, manual shifter, engine sound.	Reliability, rear seat, some controls, premium fuel.
<b>Dodge Challenger</b> R/T Plus (V8)	63	\$40,860	↓	↑	70	20	Braking, exhaust sound, infotainment system, rear seat.	Ride, noise, visibility, no AEB offered.
<b>Chevrolet Camaro</b> 2SS (V8)	62	\$47,020	↓	↓	85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents, no AEB offered.
<b>Chevrolet Corvette</b> 2LT	57	\$77,680	↓↓	↑↑	97	19	Acceleration, handling, braking, transmission, fit and finish.	Reliability, access, rear and side visibility, no AEB offered.
<b>Ford Mustang</b> GT Premium (V8)	47	\$43,295	↓↓	↑↑	84	19	Handling, acceleration, braking, interior details, exhaust sound.	Reliability, fuel economy, rear seat, ride.
<b>Ford Mustang</b> Premium (2.3T)	43	\$33,080	↓↓	↑↑	76	25	Handling, braking, interior details.	Reliability, rear seat, noise, raspy engine sound.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

**MINIVANS**

<b>Toyota Sienna XLE</b>	79	\$43,570			80	36	Fuel economy, interior room and versatility.	Long stopping distance.
<b>Kia Carnival EX</b>	79	\$39,470			89	21	Smooth powertrain, braking, interior room, controls.	Agility, must remove heavy 2nd-row seats for max cargo capacity.
<b>Honda Odyssey EX-L</b>	78	\$40,300			85	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Some controls take getting used to.
<b>Chrysler Pacifica Hybrid Platinum</b>	59	\$48,380			88	84 <sup>1</sup> / <sub>27</sub> <sup>2</sup>	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
<b>Chrysler Pacifica Touring L</b>	57	\$38,245			85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Reliability, coarse-sounding engine.

**SUVs: SMALL**

<b>Hyundai Tucson Hybrid SEL</b>	93	\$33,194			92	35	Fuel economy, handling, ride, roomy interior, reliability.	Gear selector.
<b>Subaru Forester Premium</b>	90	\$29,341			90	28	Fuel economy, roomy interior, great visibility, easy controls.	Engine noise.
<b>Hyundai Tucson SEL (2.5L)</b>	89	\$31,969			86	26	Handling, ride, braking, roomy interior, controls, reliability.	Slow acceleration for the class.
<b>Subaru Crosstrek Premium</b>	86	\$25,905			87	29	Ride, braking, controls, fuel economy, reliability.	Acceleration, engine noise, driver's seat short on lumbar support.
<b>Honda CR-V EX</b>	84	\$28,935			82	28	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
<b>Subaru Crosstrek Hybrid</b>	83	\$36,685			82	90 <sup>1</sup> / <sub>33</sub> <sup>2</sup>	Ride, braking, fuel economy, reliability.	Acceleration, engine noise, cargo.
<b>Ford Bronco Sport Outer Banks (1.5T)</b>	82	\$33,655			75	25	Agility, braking, controls, access, character, reliability.	Ride, vibration at low revs, limited seat adjustments.
<b>Honda CR-V Hybrid EX</b>	82	\$31,380			80	35	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
<b>Mazda CX-5 Touring</b>	82	\$29,530			78	24	Ride, quietness, handling.	So-so rear visibility, controls.
<b>Nissan Rogue Sport SV</b>	77	\$25,655			72	26	Access, fuel economy, controls, reliability.	Acceleration, rear-seat comfort, rear visibility.
<b>Chevrolet Trailblazer LT (1.3T)</b>	76	\$27,560			66	27	Interior room, mid-range torque, controls, fuel economy, reliability.	Rear and side visibility, agility, front-seat comfort.
<b>Chevrolet Equinox LT (1.5T)</b>	74	\$33,730			78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
<b>Mazda CX-30 Preferred</b>	70	\$28,645			64	27	Fit and finish, fuel economy.	Controls, engine noise, tight quarters, visibility.
<b>Toyota Corolla Cross LE</b>	68	\$28,329			67	28	Fuel economy, braking, emergency handling.	Noise, lackluster acceleration, fit and finish.
<b>Toyota RAV4 Hybrid XLE</b>	68	\$34,193			76	37	Fuel economy, access.	Ride, fit and finish.
<b>Hyundai Kona SEL (2.0L)</b>	66	\$25,025			71	26	Agility, braking, controls, fuel economy.	Ride, noise, acceleration.
<b>Toyota RAV4 XLE (2.5L)</b>	65	\$32,109			72	27	Fuel economy, access..	Engine noise, ride, fit and finish.
<b>Honda HR-V LX</b>	62	\$22,045			66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.

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

## Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

### SUVs: SMALL *Continued*

<b>Chevrolet Trax LT</b>	61	\$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.
<b>Ford Escape Hybrid SE Sport</b>	60	\$34,740	↓	↓	82	34	Fuel economy, agility, stopping distance, controls.	Reliability, overly sensitive brake pedal.
<b>Mitsubishi Outlander SE (2.5L)</b>	57	\$34,340	↓	↓	71	25	Standard third row, transmission, controls.	Ride, darty steering, wind noise, acceleration.
<b>Mitsubishi Eclipse Cross SE</b>	57	\$28,470	↓	↓	61	24	Access, rear seat.	Agility, visibility, front-seat comfort, acceleration, cargo space.
<b>Ford Escape SE (1.5T)</b>	55	\$32,600	↓	↓	73	26	Fuel economy, agility, stopping distance, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
<b>Volkswagen Taos SE</b>	55	\$33,064	↓	↓	74	26	Fuel economy, agility, braking, visibility, rear-seat room.	Uneven power delivery.
<b>Volkswagen Tiguan SE</b>	55	\$31,645	↓	↓	84	25	Generous interior, easy controls, access, visibility.	Reliability, acceleration.
<b>Jeep Cherokee Limited (2.0T)</b>	54	\$37,655	↓	↓	68	23	Interior room, controls, braking.	Reliability, sluggish off the line, uncooperative transmission, ride, agility, engine noise.
<b>Jeep Compass Latitude</b>	45	\$30,870	↓	↓	56	24	Controls, access.	Reliability, underpowered, touchy brake pedal, agility, ride, engine noise, rear seat.
<b>Kia Seltos S</b>	43	\$24,820	↓	↓	72	28	Fuel economy, braking, controls, visibility.	Reliability, ride, noise.
<b>Jeep Renegade Latitude</b>	42	\$27,525	↓	↓	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
<b>Fiat 500X Pop</b>	37	\$26,600	↓	↓	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

### SUVs: MIDSIZED (2-ROW)

✓ <b>Subaru Outback Limited XT</b>	85	\$39,572	↓	↑	91	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars.	Some climate functions require multiple steps.
✓ <b>Toyota Venza XLE</b>	83	\$40,160	↑	↑	75	37	Fuel economy, ease of access, reliability.	Controls, visibility, road noise, cargo capacity.
✓ <b>Chevrolet Blazer LT (V6)</b>	82	\$43,290	↑	↓	83	19	Acceleration, braking, transmission, quietness, controls.	Visibility, fuel economy, low dash vents.
✓ <b>Nissan Murano SL</b>	81	\$42,065	↑	↓	77	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
✓ <b>Ford Edge SEL (2.0T)</b>	80	\$42,610	↓	↓	84	22	Quietness, handling, braking, interior room.	Driving position.
✓ <b>Honda Passport EX-L</b>	76	\$39,937	↓	↓	79	21	Acceleration, interior room, quietness.	Ride.
✓ <b>Volkswagen Atlas Cross Sport SE (2.0T)</b>	70	\$40,580	↓	↓	81	21	Interior room, access, controls.	Too wide for tight parking spaces.
<b>Hyundai Santa Fe Hybrid SEL Premium</b>	64	\$39,280	↓	↓	86	30	Fuel economy, secure handling, braking, interior room.	Reliability, gear selector, some controls.
<b>Toyota 4Runner SR5</b>	61	\$37,425	↑	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

**SUVs: MIDSIZED (2-ROW)** *Continued*

<b>Hyundai Santa Fe SEL (2.5L)</b>	58	\$37,620			76	24	Secure handling, braking, interior room.	Reliability, underpowered with base engine, ride, gear selector.
<b>Ford Bronco Outer Banks (2.7T)</b>	47	\$53,505			55	18	Off-road ability, acceleration, character.	Braking, fuel economy, wind noise.
<b>Jeep Wrangler Sahara (4-door)</b>	28	\$48,400			36	18	Off-road ability, strong powertrain with the V6 engine.	Reliability, stiff ride, lots of wind noise, awkward access, fuel economy.

**SUVs: MIDSIZED (3-ROW)**

<b>Kia Telluride EX</b>	97	\$40,855			97	21	Ride, quietness, braking, interior room, controls, well-equipped for price, reliability.	Agility.
<b>Toyota Highlander XLE (V6)</b>	88	\$42,843			86	22	Smooth engine, ride, controls, second-row seats, reliability.	Agility.
<b>Toyota Highlander Hybrid XLE</b>	87	\$44,463			84	35	Fuel economy, ride, controls, second-row seats, reliability.	Some engine noise.
<b>Hyundai Palisade SEL</b>	87	\$43,415			88	21	Powertrain, interior room, access.	Agility, gear selector.
<b>Mazda CX-9 Touring</b>	84	\$40,470			79	22	Ride, handling, quietness, reliability.	Controls, rear visibility.
<b>Chevrolet Traverse Premier</b>	83	\$49,945			95	20	Ride, roominess, braking, quietness, controls, access.	Cheap manual sunroof shade.
<b>Honda Pilot EX-L</b>	76	\$40,655			80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, controls.
<b>Volkswagen Atlas SEL (V6)</b>	72	\$44,165			84	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Acceleration trails competition.
<b>Nissan Pathfinder SL</b>	65	\$46,375			85	21	Powertrain, interior room, controls.	Overly firm ride.
<b>Jeep Grand Cherokee L Limited (V6)</b>	63	\$55,265			75	19	Transmission, interior space, roomy third row, towing capacity.	Acceleration, braking, noisy V6 engine.
<b>Subaru Ascent Limited</b>	60	\$43,867			93	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Reliability, agility.
<b>Dodge Durango GT (V6)</b>	59	\$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.
<b>Ford Explorer XLT (2.3T)</b>	47	\$49,940			78	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
<b>Kia Sorento EX (2.5T)</b>	46	\$38,725			83	25	Controls, acceleration.	Reliability, ride, dual-clutch transmission's low-speed vibration.

**SUVs: LARGE**

<b>Ford Expedition MAX Limited</b>	73	\$75,430			73	16	Quietness, acceleration, controls, interior room.	Ride, handling, fuel economy.
<b>Toyota Sequoia Limited</b>	69	\$54,005			60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window.	Fuel economy, agility, braking, unsettled ride, high step-in, long reach to some controls, too easy to turn off DRL.

## Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

### SUVs: LARGE *Continued*

<b>Nissan Armada</b> Platinum	55	\$63,020	↓	↓	69	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy.
<b>Chevrolet Suburban</b> Premier	41	\$74,375	↓↓	↑	76	16	Interior room, seat comfort, ride, quietness, infotainment.	Braking, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
<b>GMC Yukon XL</b> SLT	40	\$71,245	↓↓	↑	75	16	Interior room, seat comfort, ride, quietness, infotainment.	Braking, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
<b>Chevrolet Tahoe</b> LT	39	\$63,650	↓↓	↓	73	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
<b>GMC Yukon</b> SLT	39	\$65,790	↓↓	↓	73	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.

### SUVs: LUXURY SMALL

✓ <b>Buick Envision</b> Essence	84	\$43,180	↑	↓	79	23	Ride, quietness, braking, infotainment system, reliability.	Gear selector, low dash vents, front wheelspin.
✓ <b>Mini Cooper Countryman</b> S	83	\$39,535	↑	↓	82	25	Handling, braking, powertrain, seat comfort, fit and finish, reliability.	Ride, noise, controls.
✓ <b>Ford Mustang Mach-E</b> Premium	82	\$55,800	↑	↑	78	90	Acceleration, handling, quietness, no tailpipe emissions.	Fussy door handles, controls, modest range, long charging times.
✓ <b>BMW X3</b> xDrive30i	81	\$53,745	↓	↓	92	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Controls require a learning curve.
✓ <b>Audi Q5</b> Premium Plus	79	\$51,570	↑	↓	83	24	Ride, quietness, seat comfort.	Gear selector, controls require a learning curve.
✓ <b>Mercedes-Benz GLC300</b>	78	\$50,280	↑	↓	79	22	Ride, agility, fit and finish, front-seat comfort.	Controls, engine noise.
✓ <b>Porsche Macan</b> S	78	\$63,290	↑	↑	84	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, controls, fuel economy.
✓ <b>Volvo XC60</b> T5 Momentum	78	\$50,040	↑	↓	79	23	Seat comfort, fit and finish, braking.	Stiff ride, maddening controls.
✓ <b>Buick Encore</b> Preferred	72	\$30,555	↑	↓	69	23	Ride, quietness, braking, maneuverability.	Acceleration, driving position, narrow cabin, rear visibility.
✓ <b>Infiniti QX50</b> Essential	72	\$51,380	↓	↓↓	77	22	Quietness, fit and finish, braking.	Confusing controls, short on agility.
✓ <b>Lexus UX250h</b>	71	\$37,740	↓	↓	71	37	Fuel economy, transmission, quietness.	Controls, tight interior, rear seat.
✓ <b>Acura RDX</b> Tech	71	\$43,995	↓	↓	82	22	Handling, acceleration, stopping distances, front-seat comfort, fit and finish.	Controls, gear selector, engine noise, brake pedal feel.
✓ <b>Volvo XC40</b> T5 Momentum	71	\$41,510	↓	↑	71	24	Interior ambience, comfortable front-seats.	Stiff ride, controls, annoying gear selector, engine noise.
✓ <b>Buick Encore GX</b> Select (1.3T)	69	\$33,145	↑	↓	67	26	Strong mid-range acceleration, fuel economy, braking, infotainment system.	Engine noise and vibration, rear seat.
<b>Audi Q3</b> Premium Plus	67	\$43,940	↓	↓↓	84	23	Handling, braking, seat comfort.	Reliability, loud engine, rear visibility.
<b>BMW X2</b> xDrive28i	66	\$45,895	↓	↓	77	25	Handling, responsive engine and transmission, fit and finish, front-seat comfort.	Visibility, ride, road noise, blind-spot warning unavailable.

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

**SUVs: LUXURY SMALL** *Continued*

<b>Mercedes-Benz GLB250</b>	65	\$47,435			81	26	Handling, braking, acceleration, fuel economy, fit and finish.	Controls, low and flat rear seat.
<b>Genesis GV70 Advanced (2.5T)</b>	64	\$51,095			82	24	Ride, handling, transmission, seat comfort, fit and finish.	Controls, rear visibility.
<b>BMW X1 xDrive28i</b>	64	\$44,745			74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride, blind spot warning unavailable.
<b>Mercedes-Benz GLA250</b>	61	\$43,475			74	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
<b>Tesla Model Y Long Range</b>	59	\$61,190			90	121 <sup>1</sup>	Handling, acceleration, braking, seat comfort, no emissions.	Reliability, ride, controls, no real blind spot warning, limited range, long charging time.
<b>Volkswagen ID.4 Pro S</b>	59	\$50,870			83	93 <sup>1</sup>	Acceleration, ride, quietness, roomy interior, no tailpipe emissions, low running costs.	Controls, low speed electric whine, brake pedal feel, long charging times.
<b>Lincoln Corsair Reserve (2.0T)</b>	56	\$50,870			82	23	Ride, quietness, powertrain, fit and finish.	Reliability, controls.
<b>Land Rover Range Rover Velar S</b>	53	\$59,503			76	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.
<b>Alfa Romeo Stelvio Ti</b>	51	\$52,040			74	24	Handling, style, character.	Controls, visibility, tight rear seat, limited seat adjustments, overly touchy brake pedal.
<b>Jaguar E-Pace S</b>	50	\$48,070			69	21	Handling, fit and finish.	Uneven power delivery, ride, visibility, controls.
<b>Jaguar F-Pace Prestige</b>	50	\$53,895			72	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
<b>Cadillac XT4 Premium Luxury</b>	50	\$49,430			78	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Reliability, engine noise, ride.
<b>Land Rover Range Rover Evoque SE</b>	44	\$56,997			58	20	Front-seat comfort, fit and finish, agility, braking.	Ride, controls, visibility, hesitation off the line, brand reliability.

**SUVs: LUXURY MIDSIZED (2-ROW)**

<b>BMW X5 xDrive40i</b>	90	\$68,730			98	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a learning curve.
<b>Lexus RX450h</b>	83	\$57,565			80	29	Quietness, ride, fuel economy, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
<b>Cadillac XT5 Luxury</b>	82	\$51,025			78	20	Plush interior, seat comfort, quietness, reliability.	Stiff ride, unintuitive gear selector, visibility.
<b>Lexus RX350</b>	81	\$51,630			77	22	Ride, quietness, powertrain, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
<b>Porsche Cayenne Base</b>	75	\$79,280			87	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
<b>Lincoln Nautilus Reserve (2.7T)</b>	65	\$54,945			84	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, gear selector.
<b>Jaguar I-Pace HSE</b>	59	\$86,841			82	76 <sup>1</sup>	Acceleration, handling, quietness, fit and finish, no emissions.	Controls, long charging times, limited range, brake pedal feel, brand reliability.
<b>Audi E-Tron Premium Plus</b>	49	\$80,450			90	74 <sup>1</sup>	Ride, quietness, acceleration, seat comfort, fit and finish, no emissions.	Reliability, long charging times, limited range.
<b>Land Rover Defender SE</b>	48	\$70,710			61	18	Acceleration, off-road ability, character.	Braking, controls, agility, step-in height, fuel economy, rear visibility.
<b>Genesis GV80 Advanced (3.5T)</b>	47	\$65,775			81	18	Acceleration, transmission, handling, braking, quietness, fit and finish.	Reliability, controls, fuel economy.

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

## Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-Test score		
<b>SUVs: LUXURY MIDSIZED (2-ROW)</b> <i>Continued</i>								
Mercedes-Benz GLE450	45	\$75,090	⬇️	⬇️	80	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
Land Rover Discovery Sport HSE	44	\$49,895	⬇️	⬇️	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
<b>SUVs: LUXURY MIDSIZED (3-ROW)</b>								
✓ Lexus RX350L	83	\$56,518	⬆️	⬆️	80	20	Ride, quietness, powertrain, fit and finish.	Distracting controls, tiny third-row seat.
✓ Lexus GX460	81	\$58,428	⬆️	⬇️	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Fuel economy, agility, tight third-row seat, side-hinged tailgate.
✓ Audi Q7 Premium Plus (3.0T)	80	\$71,010	⬇️	⬇️	92	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls have a learning curve.
✓ Acura MDX Tech	76	\$55,125	⬆️	⬇️	77	20	Smooth powertrain, front- and rear-seat comfort, fit and finish.	Controls, braking, must get top trim for some luxury features.
✓ GMC Acadia Denali	70	\$51,585	⬇️	⬇️	80	19	Quietness, ride, rear-seat room, easy to use infotainment system.	Fuel economy, gear selector.
Cadillac XT6 Premium Luxury	69	\$62,515	⬇️	⬇️	82	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features, brand reliability.
Buick Enclave Premium	62	\$55,680	⬇️	⬇️	87	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Reliability, gear selector, fuel economy, cheap manual sunroof shade.
Volvo XC90 T6 Momentum	56	\$56,805	⬇️	⬇️	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights.	Reliability, stiff ride, unintuitive controls.
Land Rover Range Rover Sport HSE (3.0T)	53	\$74,040	⬇️	⬇️	72	18	Handling, acceleration, fit and finish, towing and off-road capability.	Stiff ride, controls, fussy gear selector, fuel economy, brand reliability.
Land Rover Discovery HSE	50	\$69,260	⬇️	⬇️	71	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Agility, fuel economy, controls, low rear seat, third-row access.
Lincoln Aviator Reserve (3.0T)	46	\$64,920	⬇️	⬇️	82	19	Acceleration, handling, ride, quietness, fit and finish, cargo room.	Reliability, controls, gear selector, fuel economy.
Tesla Model X Long Range	41	\$109,200	⬇️	⬆️	72	102	Acceleration, braking, front-seat comfort, fit and finish, no tailpipe emissions.	Reliability, odd steering wheel shape, controls, ride, wind noise, rear visibility, fussy doors, long charge times, no real BSW.
<b>SUVs: LUXURY LARGE</b>								
✓ BMW X7 xDrive40i	81	\$84,095	⬇️	⬆️	94	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Controls require a learning curve.
Lincoln Navigator Select	63	\$86,480	⬇️	⬆️	65	16	Quietness, powertrain, second and third-row seat room.	Front-seat comfort, unintuitive gear selector, clumsy handling, fuel economy.
Cadillac Escalade Premium Luxury	60	\$98,740	⬇️	⬇️	80	16	Ride, quietness, powertrain, acceleration, fit and finish, seat comfort.	Handling, controls.
Infiniti QX80 Luxe	58	\$63,395	⬇️	⬇️	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road.	Handling, fuel economy, access.
Mercedes-Benz GLS450	48	\$89,030	⬇️	⬇️	86	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.
<b>PICKUP TRUCK: SMALL</b>								
Hyundai Santa Cruz SEL Premium (2.5T)	59	\$37,290	⬇️	⬆️	77	24	Acceleration, drives like a car, controls.	Small bed, rear visibility.



Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-Test score	Overall MPG		

**PICKUP TRUCKS: MIDSIZED**

<b>Honda Ridgeline</b> RTL	82	\$36,480			83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Low towing capacity, shallow bed.
<b>Ford Ranger</b> XLT	62	\$40,355			55	20	Relatively fuel efficient, maneuverable size.	Ride, controls, high step-in.
<b>Nissan Frontier</b> SV	54	\$40,630			67	18	Braking, transmission, controls.	Ride, tight rear seat, no telescoping steering column.
<b>Toyota Tacoma</b> SR5 (V6)	51	\$34,364			42	19	Resale value, off-road capability.	Ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL.
<b>Chevrolet Colorado</b> LT (V6)	45	\$34,300			61	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
<b>GMC Canyon</b> SLE (V6)	45	\$35,835			61	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
<b>Chevrolet Colorado</b> LT (diesel)	44	\$39,295			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
<b>GMC Canyon</b> SLE (diesel)	44	\$40,895			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
<b>Jeep Gladiator</b> Sport	38	\$46,405			52	18	Powertrain, towing capacity, character.	Reliability, handling, wind noise, awkward window controls.

**PICKUP TRUCKS: FULL-SIZED**

<b>Ram 1500</b> Big Horn (5.7L V8)	75	\$53,120			83	17	Ride, quietness, transmission, cabin room, controls.	High step-in, no standard active safety features.
<b>Ram 1500</b> Big Horn (diesel)	75	\$54,310			83	23	Fuel economy, ride, quietness, transmission, cabin room, controls.	High step-in, no standard active safety features.
<b>Ford F-150</b> Hybrid Lariat (3.5H)	62	\$69,935			79	20	Quietness, cabin room, acceleration, controls, hybrid's generator.	Reliability, ride, agility, high step-in.
<b>Ford F-150</b> XLT (2.7T)	60	\$55,535			75	19	Quietness, cabin room, acceleration, controls.	Reliability, ride, agility, high step-in.
<b>Ford F-250</b> Lariat (diesel)	56	\$67,130			53	15	Interior room, towing capability, quietness, light tailgate.	Fuel economy, braking, handling, ride, step-in height, no standard active safety features.
<b>Nissan Titan</b> SV (V8)	55	\$44,370			70	16	Acceleration, braking, roomy cab, light tailgate.	Reliability, ride, fit and finish, fuel economy.
<b>GMC Sierra 1500</b> SLE (5.3L V8)	47	\$52,100			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
<b>GMC Sierra 1500</b> SLE (diesel)	47	\$55,100			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.
<b>Chevrolet Silverado 1500</b> LT (5.3L V8)	46	\$50,225			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
<b>Chevrolet Silverado 1500</b> LT (diesel)	46	\$53,655			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.

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

# User's Guide to Vehicle Reviews

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2022 and early 2023 models. Use these reviews, along with the vehicle ratings (on page 43) and our data charts (on page 184), to narrow your choices.

## 1. RECOMMENDED MODELS

These are the vehicles that did well in CR's Overall Score within their category. The score includes CR's stringent testing, reliability, owner satisfaction, and safety. They must have performed 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 OVERVIEW

**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 that 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. Pickup trucks are listed by available cab configurations. **Drive Wheels** tells you whether the model is available with front-, rear-, all- (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 & FIGURES

**Length** is measured from bumper to bumper. **Width** is from the outermost side of one fender to the opposite fender. **Height** is from the top of the inside doorframe 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. Data for untested models come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the manufacturer

**RATINGS KEY**

⬇ ⬇ | ⬆ ⬆

WORSE ————— BETTER

✔ RECOMMENDED

**Acura RDX** 1

**71** The RDX drives lively, but it has very confusing and distracting controls that hurt the overall package. The 2.0-liter turbo four-cylinder is 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 feels lively and engaging thanks to its nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad, which is the only way to interact with the center screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes FCW and AEB with pedestrian detection. For 2022, blind spot warning and rear cross traffic warning are standard.

**940,100-953,300**  
BASE PRICE RANGE

**32**  
ROAD TEST

**RELIABILITY** **SATISFACTION**

**OVERVIEW**

ROOF STYLE: 4-door SUV  
TRIM LINES: Advance, A-Spec, A-Spec Advance, Base, PMC, Edition, Tech  
DRIVE WHEELS: Front, AWD  
SEATING: 2 front, 3 rear  
ENGINES: 2.0-liter 4-cylinder (217 hp)  
TRANSMISSIONS: 10-speed automatic

**FACTS & FIGURES**

EXTERIOR DIMENSIONS  
Length (in.) 187  
Width (in.) 74  
Height (in.) 66  
Wheelbase (in.) 109  
Weight (lb.) 4,065  
% 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

**Acura TLX** 4

**75** The TLX is a sleek sedan that's a bit larger than its competition, but ultimately isn't any roomier. The standard overall 272-hp, 2.0-liter turbo four-cylinder engine and 10-speed automatic make for an energetic pairing, but fuel economy of 23 mpg overall is disappointing. A high-performance Type S with AWD and 355-hp, 3.0-liter turbocharged V6 engine is available. Front-wheel drive is standard, with all-wheel drive optional. The ride is comfortable and handling is nimble, but the TLX has too much road and engine noise, undermining its premium pretense. The front seats are comfortable and supportive but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting and unintuitive to use. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and ICTW are optional.

**\$97,700-953,600**  
BASE PRICE RANGE

**67**  
ROAD TEST

**RELIABILITY** **SATISFACTION**

**OVERVIEW**

ROOF STYLE: sedan  
TRIM LINES: Advance, A-Spec, Standard, Tech Type S  
DRIVE WHEELS: Front, AWD  
SEATING: 2 front, 3 rear  
ENGINES: 2.0-liter 4-cylinder (272 hp), 3.0-liter V6 turbo (355 hp)  
TRANSMISSIONS: 10-speed automatic

**FACTS & FIGURES**

EXTERIOR DIMENSIONS  
Length (in.) 196  
Width (in.) 75  
Height (in.) 56  
Wheelbase (in.) 113  
Weight (lb.) 3,965  
% Weight Front/Rear 58/42

CARGO MEASUREMENT  
Max. Load (lb.) 840  
Cargo Volume (cu. ft.) 34  
Towing Capacity (lb.) NR

FUEL  
Premium  
CR Overall mpg 23

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. **Towing Capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. Maximum

rating from the manufacturer is used if the vehicle isn't tested. **Fuel** gives the recommended types for all the models' engines. Some engines may have different power ratings depending on fuel type. **CR Overall mpg** is from our tested engines for a mix of city and highway driving, given in a range if multiple versions were tested. If CR has not tested the model, then we use **EPA Combined mpg**. This is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine.

## 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 Annual Auto Surveys; 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. **Reliability** is our forecast of how well a new model is likely to hold up, based on the problems that CR members reported in our 2021 Annual Auto Surveys with data on more than 300,000 vehicles. **Satisfaction** also comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again. Some brand new models without previous history are given "NA" in Reliability and Satisfaction. **Road Test** is the final score 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. **ADAS** identifies whether a vehicle has key active driver assistance systems: forward collision warning (FCW), automatic emergency braking that operates at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), and blind spot warning (BSW). We use Opt. to indicate that the system is available on some versions; "NA" means no system is offered. Models with all four systems standard are assigned a ⬆; those with standard FCW, AEB, and pedestrian detection are assigned a ⬆; those with only FCW and AEB standard are assigned a |.

56 NEW CARS CR.ORG/CARS

# How to Read the Reliability Charts



THESE CHARTS ARE based on owner data from our Annual Auto Surveys. The **Overall Reliability** rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year.

We derive this from CR members, who reported on any problems they had with their vehicles during the 12 months prior to the survey that were considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to the areas of engine, major; engine cooling; transmission, major; and drive system because they can be serious and expensive to repair.

The reliability of a 2022 model is taken from the average of a model's **Overall Reliability** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2022. Several model years' data are a better predictor than the most recent model year.

One or two years' data may be used if the model was redesigned in 2021 or 2020, 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.

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 or electric drive motor 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 computer, engine mounts, engine knock or ping, electric drive motor malfunction.
- **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 O<sub>2</sub> or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

- **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 plug and wire failure, auto stop/start, electric vehicle charging.

- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.

- **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, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.


- **Power Equipment** 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, headlights.

- **In-Car Electronics** Audio systems, back-up/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates.

## BEHIND THE RELIABILITY RATINGS

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

For example, about 1 percent of 2020 vehicles had brake problems, on average. The Acura RDX on the facing page scores a  (much worse than average); 4.7 percent of them had a problem in this area.

For 2019 models the average rate of power equipment problems was about 2 percent. Because no Acura TLX owners reported having a problem in this category, it scores a  (much 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. New this year, CR also adjusted for the vehicle owner's age based on our findings and the continuous improvement process.

2021 models were generally less than 6 months old at the time of the survey, with an average of fewer than 3,000 miles. Redesigned or newly introduced model years are in **bold**.

### AVERAGE PERCENTAGE OF CARS WITH A REPORTED ISSUE

	'19	'20	'21
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	1	1	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2



## Acura Integra

**NA** OVERALL SCORE  
 Acura has resurrected the Integra nameplate for its upcoming, entry-level five-door hatchback. The Integra launches with a turbocharged 1.5-liter four-cylinder engine, offering a choice of automatic or manual transmission. The original three generations of Integra served as a fun and more upmarket alternative to the Honda Civic. That relationship looks poised to continue, with the Integra boasting more upscale comforts and features over the ILX it replaces. The price will span from the low to mid \$30,000s. Active safety equipment has not been announced, but all other Acura models and the Civic come with a full suite of driver assist systems.

**\$30,000-\$38,000E**  
 BASE PRICE RANGE

**NA** ROAD TEST  
**1** RELIABILITY

**NA** ADAS  
**NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** Base  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 4 turbo (210 hp)  
**TRANSMISSIONS:** 8-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

Premium  
 EPA Combined mpg **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Acura MDX

**76** OVERALL SCORE  
 The MDX remains a functional three-row luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic transmission, a powertrain that works well. Fuel economy is 20 mpg overall. A 355-hp, 3.0-liter turbo V6 Type S is also available. The ride is comfortable and handling is secure but mundane. The front seats are wide and supportive, and the interior is well made. The rear seat's midsection is removable, which creates an aisle to the third row. The biggest knock against the MDX is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it very distracting to use, forcing the driver to look too long at the screen and away from the road. The MDX comes with a full suite of active safety features, including FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$48,000-\$72,050**  
 BASE PRICE RANGE

**77** ROAD TEST  
**NA** RELIABILITY

**NA** ADAS  
**NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Advance, A-Spec, Base, Tech, Type S, Type S Advance  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 3.0-liter V6 turbo (355 hp); 3.5-liter V6 (290 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **198**  
 Width (in.) **79**  
 Height (in.) **67**  
 Wheelbase (in.) **114**  
 Weight (lb.) **4,495**  
 % Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,175**  
 Cargo Volume, cu.ft. **37**  
 Towing Capacity (lb.) **5,000**

#### FUEL

Premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'22
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Acura RDX ✓

**71** OVERALL SCORE

The RDX drives nicely, but it has very confusing and distracting controls that hurt the overall package. The 2.0-liter turbo four-cylinder is 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 feels lively and engaging thanks to its nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad, which is the only way to interact with the center screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes FCW and AEB with pedestrian detection. For 2022, blind spot warning and rear cross traffic warning are standard.

**\$40,100-\$53,300**  
BASE PRICE RANGE

**82** ROAD TEST

**71** RELIABILITY

**71** ADAS

**71** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Advance, A-Spec, A-Spec Advance, Base, PMC Edition, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬇️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬇️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬇️	⬇️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬇️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬇️	⬇️	⬇️

## Acura TLX ✓

**75** OVERALL SCORE

The TLX is a sleek sedan that's a bit larger than its competition, but ultimately isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder engine and 10-speed automatic make for an energetic pairing, but fuel economy of 23 mpg overall is disappointing. A high-performance Type S version with AWD and 355-hp, 3.0-liter turbocharged V6 engine is available. Front-wheel drive is standard, with all-wheel drive optional. The ride is comfortable and handling is nimble, but the TLX has too much road and engine noise, undermining its premium pretense. The front seats are comfortable and supportive but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting and unintuitive to use. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.

**\$37,700-\$53,600**  
BASE PRICE RANGE

**67** ROAD TEST

**75** RELIABILITY

**75** ADAS

**75** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** Advance, A-Spec, Standard, Tech, Type S

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (272 hp); 3.0-liter V6 turbo (355 hp)

**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **195**  
 Width (in.) **75**  
 Height (in.) **56**  
 Wheelbase (in.) **113**  
 Weight (lb.) **3,965**  
 % Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **840**  
 Cargo Volume, cu.ft. **14**  
 Towing Capacity (lb.) **NR**

#### FUEL

Premium  
 CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬇️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬇️
Suspension	⬇️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬇️	⬆️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬇️	⬆️



## Alfa Romeo Giulia

**50** **OVERALL SCORE** Alfa's compact luxury sports sedan corners and steers like a sports car. The 280-p, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. FCW, and AEB with pedestrian detection, are standard.

**\$43,350-\$78,830**

BASE PRICE RANGE

**70**

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** Quadrifoglio, Sprint, Ti, Veloce

**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.) **73**

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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Alfa Romeo Stelvio

**51** **OVERALL SCORE** The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. But there are a few quirks that owners are forced to contend with on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is a bit jittery, the suspension absorbs bumps rather well. Among the constant annoyances are a driving position with a limited range of seat adjustments, rear and side visibility that are wanting, and the modestly-sized cargo hold. Alfa recently made the infotainment system more user friendly. FCW and AEB with pedestrian detection are standard.

**\$45,550-\$84,650**

BASE PRICE RANGE

**74**

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Quadrifoglio, Sprint, Ti, Veloce

**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.) **66**

Wheelbase (in.) **111**

Weight (lb.) **4,020**

% Weight Front/Rear **51/49**

#### 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

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Audi A3 ✓

**76**  
OVERALL SCORE

The A3 is Audi's small sedan and the least expensive model in its lineup, and packs a solid and upscale feel into a small package. The 2022 redesign brings infotainment and connectivity upgrades, trickled down from larger and more expensive Audis. A 201-hp, 2.0-liter turbocharged four-cylinder engine and a seven-speed dual-clutch automatic transmission with a mild hybrid setup is standard, providing responsive acceleration and very good fuel economy. The ride is firm yet steady and comfortable. Handling is nimble but it's the S3 that's designed to be the sporty version. The front seats are comfortable and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. There is an optional configurable 12.3-inch instrument cluster available. Standard active driver assistance features includes FCW and AEB, but BSW is part of an options package.

**\$34,800-\$56,200**  
BASE PRICE RANGE

**83**  
ROAD TEST

⬆ ADAS

| RELIABILITY

⬆ SATISFACTION



### OVERVIEW

**BODY STYLES:** 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 (201 hp); 2.0-liter 4 turbo (306 hp); 2.5-liter 5 turbo (401 hp)

**TRANSMISSIONS:** 7-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **177**  
Width (in.) **72**  
Height (in.) **56**  
Wheelbase (in.) **104**  
Weight (lb.) **3,495**  
% Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **860**  
Cargo Volume, cu.ft. **11**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular or premium  
CR Overall mpg **31**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

## Audi A4 ✓

**85**  
OVERALL SCORE

Among the reasons the A4 sits at the top of our luxury compact sports sedan ratings is its enjoyable driving experience. The standard engine is a punchy 2.0-liter turbo four-cylinder that is paired with a seven-speed dual-clutch automatic transmission, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The A4 has standard FCW and AEB with pedestrian detection. BSW and RCTW are optional. The Allroad wagon version adds versatility, while the S4 performance version uses a turbocharged V6.

**\$39,900-\$60,200**  
BASE PRICE RANGE

**88**  
ROAD TEST

| ADAS

⬆ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan; wagon

**TRIM LINES:** allroad, Premium, Premium Plus, Prestige, S4

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 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/Rear **56/44**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆	⬆	
Engine, Major	⬆	⬆	⬆
Engine, Minor	⬆	⬆	⬇
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬇
Climate System	⬆	⬇	⬆
Suspension	⬆	⬆	⬆
Brakes	⬇	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks		⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬇	⬇



## Audi A6/A7 ✓

**87** OVERALL SCORE The Audi A6 is comfortable, quiet, and agile, and one of the better midsize luxury sedans. Most versions come with a standard 2.0-liter turbo four-cylinder engine; a 3.0-liter V6 turbo engine is optional. The seven-speed dual-clutch automatic transmission can be short on refinement at low speeds, and the car hesitates a bit before launch or from a rolling stop. Ultimately, the four-cylinder proved to be powerful and returned a commendable 26 mpg overall in our tests. Agile handling makes the A6 feel sporty. The ride is taut, with underlying firmness, but still comfortable. The quiet cabin is a delight in terms of fit and finish; the seats are extremely comfortable and supportive. The dual-screen infotainment system is daunting at first, but we found it to be ultimately logical. The high performance RS 6 Avant wagon uses a 4.0-liter turbo V8. FCW and AEB with pedestrian detection are standard. The A7 is a more-stylish, four-door hatchback version of the A6.

**\$55,900-\$116,500**

BASE PRICE RANGE

**93**

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan; wagon

**TRIM LINES:** Allroad, Premium, Premium Plus, Prestige, RS 6, S6

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (591 hp)

**TRANSMISSIONS:** 8-speed automatic; 7-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **195**

Width (in.) **74**

Height (in.) **57**

Wheelbase (in.) **115**

Weight (lb.) **4,015**

% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,100**

Cargo Volume, cu.ft. **14**

Towing Capacity (lb.) **3,500**

#### FUEL

Premium

CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, Major	↑	*	*
Transmission, Minor	↑	*	*
Drive System	↓	*	*
Fuel System	↑	*	*
Electrical	↑	*	*
Climate System	↓	*	*
Suspension	↑	*	*
Brakes	↑	*	*
Exhaust	↑	*	*
Paint/Trim	↑	*	*
Noises/Leaks	↑	*	*
Body Hardware	↑	*	*
Power Equipment	↓	*	*
In-Car Electronics	↓	*	*

## Audi A8 ✓

**83** OVERALL SCORE Audi's flagship sedan features a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. The infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. We like how the touch screen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, including a massage feature. Passengers in the rear seat will find limo-like room. FCW and AEB with pedestrian detection are standard. BSW and RCTW are optional. The A8 has been freshened for 2022, with just two available trims and updates to the front and rear styling.

**\$86,500-\$116,900**

BASE PRICE RANGE

**96**

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** 55 TFSI, S8

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (563 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Audi E-tron

**49** OVERALL SCORE

This all-electric luxury midsize SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. The E-Tron's 95-kilo-watt-hour battery gives it an EPA-estimated range of 222 miles, which trails other EVs. It's quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from almost empty through a 240-volt connector. The standard air suspension gives the Audi a supremely comfortable ride. Although the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. A hatchback version called the Sportback is also available. New for 2022 is a high performance 496-hp S version. The E-Tron GT is based on the Porsche Taycan.

**\$52,700-\$92,400**  
BASE PRICE RANGE

**90** ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door hatchback; 4-door SUV

**TRIM LINES:** Premium, Premium Plus, Prestige, S, Sportback

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (355 hp); Electric (496 hp)

**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **193**  
 Width (in.) **76**  
 Height (in.) **66**  
 Wheelbase (in.) **115**  
 Weight (lb.) **5,795**  
 % Weight Front/Rear **50/50**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,060**  
 Cargo Volume, cu.ft. **28**  
 Towing Capacity (lb.) **3,970**

**FUEL**  
 Electric  
 CR Overall mpg **74**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬇️	*	*
Transmission, Minor	⬇️	*	*
Drive System	⬇️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*

## Audi Q3

**67** OVERALL SCORE

The Q3 is a pleasant SUV that packs luxury and practicality into a small package. A turbocharged 228-hp, 2.0-liter four-cylinder paired with an eight-speed automatic transmission makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touch screen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. FCW, AEB, BSW, and RCTW are standard.

**\$35,900-\$41,500**  
BASE PRICE RANGE

**84** ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Premium, Premium Plus

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp)

**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **177**  
 Width (in.) **73**  
 Height (in.) **63**  
 Wheelbase (in.) **106**  
 Weight (lb.) **3,880**  
 % Weight Front/Rear **57/43**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,090**  
 Cargo Volume, cu.ft. **24.5**  
 Towing Capacity (lb.) **1,500**

**FUEL**  
 Regular  
 CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	⬇️	⬇️
Engine, Major	*	⬆️	⬆️
Engine, Minor	*	⬆️	⬇️
Engine, Cooling	*	⬆️	⬆️
Transmission, Major	*	⬇️	⬆️
Transmission, Minor	*	⬇️	⬆️
Drive System	*	⬇️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬇️
Climate System	*	⬆️	⬇️
Suspension	*	⬆️	⬆️
Brakes	*	⬇️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬇️	⬆️
Noises/Leaks	*	⬇️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬇️	⬆️
In-Car Electronics	*	⬇️	⬇️



## Audi Q4 E-Tron

**NA** OVERALL SCORE  
The Q4 E-Tron electric SUV comes in rear- and all-wheel drive shares its platform with the Volkswagen ID.4. Two powertrains are available: The rear-drive 40 E-Tron features a single 201-hp motor combined with an 82-kilowatt-hour battery pack. The 50 E-Tron quattro has the same battery pack, and a 295-hp, two-motor AWD system. The estimated range for the 50 quattro is 241 miles, while the 40's range is about 250 miles. A large center touch screen and digital instrument cluster, both oriented toward the driver, dominate the dash. The driver's seat includes an extra airbag in the right-hand side bolster to help prevent impact between the driver and front passenger in the event of a collision. The Q4 E-Tron comes with a suite of standard active safety features. The Sportback, which has a sloping coupelike roofline, comes only as a 50 quattro.

**\$43,900-\$59,000**  
BASE PRICE RANGE

**NA** ROAD TEST  
**ADAS**

**NA** RELIABILITY  
**NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback; 4-door SUV

**TRIM LINES:** Premium, Premium Plus, Prestige

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (201 hp); Electric (295 hp)

**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **181**

Width (in.) **73**

Height (in.) **64**

Wheelbase (in.) **109**

Weight (lb.) **4,705**

% Weight Front/Rear **NA**

#### CARGO MEASUREMENT

Max. Load (lb.) **NA**

Cargo Volume, cu.ft. **NA**

Towing Capacity (lb.) **NA**

#### FUEL

Electric

EPA Combined mpg **95**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Audi Q5

**79** OVERALL SCORE  
The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. The optional 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. For 2022, the 55 TFSI e plug-in hybrid version gets an upgraded 17.9-kilowatt-hour battery. All Q5 trims come standard with FCW, AEB with pedestrian detection, BSW, and RCTW. Highway-speed AEB and adaptive cruise control with traffic jam assist are optional.

**\$45,600-\$67,400**  
BASE PRICE RANGE

**83** ROAD TEST  
**ADAS**

**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door hatchback; 4-door SUV

**TRIM LINES:** Plug-in hybrid, Premium, Premium Plus, Prestige, SQ5

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (261 hp); 2.0-liter 4 hybrid (362 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Audi Q7/Q8 ✓

**80** **OVERALL SCORE** Once Audi fitted its Q7 three-row luxury SUV with an optional turbocharged V6, replacing the previous supercharged V6, it got a more refined driving experience to go along with its already adept handling and beautiful interior. A 2.0-liter four-cylinder turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable with some familiarity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. The SQ7 uses a 4.0-liter turbo V8. The Q8 is a five-seat, sportier version of the Q7.

**\$56,900-\$92,500**  
BASE PRICE RANGE

**92** ROAD TEST ⬆️ ADAS

⬇️ RELIABILITY ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Premium, Premium Plus, Prestige, SQ7  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **199**  
 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬇️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬇️	⬇️
Suspension	⬇️	⬆️	⬇️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬇️
Noises/Leaks	⬇️	⬆️	⬆️
Body Hardware	⬆️	⬇️	⬇️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬇️	⬇️

## Audi TT ✓

**73** **OVERALL SCORE** This sculpted coupe is more about style and technology than outright performance. The car feels nimble and entertaining, and dives 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 are comfortable front seats, high-quality fit and finish, and Audi's digital instrument panel. It incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into dash vents. The 2.0-liter turbocharged engine is punchy, and the RS model's 2.5-liter turbo five-cylinder is more powerful. The TT lacks most active safety features, a serious oversight for a car in this price range.

**\$50,500-\$73,200**  
BASE PRICE RANGE

**84** ROAD TEST **NA** ADAS

⬇️ RELIABILITY ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** convertible; coupe  
**TRIM LINES:** 2.0T, RS, RS Heritage Edition, TTS  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (394 hp)  
**TRANSMISSIONS:** 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## BMW 2 Series

**NA**  
OVERALL SCORE

The redesigned 2 Series coupe incorporates BMW's latest performance, safety, and infotainment technology. Not to be confused with the 2 Series Gran Coupe, this car comes either as the rear-wheel-drive 230i powered by a 255-hp, 2.0-liter turbo four-cylinder or the all-wheel-drive M240i xDrive powered by a 382-hp turbo inline-six. Both engines are mated to an eight-speed automatic; a manual transmission is no longer available. The car is quick and agile, with a firm ride. The cabin is beautifully finished and commensurate with the car's price. Though the rear seat is very tight, the front seats power forward to clear a path. Active safety and driver assistance features, such as FCW, AEB, and adaptive cruise control, are standard. Options such as a head-up display, digital instruments, and an adaptive suspension are available.

**\$35,700-\$48,550**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**ADAS**

**1**  
RELIABILITY

**2**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** 230i, M240i  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 2 rear  
**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.) **179**  
Width (in.) **72**  
Height (in.) **55**  
Wheelbase (in.) **108**  
Weight (lb.) **3,440**  
% Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **755**  
Cargo Volume, cu.ft. **10**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
EPA Combined mpg **29**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## BMW 2 Series Gran Coupe

**71**  
OVERALL SCORE

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 and X2 small SUVs. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based platform shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. FCW, AEB with pedestrian detection, and BSW are standard.

**\$35,700-\$45,500**  
BASE PRICE RANGE

**75**  
ROAD TEST

**ADAS**

**1**  
RELIABILITY

**2**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 228i, 228i xDrive, M235i xDrive  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **179**  
Width (in.) **71**  
Height (in.) **56**  
Wheelbase (in.) **105**  
Weight (lb.) **3,475**  
% Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **930**  
Cargo Volume, cu.ft. **12**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## BMW 3 Series/4 Series ✓

**80**  
OVERALL SCORE

The 3 Series sedan packs driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy, 2.0-liter turbo four-cylinder engine paired with a smooth and responsive eight-speed automatic transmission. Prompt throttle response and a throaty sound contribute to the 3's sporty character. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is logical to use once mastered. FCW, and AEB with pedestrian and cyclist detection, are standard, while highway-speed AEB and BSW are optional. The M340i with a 3.0-liter turbo six-cylinder, the track-ready M3, and the 330e plug-in hybrid are also available. The 4 Series 2-door coupe or convertible shares components with the 3 Series.

**\$41,450-\$76,900**  
BASE PRICE RANGE

**86**  
ROAD TEST

**86**  
RELIABILITY

**86**  
ADAS

**86**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** 330e, 330i, M3, M340i, M3 Competition

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)

**TRANSMISSIONS:** 8-speed automatic; 6-speed manual

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **186**  
 Width (in.) **72**  
 Height (in.) **57**  
 Wheelbase (in.) **112**  
 Weight (lb.) **3,640**  
 % Weight Front/Rear **53/47**

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

**FUEL**  
 Premium  
 CR Overall mpg **29**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	▲	▼	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, Major	▲	▲	▲
Transmission, Minor	▲	▲	▲
Drive System	▲	▲	▼
Fuel System	▲	▲	▼
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▼	▲
Brakes	▲	▼	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▼	▲	▲
Power Equipment	▼	▼	▲
In-Car Electronics	▼	▲	▲

## BMW 5 Series ✓

**85**  
OVERALL SCORE

The 5 Series is a remarkably satisfying midsize luxury sedan, but one that is no longer the sporty choice of this class. Instead, it's very plush, is super-quiet, has a finely crafted cabin, and is 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 returns an impressive 26 mpg overall, yet it delivers some nice zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that delivers power effortlessly. All-wheel drive is available, and standard on the V8-powered M550i. The 530e plug-in hybrid is a compelling version, it can go about 20 miles on electric power alone, and takes 3 hours to charge on a 240-volt connector. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$54,200-\$142,000**  
BASE PRICE RANGE

**94**  
ROAD TEST

**94**  
RELIABILITY

**94**  
ADAS

**94**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** 530e, 530i, 540i, M5, M550i xDrive, M5 CS

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600 hp); 4.4-liter V8 turbo (617 hp); 4.4-liter V8 turbo (627 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/Rear **53/47**

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

**FUEL**  
 Premium  
 CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	▼	▼	▼
Engine, Major	▲	▼	▲
Engine, Minor	▲	▼	▲
Engine, Cooling	▲	▼	▲
Transmission, Major	▲	▲	▲
Transmission, Minor	▲	▲	▲
Drive System	▼	▲	▲
Fuel System	▼	▲	▲
Electrical	▲	▼	▲
Climate System	▼	▼	▼
Suspension	▼	▲	▼
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▼	▲	▲
Noises/Leaks	▲	▼	▲
Body Hardware	▲	▼	▲
Power Equipment	▼	▲	▼
In-Car Electronics	▼	▼	▼



## BMW 7 Series/8 Series

**84** **OVERALL SCORE** Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder engine. Our 750i, with the polished and punchy turbocharged V8 and all-wheel drive, was quick and yielded decent fuel economy. Although the controls have a learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats, including a massage feature. Interior quality is superb, with wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy. The 8 Series, based on the 7 Series, comes as a luxury two-door coupe, convertible, or four-door sedan.

**\$86,800-\$157,800**  
BASE PRICE RANGE

**99** **ROAD TEST** **ADAS**  
**1** **RELIABILITY** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 740i, 745e, 750i, Alpina B7, M760i  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.0-liter 6 turbo (335 hp); 3.0-liter 6 hybrid (389 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (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/Rear **54/46**

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

**FUEL**  
Premium  
CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## BMW i4

**NA** **OVERALL SCORE** The BMW i4 is a new EV that, together with the iX, heralds BMW's second phase of electrification and the demise of the i3. Two versions are available. The eDrive40, with 335 hp and rear-wheel drive, has an EPA-estimated range of 301 miles. The all-wheel-drive M50, with a maximum of 536 hp, promises sports-car performance and a claimed 0-to-60-mph acceleration in under 4 seconds, but a lower range of 270 miles. It's probably no coincidence that those acceleration numbers are similar to Tesla's Model 3, a rival. With a high-power 200-kilowatt DC fast charging available only in public venues, the i4 can gain up to 90 miles of range in just 10 minutes. Standard active safety systems include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, and LDW. Adaptive cruise control and LKA are optional.

**\$55,400-\$65,900**  
BASE PRICE RANGE

**NA** **ROAD TEST** **ADAS**  
**NA** **RELIABILITY** **NA** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** eDrive40, M50  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (335 hp); Electric (536 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **189**  
Width (in.) **73**  
Height (in.) **57**  
Wheelbase (in.) **112**  
Weight (lb.) **5,020**  
% Weight Front/Rear **48/52**

**CARGO MEASUREMENT**  
Max. Load (lb.) **925**  
Cargo Volume, cu.ft. **10**  
Towing Capacity (lb.) **NR**

**FUEL**  
Electric  
EPA Combined mpge **80**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## BMW iX

**NA**  
OVERALL SCORE

BMW's iX SUV is a showcase for the automaker's latest electric-vehicle technology. The iX xDrive50 has 516 hp and employs two motors to give it all-wheel-drive capability, and according to BMW, it can sprint from 0 to 60 mph in 4.4 seconds. The driving range is estimated by the EPA to be 305 to 324 miles, depending on tire size. It can add 90 miles of charge in 10 minutes of DC fast charging in public venues. Charging from empty on 240 volts will take 11 hours, which is similar to many EVs. The iX glides silently with very quick acceleration and super comfortable ride. The airy interior is modern and uncluttered but controls are not the most intuitive. Standard safety features include BSW, RCTW, and LDW. Adaptive cruise control and LKA are optional. The iX can be pre-ordered now, and a more powerful M60 model will be launching later.

**\$83,200-\$105,100**  
BASE PRICE RANGE

**NA** ↑ ADAS  
ROAD TEST

**NA** NA SATISFACTION  
RELIABILITY



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** M60, xDrive50  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (516 hp); Electric (602 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **195**  
 Width (in.) **77**  
 Height (in.) **67**  
 Wheelbase (in.) **118**  
 Weight (lb.) **5,660**  
 % Weight Front/Rear **48/52**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,055**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **NA**

**FUEL**  
 Electric  
 EPA Combined mpge **86**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## BMW X1

**64**  
OVERALL SCORE

The X1 shares a platform with the Mini Cooper Countryman, and is available in front- and all-wheel-drive versions. In our tests, the X1 and its responsive 228-hp, 2.0-liter turbocharged four-cylinder returned 26 mpg overall. Thanks to the little SUV's relatively low ride height, it feels almost like driving a sedan. Although the X1's ride and handling are capable and responsive, they aren't quite up to BMW's high standards. Road noise is also noticeable. The interior exudes quality, and controls are relatively easy to use. The front seats are short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. FCW, and AEB with pedestrian detection, are standard. Inexplicably, BSW and RCTW are not available.

**\$35,400-\$37,400**  
BASE PRICE RANGE

**74** ↓ ADAS  
ROAD TEST

↓ ↑ SATISFACTION  
RELIABILITY



### OVERVIEW

**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

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **175**  
 Width (in.) **72**  
 Height (in.) **63**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,725**  
 % Weight Front/Rear **57/43**

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

**FUEL**  
 Premium  
 CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## BMW X2

66

OVERALL SCORE

The BMW X2 may appeal to style-conscious customers who want a sporty SUV but don't mind sacrificing interior space. Like the similar X1, the lower, shorter X2 delivers a driving experience that is more like a sports car's than an SUV's. Its gutsy 228-hp turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well-made but austere, with comfortable front seats and logical controls. Outward visibility and rear-seat room are hurt by the sleek styling. Standard active safety features include FCW, and AEB with pedestrian detection. As with the X1, neither BSW nor RCTW is available.

\$36,600-\$46,450  
BASE PRICE RANGE

77  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**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 (301 hp)  
**TRANSMISSIONS:** 8-speed automatic

### 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

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## BMW X3/X4

81

OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and active safety features. Most X3s are the 30i version, which is powered by 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 382-hp turbo six-cylinder. Both use an eight-speed automatic transmission that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is 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 X3 has standard FCW, AEB with pedestrian detection, BSW, and RCTW. The coupe-like X4 is based on the X3 platform.



\$43,700-\$69,900  
BASE PRICE RANGE

92  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** M, 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 (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 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/Rear 49/51

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

**FUEL**  
Premium  
CR Overall mpg 24

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↓	↑
Climate System	↑	↓	↑
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↓	↓	↓





## BMW X5/X6 ✓

**90** OVERALL SCORE

The X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp, 3.0-liter turbo six-cylinder 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 need 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. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW. The X6 is a sportier, coupelike version that is based on the X5.

**\$60,600-\$106,100**  
BASE PRICE RANGE

**98** ROAD TEST

**1** RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** M, M50i, sDrive40i, xDrive40i, xDrive45e

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 3.0-liter 6 turbo (335 hp); 3.0-liter 6 hybrid (389 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600 hp); 4.4-liter V8 turbo (617 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/Rear **50/50**

**CARGO MEASUREMENT**

Max. Load (lb.) **950**

Cargo Volume, cu.ft. **36.5**

Towing Capacity (lb.) **7,200**

**FUEL**

Premium

CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↓	↑
Suspension	↓	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↓	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↓	↑	↓

## BMW X7 ✓

**81** OVERALL SCORE

BMW's super-luxurious three-row SUV has a standard turbo six-cylinder engine and a smooth-shifting eight-speed automatic transmission. This gem of a powertrain provides punchy acceleration and respectable fuel economy. Its comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The cabin is incredibly quiet and has a richly furnished interior. Buyers can opt for two second-row captain's chairs or a three-person bench seat. BMW's latest iDrive infotainment system is easier to use than in previous versions, but it still takes some getting used to. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW.

**\$74,900-\$141,300**  
BASE PRICE RANGE

**94** ROAD TEST

**1** RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Alpina XB7, M50i, xDrive40i

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (612 hp)

**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**

Length (in.) **203**

Width (in.) **79**

Height (in.) **71**

Wheelbase (in.) **122**

Weight (lb.) **5,285**

% Weight Front/Rear **47/53**

**CARGO MEASUREMENT**

Max. Load (lb.) **1,200**

Cargo Volume, cu.ft. **26**

Towing Capacity (lb.) **7,500**

**FUEL**

Premium

CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## BMW Z4

**74** OVERALL SCORE  
 The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo four-cylinder delivers punchy acceleration and an invigorating exhaust sound. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority. Sadly, a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. FCW, and AEB with pedestrian detection, are standard.

**\$49,900-\$63,700**  
 BASE PRICE RANGE

**86** ROAD TEST  
**86** RELIABILITY  
**ADAS**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** convertible  
**TRIM LINES:** 30i, M40i  
**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.) **3,290**  
 % Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
 CR Overall mpg **29**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Buick Enclave

**62** OVERALL SCORE  
 Freshened for 2022, the large Buick Enclave has a revised exterior and standard active safety features. It 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, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, and connectivity features abound. The electronic gear selector takes some getting used to, but it's much better than the previous design. FCW, AEB with pedestrian detection, BSW, and RCTW are now standard.

**\$42,800-\$57,100**  
 BASE PRICE RANGE

**87** ROAD TEST  
**87** RELIABILITY  
**ADAS**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Avenir, 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.) **205**  
 Width (in.) **79**  
 Height (in.) **70**  
 Wheelbase (in.) **121**  
 Weight (lb.) **4,690**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

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

#### FUEL

Regular  
 CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↓	↑
Drive System	↓	↓	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↓	↓	↓
Brakes	↑	↓	↓
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↓
In-Car Electronics	↑	↓	↑



## Buick Encore ✓

**72** OVERALL SCORE  
 This subcompact SUV is outdated and overpriced. The Encore's little 1.4-liter turbocharged four-cylinder and six-speed automatic combine to deliver plodding acceleration and just 23 mpg overall in our tests. The small Encore is also expensive for what you get, which makes it a dubious value. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. On the positive side, the Encore has a relatively well-finished and quiet cabin, and it rides decently. In addition, the Buick's tidy size makes it easy to maneuver, and handling is sound. Updates for 2022 included a bit more power for the little turbocharged engine, now making 155 hp. Disappointingly, important active safety systems such as FCW, BSW, and RCTW are optional, while AEB with pedestrian detection isn't available at all.

**\$24,600-\$25,220**  
 BASE PRICE RANGE

**69** ROAD TEST | **Opt.** ADAS  
 RELIABILITY | SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Preferred  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.4-liter 4 turbo (155 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

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬇️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬇️	*
In-Car Electronics	⬆️	⬆️	*

## Buick Encore GX ✓

**69** OVERALL SCORE  
 The Encore GX subcompact SUV has an airy interior, although the rear seat is tight, and doses of luxury are applied unevenly throughout. Controls are easy to use. A small 1.3-liter turbocharged three-cylinder is the sole engine option. Front-wheel-drive models employ a continuously variable transmission, while the all-wheel-drive versions get a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but that performance is accompanied by an engine that sounds gravelly and produces some vibrations, especially at low speeds. Handling is quite responsive and secure, but the ride skews firm. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA, with BSW and RCTW optional. Upscale options include a large sunroof and a head-up display.

**\$24,400-\$30,600**  
 BASE PRICE RANGE

**67** ROAD TEST | **⬇️** ADAS  
 RELIABILITY | SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Essence, Preferred, Select  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.3-liter 3 turbo (155 hp)  
**TRANSMISSIONS:** 9-speed automatic; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **171**  
 Width (in.) **71**  
 Height (in.) **64**  
 Wheelbase (in.) **102**  
 Weight (lb.) **3,310**  
 % Weight Front/Rear **61/39**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **945**  
 Cargo Volume, cu.ft. **23**  
 Towing Capacity (lb.) **1,000**

**FUEL**  
 Regular  
 CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	
Engine, Major	⬆️	⬆️	
Engine, Minor	⬆️	⬆️	
Engine, Cooling	⬆️	⬆️	
Transmission, Major	⬆️	⬆️	
Transmission, Minor	⬆️	⬆️	
Drive System	⬆️	⬆️	
Fuel System	⬆️	⬆️	
Electrical	⬆️	⬆️	
Climate System	⬆️	⬆️	
Suspension	⬆️	⬆️	
Brakes	⬇️	⬆️	
Exhaust	⬆️	⬆️	
Paint/Trim	⬆️	⬆️	
Noises/Leaks	⬇️	⬆️	
Body Hardware	⬆️	⬆️	
Power Equipment	⬆️	⬇️	
In-Car Electronics	⬇️	⬆️	



## Buick Envision

**84** OVERALL SCORE  
 The second-generation Envision sits between the Encore GX and the three-row Enclave. It's a pleasant if unexciting luxury compact SUV that comes typically priced in the low \$40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Both front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to and is hard to operate without looking down. The Envision comes standard with FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$31,500-\$41,650**  
 BASE PRICE RANGE

**79** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Avenir, Essence, Preferred  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (228 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **183**  
 Width (in.) **74**  
 Height (in.) **63**  
 Wheelbase (in.) **109**  
 Weight (lb.) **3,965**  
 % Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,175**  
 Cargo Volume, cu.ft. **28**  
 Towing Capacity (lb.) **1,500**

#### FUEL

Regular  
 CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↓
Noises/Leaks	↑	↑	↑
Body Hardware	↓	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑

## Cadillac CT4

**58** OVERALL SCORE  
 The Cadillac CT4 replaced the ATS, slotting beneath the CT5. It drives well, with handling, braking, and steering that befit a well-honed sports sedan. The standard engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. The sporty CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. All trims are available in rear- and all-wheel-drive configurations. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. GM's Super Cruise active driving assistance system is available. The Blackwing version is a limited-production, track-ready rocket ship.

**\$33,695-\$58,995**  
 BASE PRICE RANGE

**78** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Blackwing, Luxury, Premium Luxury, Sport, V  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (309 hp); 2.7-liter 4 turbo (325 hp); 3.6-liter V6 turbo (472 hp)  
**TRANSMISSIONS:** 8-speed automatic; 10-speed automatic; 6-speed manual

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **187**  
 Width (in.) **72**  
 Height (in.) **56**  
 Wheelbase (in.) **109**  
 Weight (lb.) **3,625**  
 % Weight Front/Rear **53/47**

#### CARGO MEASUREMENT

Max. Load (lb.) **875**  
 Cargo Volume, cu.ft. **11**  
 Towing Capacity (lb.) **1,000**

#### FUEL

Premium  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Cadillac CT5

**57** OVERALL SCORE

The CT5 drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbocharged four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbocharged V6. Both are paired with a 10-speed automatic transmission that tends to delay upshifting, in turn making the engine rev more than it needs to. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. Cadillac's Super Cruise partially automated driving system is also available.

**\$37,295-\$83,995**  
BASE PRICE RANGE

**78** ROAD TEST

▲ ADAS

▼ RELIABILITY

▼ SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** Blackwing, Luxury, Premium Luxury, Sport, V

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp); 6.2-liter V8 supercharged (668 hp)

**TRANSMISSIONS:** 10-speed automatic; 6-speed manual

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**

Length (in.) **194**

Width (in.) **74**

Height (in.) **57**

Wheelbase (in.) **116**

Weight (lb.) **3,865**

% Weight Front/Rear **53/47**

**CARGO MEASUREMENT**

Max. Load (lb.) **875**

Cargo Volume, cu.ft. **12**

Towing Capacity (lb.) **1,000**

**FUEL**

Premium

CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Cadillac Escalade

**60** OVERALL SCORE

The Escalade shares much with the similar Chevrolet Tahoe and Suburban, including the move to a contemporary independent rear suspension. But this super-roomy three-row SUV is much more luxurious and high-tech than its siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though fuel economy is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure. It rides comfortably, and the interior is very quiet. The plush, high-tech cabin includes a large infotainment display that's relatively easy to use. FCW, and AEB with pedestrian detection, come standard, but BSW and RCTW don't. Cadillac's Super Cruise active driving assistance system is available. A high-performance V version will be coming soon.

**\$76,295-\$107,595**  
BASE PRICE RANGE

**80** ROAD TEST

| ADAS

▼ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV; extended SUV

**TRIM LINES:** ESV, Luxury, Platinum, Premium Luxury, Sport

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 2 rear, 3 third

**ENGINES:** 3.0-liter 6 turbodiesel (277 hp); 6.2-liter V8 (420 hp)

**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**

Length (in.) **211**

Width (in.) **81**

Height (in.) **77**

Wheelbase (in.) **121**

Weight (lb.) **5,950**

% Weight Front/Rear **50/50**

**CARGO MEASUREMENT**

Max. Load (lb.) **1,580**

Cargo Volume, cu.ft. **56**

Towing Capacity (lb.) **8,000**

**FUEL**

Regular or diesel

CR Overall mpg **16**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Cadillac Lyriq

**NA** Cadillac's first electric-only model will soon start to trickle into dealerships in rear-wheel-drive versions, with all-wheel-drive versions arriving later this year. While the Lyriq's overall dimensions are similar to those of the XT6 midsize SUV, the EV is lower, almost like a wagon. The 340-hp rear-drive model has a 100-kilowatt-hour battery that Cadillac estimates is good for at least 300 miles of range. The Lyriq will offer the latest version of the Super Cruise active driver assistance system. Standard active safety features includes FCW, AEB with pedestrian detection, LKA, BSW and RCTW, front and rear parking obstruction warning.

**\$58,795**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**I**  
ADAS

**NA**  
RELIABILITY

**NA**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Standard  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (340 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **197**  
Width (in.) **78**  
Height (in.) **64**  
Wheelbase (in.) **122**  
Weight (lb.) **5,610**  
% Weight Front/Rear **50/50**

#### CARGO MEASUREMENT

Max. Load (lb.) **NA**  
Cargo Volume, cu.ft. **NA**  
Towing Capacity (lb.) **3,500**

#### FUEL

Electric  
EPA Combined mpg **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Cadillac XT4

**50** The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side but on a par with most of the XT4's peers. Its handling is quite nimble. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. The infotainment system is easy to use, though the gear selector takes some getting used to. FCW, and AEB with pedestrian detection, are standard; BSW and RCTW are optional.

**\$35,795-\$42,095**  
BASE PRICE RANGE

**78**  
ROAD TEST

**I**  
ADAS

**⬇**  
RELIABILITY

**⬇**  
SATISFACTION



### OVERVIEW

**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 (235 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<b>⬇</b>	*	*
Engine, Major	<b>⬆</b>	*	*
Engine, Minor	<b>⬆</b>	*	*
Engine, Cooling	<b>⬆</b>	*	*
Transmission, Major	<b>⬇</b>	*	*
Transmission, Minor	<b>⬇</b>	*	*
Drive System	<b>I</b>	*	*
Fuel System	<b>⬆</b>	*	*
Electrical	<b>⬆</b>	*	*
Climate System	<b>⬇</b>	*	*
Suspension	<b>⬆</b>	*	*
Brakes	<b>I</b>	*	*
Exhaust	<b>⬆</b>	*	*
Paint/Trim	<b>⬆</b>	*	*
Noises/Leaks	<b>⬇</b>	*	*
Body Hardware	<b>⬆</b>	*	*
Power Equipment	<b>⬇</b>	*	*
In-Car Electronics	<b>I</b>	*	*



## Cadillac XT5 ✓

**82** OVERALL SCORE  
 Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the gear selector has been improved over its original setup. FCW, and AEB with pedestrian detection, are standard; BSW and RCTW are standard on all but the base model.

**\$43,995-\$55,895**  
 BASE PRICE RANGE

**78** ROAD TEST  
| ADAS  
⬆ RELIABILITY  
| SATISFACTION



### OVERVIEW

**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 (235 hp); 3.6-liter V6 (310 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **190**  
 Width (in.) **75**  
 Height (in.) **66**  
 Wheelbase (in.) **113**  
 Weight (lb.) **4,300**  
 % Weight Front/Rear **59/41**

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

**FUEL**  
 Regular or premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆	⬆	*
Engine, Major	⬆	⬆	*
Engine, Minor	⬆	⬆	*
Engine, Cooling	⬆	⬆	*
Transmission, Major	⬆	⬆	*
Transmission, Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆		*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬇		*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬇	*

## Cadillac XT6

**69** OVERALL SCORE  
 Cadillac's three-row luxury midsize SUV has responsive handling and feels like a smaller vehicle than it is. The ride is comfortable but doesn't stand out in any way. We tested it with the then-standard 3.6-liter V6 and smooth nine-speed automatic transmission. This combination packs a lot of power for merging and passing. A 2.0-liter turbo engine is now standard, with the V6 optional. Front- and all-wheel drive are available. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury features, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. FCW, AEB with pedestrian detection, BSW, and RCTW are standard on all trims. Cadillac's Super Cruise partially automated driving system is also available.

**\$48,595-\$58,295**  
 BASE PRICE RANGE

**82** ROAD TEST  
⬆ ADAS  
⬇ RELIABILITY  
⬇ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Luxury, Premium Luxury, Sport  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 2 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (310 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **199**  
 Width (in.) **77**  
 Height (in.) **70**  
 Wheelbase (in.) **113**  
 Weight (lb.) **4,585**  
 % Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,320**  
 Cargo Volume, cu.ft. **41**  
 Towing Capacity (lb.) **4,000**

**FUEL**  
 Premium  
 CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇	⬇	*
Engine, Major	⬆	⬆	*
Engine, Minor	⬆	⬆	*
Engine, Cooling	⬆	⬆	*
Transmission, Major	⬇	⬇	*
Transmission, Minor	⬇	⬇	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆		*
Noises/Leaks	⬇	⬇	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬇	⬇	*



## Chevrolet Blazer ✓

**82** **OVERALL SCORE** Chevrolet's midsize SUV seats five passengers but is focused more on styling and luxury and less on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. For 2022, active safety features, including FCW, and AEB with pedestrian detection, are standard on all trims. BSW and RCTW are available on all but the base trim.

**\$33,400-\$44,000**  
BASE PRICE RANGE

**83** **ROAD TEST** **ADAS**  
**RELIABILITY** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** LT, Premier, RS  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (230 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.) **4,235**  
% Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,705**  
Cargo Volume, cu.ft. **34.5**  
Towing Capacity (lb.) **4,500**

#### FUEL

Regular  
CR Overall mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↓	↑
Transmission, Minor	↓	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↓	↓	↑



## Chevrolet Bolt

**62** **OVERALL SCORE** A 2022 freshening of the Bolt EV improved the infotainment system and interior, and brought a version called the EUV that's slightly larger. The 200-hp electric motor that drives the front wheels used in the current Bolt carries over. The Bolt can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, and Chevrolet says 30 minutes of DC fast charging at public locations will add 100 miles of range. The interior is new, including more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. Active safety and driver assistance features, including FCW, AEB with pedestrian detection, LDW, and LKA, are now standard, while BSW, RCTW, and adaptive cruise control are optional.

**\$31,500-\$34,700**  
BASE PRICE RANGE

**78** **ROAD TEST** **ADAS**  
**RELIABILITY** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** 1LT, 2LT  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (200 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **163**  
Width (in.) **70**  
Height (in.) **63**  
Wheelbase (in.) **102**  
Weight (lb.) **3,590**  
% Weight Front/Rear **56/44**

#### CARGO MEASUREMENT

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

#### FUEL

Electric  
CR Overall mpge **120**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↓
Engine, Major	↓	↑	↓
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↓	↓	↓
Fuel System	↑	↑	↑
Electrical	↓	↑	↓
Climate System	↓	↑	↓
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↓
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↓	↑





## Chevrolet Bolt EUV

**65** OVERALL SCORE

The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. Both the regular Bolt and the EUV share the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks desirable SUV-like attributes, such as available all-wheel drive and extra cargo space. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from near-empty on a 240-volt connection, which is pretty typical for EVs. The EUV is the first non-Cadillac model to offer GM's Super Cruise active driver assistance system. FCW, AEB with pedestrian detection, LDW, and LKA come standard, but BSW and RCTW are optional on the base model.

**\$33,500-\$38,000**  
BASE PRICE RANGE

**80** ROAD TEST

| ADAS

▼ RELIABILITY

▲ SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**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.) **170**  
 Width (in.) **70**  
 Height (in.) **64**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,775**  
 % Weight Front/Rear **55/45**

#### CARGO MEASUREMENT

Max. Load (lb.) **875**  
 Cargo Volume, cu.ft. **16**  
 Towing Capacity (lb.) **NR**

#### FUEL

Electric  
 CR Overall mpg **115**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## Chevrolet Camaro

**62** OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. 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 transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. There's also an extreme ZL1 version available, powered by a 650-hp, 6.2-liter supercharged V8 engine mated to a six-speed manual or an optional 10-speed automatic.

**\$25,000-\$69,000**  
BASE PRICE RANGE

**85** ROAD TEST

**Opt.** ADAS

▼ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** convertible; coupe  
**TRIM LINES:** 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 supercharged (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/Rear **54/46**

#### CARGO MEASUREMENT

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

#### FUEL

Regular or premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Chevrolet Colorado

44-45

OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are more refined and less utilitarian 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 somewhat choppy, but handling is responsive. Rear- and four-wheel-drive versions, along with extended-cab and crew-cab body styles, are available. A locking tailgate is standard. Inside are the latest electronics, including an easy-to-use infotainment system. The only available active safety features are FCW and LDW.

**\$25,435-\$44,200**

BASE PRICE RANGE

**60-61**  
ROAD TEST

**Opt.**  
ADAS

⬇️  
RELIABILITY

⬇️  
SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab

**TRIM LINES:** LT, 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

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **213**

Width (in.) **74**

Height (in.) **79**

Wheelbase (in.) **128**

Weight (lb.) **4,500**

% Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,555**

Cargo Volume, cu.ft. **NA**

Towing Capacity (lb.) **7,000**

#### FUEL

Regular or diesel

CR Overall mpg **18-24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬇️	⬆️	⬆️
Transmission, Minor	⬇️	⬆️	⬇️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬇️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬆️	⬆️	⬇️
Brakes	⬆️	⬆️	⬇️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬇️
Noises/Leaks	⬆️	⬇️	⬇️
Body Hardware	⬆️	⬆️	⬇️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

## Chevrolet Corvette

57

OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 sitting under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph, a sprint that is accompanied by a glorious soundtrack. Handling agility is superlative, with immediate turn-in response and almost zero body roll, delivering a constant ear-to-ear grin on the driver. Yet the ride isn't punishing, thanks in part to our test car's optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered, however. The frunk, or front trunk, is small, but the cargo area aft of the engine can accommodate the removable targa top and a soft-sided bag or two. BSW and RCTW are optional, but FCW and AEB aren't available.

**\$60,900-\$79,850**

BASE PRICE RANGE

**97**  
ROAD TEST

**Opt.**  
ADAS

⬇️  
RELIABILITY

⬆️  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door hatchback; convertible

**TRIM LINES:** 1LT, 2LT, 3LT

**DRIVE WHEELS:** Rear

**SEATING:** 2 front

**ENGINES:** 6.2-liter V8 (495 hp)

**TRANSMISSIONS:** 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **182**

Width (in.) **76**

Height (in.) **49**

Wheelbase (in.) **107**

Weight (lb.) **3,625**

% Weight Front/Rear **39/61**

#### CARGO MEASUREMENT

Max. Load (lb.) **425**

Cargo Volume, cu.ft. **13**

Towing Capacity (lb.) **NR**

#### FUEL

Premium

CR Overall mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬇️	⬆️
Engine, Minor	⬆️	⬇️	⬆️
Engine, Cooling	⬆️	⬇️	⬆️
Transmission, Major	⬇️	⬇️	⬇️
Transmission, Minor	⬇️	⬆️	⬇️
Drive System	⬇️	⬆️	⬇️
Fuel System	⬆️	⬇️	⬆️
Electrical	⬆️	⬇️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬇️	⬆️
Paint/Trim	⬆️	⬆️	⬇️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬇️



## Chevrolet Equinox ☑️

**74** OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use. A refresh for 2022 included Chevrolet's latest infotainment system, which we found to be easy to use in other models. Wireless Android Auto and Apple CarPlay are also standard. Even though the interior has some cheap touches, the seats are quite comfortable. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.

**\$25,800-\$32,600**  
BASE PRICE RANGE

**78** ROAD TEST

**⬇️** RELIABILITY

**⬆️** ADAS

**⬆️** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** LS, LT, Premier, RS  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 4 turbo (170 hp)  
**TRANSMISSIONS:** 6-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  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

## Chevrolet Malibu

**55** OVERALL SCORE

Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In our tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is now standard. The uplevel engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets long-legged passengers stretch out. Recent updates included wireless Android Auto and Apple CarPlay connectivity.

**\$23,400-\$33,500**  
BASE PRICE RANGE

**80** ROAD TEST

**⬇️** RELIABILITY

**Opt.** ADAS

**⬆️** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** LS, LT, Premier, RS  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 4 turbo (160 hp); 2.0-liter 4 turbo (250 hp)  
**TRANSMISSIONS:** 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/Rear **61/39**

#### CARGO MEASUREMENT

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

#### FUEL

Regular  
 CR Overall mpg **29**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Chevrolet Silverado 1500

**46** OVERALL SCORE  
The Chevrolet Silverado received an update for 2022 that brought a fresh interior, a new ZR2 off-road trim, and the Super Cruise active driver assistance system with trailer support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. FCW, and AEB with pedestrian detection, are now standard.

**\$30,400-\$65,100**  
BASE PRICE RANGE

**78**  
ROAD TEST

**I**  
ADAS

**⬇️**  
RELIABILITY

**I**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab; regular cab

**TRIM LINES:** Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT, ZR2

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 3 front, 3 rear

**ENGINES:** 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

**TRANSMISSIONS:** 8-speed automatic; 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/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,940**

Cargo Volume, cu.ft. **NA**

Towing Capacity (lb.) **12,100**

#### FUEL

Regular or diesel

CR Overall mpg **17-23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬇️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬇️	⬆️	⬆️
Drive System	⬆️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬇️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬆️	⬆️
In-Car Electronics	⬇️	⬆️	⬇️



## Chevrolet Suburban

**41** OVERALL SCORE  
GM brought this generation Suburban into the modern era by giving it an independent rear suspension, which improved ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable and smooth power. While the ride with the standard suspension is comfortable, the Premier trim's electromagnetic dampers provide a more composed ride. Handling is ponderous but secure. The enormous cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. FCW, and AEB with pedestrian detection, are standard, but BSW and RCTW are optional. Updates for 2022 included standard LDW and LKA.

**\$51,600-\$76,200**  
BASE PRICE RANGE

**76**  
ROAD TEST

**I**  
ADAS

**⬇️**  
RELIABILITY

**⬆️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** High Country, LS, LT, Premier, RST, Z71

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 3 rear, 3 third

**ENGINES:** 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **226**

Width (in.) **81**

Height (in.) **76**

Wheelbase (in.) **134**

Weight (lb.) **6,000**

% Weight Front/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,655**

Cargo Volume, cu.ft. **70**

Towing Capacity (lb.) **8,100**

#### FUEL

Regular or diesel

CR Overall mpg **16**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬆️	*	*



## Chevrolet Tahoe

**39** Like the Suburban, the Tahoe gets an independent rear suspension that improves ride comfort, handling, and, as a result of better packaging, third-row room. This is a massive vehicle that's very functional, comfortable, and high-tech. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, but it's steadier in the Premier trim because of its electromagnetic dampers. Handling feels ponderous but secure. The enormous cabin is eerily quiet for such a large vehicle. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

**\$48,900-\$73,500**  
BASE PRICE RANGE

**73**  
ROAD TEST

**⬇️** ADAS  
**⬇️** SATISFACTION

**⬇️** RELIABILITY



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** High Country, LS, LT, Premier, RST, Z71  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **211**  
 Width (in.) **81**  
 Height (in.) **76**  
 Wheelbase (in.) **121**  
 Weight (lb.) **5,810**  
 % Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,655**  
 Cargo Volume, cu.ft. **58.5**  
 Towing Capacity (lb.) **8,400**

#### FUEL

Regular or diesel  
 CR Overall mpg **17**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬇️	⬆️	⬇️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬇️	⬆️	⬆️
Transmission, Major	⬇️	⬆️	⬇️
Transmission, Minor	⬇️	⬆️	⬇️
Drive System	⬆️	⬆️	⬇️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬇️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬇️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬆️	⬆️	⬇️

## Chevrolet Trailblazer

**76** Chevrolet resurrected the Trailblazer name for its subcompact SUV, which, sizewise, is positioned between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Unlike the GX, base models get a 1.2-liter three-cylinder turbo engine. All-wheel drive, along with a more powerful 155-hp, 1.3-liter engine and nine-speed automatic, is also offered. The 1.3-liter is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW, and AEB with pedestrian detection; BSW and RCTW are optional.

**\$21,800-\$27,400**  
BASE PRICE RANGE

**66**  
ROAD TEST

**⬇️** ADAS  
**⬇️** SATISFACTION

**⬆️** RELIABILITY



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Activ, LS, LT, RS  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)  
**TRANSMISSIONS:** 9-speed automatic; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **174**  
 Width (in.) **71**  
 Height (in.) **66**  
 Wheelbase (in.) **104**  
 Weight (lb.) **3,275**  
 % Weight Front/Rear **61/39**

#### CARGO MEASUREMENT

Max. Load (lb.) **945**  
 Cargo Volume, cu.ft. **24**  
 Towing Capacity (lb.) **1,000**

#### FUEL

Regular  
 CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬆️
Transmission, Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️



## Chevrolet Traverse ✓

**83** OVERALL SCORE  
The Traverse has a quiet interior, a very comfortable ride, and responsive handling that make it a viable alternative to full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsize SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. The front seats and the second-row captain's chairs are comfortable, and the third row is roomy. An eight-passenger configuration with a second-row bench seat is available on lower trims. We like the intuitive infotainment system, but the manual sunroof shades are out of place in the \$50,000 Premier trim. For 2022, the Traverse got exterior and interior styling updates, along with standard FCW, AEB with pedestrian detection, LDW, LKA, a more user-friendly gear selector, and wireless Android Auto and Apple CarPlay.

**\$33,700-\$53,400**  
BASE PRICE RANGE

**95** ROAD TEST  
**1** RELIABILITY  
**1** ADAS  
**1** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** High Country, LS, LT, Premier, RS  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.6-liter V6 (310 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **206**  
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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬇️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬆️	⬆️	⬇️
Brakes	⬇️	⬆️	⬇️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬇️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬆️	⬇️	⬆️



## Chevrolet Trax

**61** OVERALL SCORE  
This bite-sized crossover is essentially a stripped-down Buick Encore. Available in front- or all-wheel drive, the outdated Trax is powered by a 1.4-liter turbo four-cylinder mated to a six-speed automatic, a combination that doesn't deliver impressive performance or frugal fuel economy. One consolation is that its compact dimensions make it easy to park in urban areas. The cabin is narrow, cramped, and low-rent, but at least the controls are easy to use. The pronounced engine noise and stiff ride don't help the experience, nor does the occasionally bumpy transmission. Typically priced in the mid-\$20,000s, a Trax LT AWD costs almost as much as larger, more substantial compact SUVs, including Chevrolet's own Trailblazer. It's disappointing that FCW, and AEB with pedestrian detection, aren't available, and that BSW and RCTW are just optional.

**\$21,400-\$23,820**  
BASE PRICE RANGE

**55** ROAD TEST  
**1** RELIABILITY  
**Opt.** ADAS  
**1** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** LS, LT  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.4-liter 4 turbo (155 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬇️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬇️	*	*



## Chrysler 300 ✓

**83** OVERALL SCORE  
 Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside there's plenty of space for five adults in the comfortable seats. The powerful 5.7-liter V8 gets 20 mpg overall. We prefer the 3.6-liter V6, which is plenty strong and got a decent 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is available only with the V6 engine. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car even though it costs thousands less than what luxury brands typically charge. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen within the gauge cluster. It's disappointing that FCW and AEB aren't standard, and that pedestrian detection isn't available.

**\$31,770-\$42,155**  
 BASE PRICE RANGE

**83-84**  
 ROAD TEST

**Opt.**  
 ADAS

⬆️  
 RELIABILITY

⬆️  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 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

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **199**  
 Width (in.) **75**  
 Height (in.) **58**  
 Wheelbase (in.) **120**  
 Weight (lb.) **4,095**  
 % Weight Front/Rear **52/48**

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

**FUEL**  
 Regular  
 CR Overall mpg **20-22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬇️	*	*

## Chrysler Pacifica

**57-59** OVERALL SCORE  
 The Pacifica minivan is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Only the nonhybrid models are available with all-wheel drive. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available and has an electric range of about 30 miles. It gets 27 mpg when operating as a hybrid. The Pacifica uses the Uconnect infotainment system--one of the best available. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$37,095-\$56,840**  
 BASE PRICE RANGE

**85-88**  
 ROAD TEST

⬆️  
 ADAS

⬇️  
 RELIABILITY

⬆️  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** minivan  
**TRIM LINES:** Limited, Pinnacle, Touring, Touring L  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.6-liter V6 hybrid (260 hp); 3.6-liter V6 (287 hp)  
**TRANSMISSIONS:** 9-speed automatic; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **204**  
 Width (in.) **80**  
 Height (in.) **70**  
 Wheelbase (in.) **122**  
 Weight (lb.) **4,535**  
 % Weight Front/Rear **56/44**

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

**FUEL**  
 Regular  
 CR Overall mpg **21-27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬇️	⬆️	⬇️
Engine, Minor	⬇️	⬆️	⬇️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬇️
Transmission, Minor	⬆️	⬆️	⬇️
Drive System	⬇️	⬆️	⬇️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬇️	⬆️	⬇️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬇️	⬆️
Brakes	⬆️	⬇️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬇️	⬆️
Power Equipment	⬆️	⬇️	⬇️
In-Car Electronics	⬇️	⬇️	⬇️



## Dodge Challenger

**63** OVERALL SCORE The look may be old school, yet the Challenger is a modern, thrilling straight-line 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 manual transmission's stiff shifter and clutch detract from the overall driving experience, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Engine choices range from a mild V6 up to a 6.2-liter supercharged V8, but we think the best choice is the 5.7-liter V8. All-wheel drive is optional with the V6. A six-speed manual and an eight-speed automatic are available. FCW, BSW, and RCTW are just optional, and it's disappointing that AEB with pedestrian detection isn't even available.

**\$30,075-\$84,080**  
BASE PRICE RANGE

**70**  
ROAD TEST

**Opt.**  
ADAS

**↓**  
RELIABILITY

**↑**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** GT, Jailbreak, R/T, R/T Scat Pack, SRT Hellcat, SRT Hellcat Redeye, SRT Super Stock, SXT  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.6-liter V6 (303 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (717 hp, 797 hp, 807 hp); 6.4-liter V8 (485 hp)  
**TRANSMISSIONS:** 8-speed automatic; 6-speed manual

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **198**  
Width (in.) **76**  
Height (in.) **57**  
Wheelbase (in.) **116**  
Weight (lb.) **4,190**  
% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

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

**FUEL**  
Regular or premium  
CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Dodge Charger

**78-80** OVERALL SCORE Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, which makes 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 V8 or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. FCW and AEB are optional, but pedestrian detection isn't available at all.

**\$31,350-\$84,140**  
BASE PRICE RANGE

**82-85**  
ROAD TEST

**Opt.**  
ADAS

**↑**  
RELIABILITY

**↑**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** GT, Jailbreak, R/T, Scat Pack, SRT Hellcat, SRT Hellcat Redeye, 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 (717 hp); 6.2-liter V8 supercharged (797 hp); 6.4-liter V8 (485 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **201**  
Width (in.) **75**  
Height (in.) **58**  
Wheelbase (in.) **120**  
Weight (lb.) **4,335**  
% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

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

**FUEL**  
Regular or premium  
CR Overall mpg **20-22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Dodge Durango

**59** Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the previous-generation Jeep Grand Cherokee but is longer and has 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 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. FCW and AEB are optional. For 2022, BSW and RCTW are standard.

**\$35,475-\$66,670**  
BASE PRICE RANGE

**83** ROAD TEST | **NA** ADAS  
↓ RELIABILITY | ↑ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Citadel, GT, GT Plus, R/T, R/T Plus, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Fiat 500X

**37** The 500X is the only Fiat model left in the U.S. lineup. While its styling may be appealing, the more time spent with the 500X, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. A new 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. The interior has some flair. Available active safety features include FCW, AEB, and BSW.

**\$26,275-\$31,455**  
BASE PRICE RANGE

**50** ROAD TEST | **Opt.** ADAS  
↓ RELIABILITY | ↓ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Pop, Sport, Trekking, Trekking Plus  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.3-liter 4 turbo (177 hp)  
**TRANSMISSIONS:** 9-speed automatic

### 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.) **2,000**

**FUEL**  
 Regular  
 CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Ford Bronco

**47** OVERALL SCORE  
 The resurrected Bronco squarely targets the Jeep Wrangler, revitalizing a rivalry from the 1960s. The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have four-wheel drive and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are more refined than the Wrangler's, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A handy trail camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. Standard active safety equipment includes FCW and AEB with pedestrian detection.

**\$29,300-\$53,000**  
 BASE PRICE RANGE

**55** ROAD TEST  
 ADAS  
**RELIABILITY**  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door SUV; 4-door SUV  
**TRIM LINES:** Badlands, Base, Big Bend, Black Diamond, Everglades, Outer Banks, Raptor, Wildtrak  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.3-liter 4 turbo (275 hp); 2.3-liter 4 turbo (300 hp); 2.7-liter V6 turbo (315 hp); 2.7-liter V6 turbo (330 hp)  
**TRANSMISSIONS:** 10-speed automatic; 7-speed manual

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **189**  
 Width (in.) **76**  
 Height (in.) **73**  
 Wheelbase (in.) **116**  
 Weight (lb.) **4,795**  
 % Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,275**  
 Cargo Volume, cu.ft. **40**  
 Towing Capacity (lb.) **3,500**

**FUEL**  
 Regular  
 CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*



## Ford Bronco Sport

**82** OVERALL SCORE  
 The Bronco Sport, a small SUV based on the Escape, has been sprinkled with rugged styling cues. With its increased ground clearance, a more capable four-wheel-drive system, and shorter overhangs than the Escape's, the Bronco Sport is fit for mild off-roading. Most versions come with a 181-hp turbo-charged three-cylinder engine that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system with its standard Android Auto and Apple CarPlay compatibility. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.

**\$27,415-\$34,090**  
 BASE PRICE RANGE

**75** ROAD TEST  
 ADAS  
**RELIABILITY**  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Badlands, Base, Big Bend, Outer Banks  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (245 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **173**  
 Width (in.) **74**  
 Height (in.) **70**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,515**  
 % Weight Front/Rear **57/43**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,100**  
 Cargo Volume, cu.ft. **30.5**  
 Towing Capacity (lb.) **2,200**

**FUEL**  
 Regular  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬆️
Transmission, Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⚠️
In-Car Electronics			⬇️



## Ford Edge

**80**  
OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic transmission. This combination provides smooth, quiet acceleration. The high-performance ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. The Edge can rival some luxury SUVs with its quiet cabin, steady ride, and agile handling. Standard equipment includes Ford's Sync 4 infotainment system, which includes a large 12-inch touch screen and wireless Android Auto and Apple CarPlay connectivity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$35,395-\$44,195**  
BASE PRICE RANGE

**84**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** SE, SEL, ST, ST-Line, 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:** 7-speed automatic; 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span>I</span>	<span>G</span>	*
Engine, Major	<span>G</span>	<span>G</span>	*
Engine, Minor	<span>G</span>	<span>G</span>	*
Engine, Cooling	<span>G</span>	<span>G</span>	*
Transmission, Major	<span>G</span>	<span>G</span>	*
Transmission, Minor	<span>D</span>	<span>G</span>	*
Drive System	<span>G</span>	<span>G</span>	*
Fuel System	<span>G</span>	<span>G</span>	*
Electrical	<span>G</span>	<span>G</span>	*
Climate System	<span>I</span>	<span>I</span>	*
Suspension	<span>G</span>	<span>G</span>	*
Brakes	<span>G</span>	<span>G</span>	*
Exhaust	<span>G</span>	<span>G</span>	*
Paint/Trim	<span>G</span>	<span>G</span>	*
Noises/Leaks	<span>G</span>	<span>G</span>	*
Body Hardware	<span>G</span>	<span>G</span>	*
Power Equipment	<span>I</span>	<span>G</span>	*
In-Car Electronics	<span>G</span>	<span>I</span>	*

## Ford Escape

**55-60**  
OVERALL SCORE

The Escape's standard 1.5-liter turbo three-cylinder engine returned 26 mpg overall in our tests. Although it provides sufficient oomph, the engine transmits an annoying vibration at low engine speeds. The hybrid version doesn't suffer from that problem and gets a very fuel-efficient 34 mpg overall. Additionally, a front-wheel-drive plug-in hybrid with a 37-mile electric range is available. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The ride has an underlying firmness, and handling is nimble and secure, but the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The front seats are a bit flat, but the rear seat is quite roomy when set to the rearmost position. All Escapes come standard with FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$26,010-\$38,785**  
BASE PRICE RANGE

**73-82**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** S, SE, SEL, SE Sport, Titanium  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 3 turbo (180 hp); 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (198 hp); 2.5-liter 4 hybrid (209 hp)  
**TRANSMISSIONS:** 8-speed automatic; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **181**  
 Width (in.) **74**  
 Height (in.) **69**  
 Wheelbase (in.) **107**  
 Weight (lb.) **3,530**  
 % Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **910**  
 Cargo Volume, cu.ft. **30.5**  
 Towing Capacity (lb.) **2,000**

#### FUEL

Regular  
 CR Overall mpg **26-34**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span>D</span>	<span>W</span>	<span>G</span>
Engine, Major	<span>D</span>	<span>G</span>	<span>G</span>
Engine, Minor	<span>G</span>	<span>G</span>	<span>G</span>
Engine, Cooling	<span>I</span>	<span>G</span>	<span>G</span>
Transmission, Major	<span>G</span>	<span>G</span>	<span>G</span>
Transmission, Minor	<span>G</span>	<span>I</span>	<span>G</span>
Drive System	<span>G</span>	<span>D</span>	<span>G</span>
Fuel System	<span>G</span>	<span>G</span>	<span>G</span>
Electrical	<span>G</span>	<span>G</span>	<span>G</span>
Climate System	<span>G</span>	<span>G</span>	<span>G</span>
Suspension	<span>G</span>	<span>G</span>	<span>G</span>
Brakes	<span>G</span>	<span>G</span>	<span>G</span>
Exhaust	<span>G</span>	<span>G</span>	<span>G</span>
Paint/Trim	<span>G</span>	<span>D</span>	<span>G</span>
Noises/Leaks	<span>G</span>	<span>D</span>	<span>G</span>
Body Hardware	<span>G</span>	<span>I</span>	<span>G</span>
Power Equipment	<span>G</span>	<span>G</span>	<span>D</span>
In-Car Electronics	<span>I</span>	<span>W</span>	<span>G</span>



## Ford Expedition ✓

**73**  
OVERALL SCORE

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbocharged V6 mated to a 10-speed automatic, 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 to create an enormous cargo area. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW. A refresh for 2022 introduced Ford's latest Sync 4 infotainment system with either a standard 12-inch display or an optional 15.5-inch display like in the Mustang Mach-E. Ford's BlueCruise active driving assistance system will be available.

**\$50,110-\$81,815**  
BASE PRICE RANGE

**73**  
ROAD TEST

**73**  
RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV; extended SUV

**TRIM LINES:** King Ranch, Limited, MAX King Ranch, MAX Limited, MAX Platinum, MAX XLT, Platinum, Timberline, 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); 3.5-liter V6 turbo (440 hp)

**TRANSMISSIONS:** 10-speed automatic

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↓	*
Transmission, Major	↓	↑	*
Transmission, Minor	↓	↑	*
Drive System	↑	↑	*
Fuel System	↓	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↓	↑	*
Noises/Leaks	↓	↓	*
Body Hardware	↑	↑	*
Power Equipment	↓	↑	*
In-Car Electronics	↑	↓	*

## Ford Explorer

**47**  
OVERALL SCORE

The Explorer is relatively agile and has a spacious cabin, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The infotainment system is very easy to use. The driving position is much improved, but the third-row seat is not as roomy as the one in the previous generation. A power liftgate is standard. The standard Ford Co-Pilot360 suite of active safety and driver assistance features includes FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

**\$33,245-\$55,610**  
BASE PRICE RANGE

**78**  
ROAD TEST

**47**  
RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Base, Hybrid Limited, Hybrid Platinum, King Ranch, Limited, Platinum, ST, ST-Line, Timberline, XLT

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (365 hp); 3.0-liter V6 turbo (400 hp); 3.3-liter V6 hybrid (318 hp)

**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **199**  
Width (in.) **79**  
Height (in.) **70**  
Wheelbase (in.) **119**  
Weight (lb.) **4,565**  
% Weight Front/Rear **51/49**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,255**  
Cargo Volume, cu.ft. **44.5**  
Towing Capacity (lb.) **5,600**

**FUEL**  
Regular or premium  
CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↓	↑
Transmission, Minor	↑	↓	↑
Drive System	↓	↓	↑
Fuel System	↑	↓	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↑
Noises/Leaks	↓	↓	↓
Body Hardware	↓	↓	↑
Power Equipment	↓	↓	↓
In-Car Electronics	↓	↓	↑



## Ford F-150

60  
62 The workhorse F-150 is loaded with tech and active safety features. The cabin is very quiet, and the crew cabs we tested are super-roomy. The popular 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The firm ride is steady and controlled, handling is responsive, and controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace, a tailgate designed to serve as a workbench, and an optional built-in generator to power tools. Both FCW, and AEB with pedestrian detection, are standard. Ford's BlueCruise active driving assistance system is available. The new all-electric F-150 Lightning will have an EPA-estimated 300-mile range.

**\$29,990-\$77,760**  
 BASE PRICE RANGE

**75-79**  
 ROAD TEST

▼ ▲  
 RELIABILITY | ADAS | SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab; regular cab  
**TRIM LINES:** King Ranch, Lariat, Limited, Platinum, Raptor, Raptor R, Tremor, 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 (400 hp); 3.5-liter V6 hybrid (430 hp); 3.5-liter V6 turbo (450 hp); 5.0-liter V8 (400 hp)  
**TRANSMISSIONS:** 10-speed auto

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **232**  
 Width (in.) **80**  
 Height (in.) **77**  
 Wheelbase (in.) **145**  
 Weight (lb.) **5,070**  
 % Weight Front/Rear **60/40**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,475**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **7,700**

**FUEL**  
 Regular or premium or diesel  
 CR Overall mpg **19-20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	🟡	🟢	🔴
Engine, Major	🟢	🟢	🟢
Engine, Minor	🟡	🟢	🟢
Engine, Cooling	🟢	🟢	🟢
Transmission, Major	🟢	🟢	🟢
Transmission, Minor	🟡	🟡	🟢
Drive System	🟢	🟢	🟢
Fuel System	🟢	🟢	🟢
Electrical	🟢	🟢	🟢
Climate System	🟢	🟢	🟢
Suspension	🟢	🟢	🟢
Brakes	🟢	🟢	🟢
Exhaust	🟢	🟢	🟢
Paint/Trim	🟢	🟢	🔴
Noises/Leaks	🟡	🟢	🟢
Body Hardware	🟢	🟢	🟢
Power Equipment	🟡	🟢	🟢
In-Car Electronics	🟡	🔴	🟡

## Ford Maverick

NA The all-new 2022 Ford Maverick is the first-ever pickup truck to come standard as a hybrid. The base powertrain is a 191-hp, 2.5-liter hybrid four-cylinder linked to a continuously variable transmission and front-wheel drive. We got 34 mpg overall in our tests of the related Escape Hybrid. For more power, there is an available 250-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic and 4,000-pound tow capacity. It is available in front- and all-wheel drive. This small crew-cab pickup has just a 4.5-foot bed. Three trims, plus an off-road package, allow this truck to span from a thrifty, basic truck to a powerful, well-equipped model. The Maverick comes standard with FCW and AEB, while BSW, RCTW, and other systems are available.

**\$19,995-\$25,860**  
 BASE PRICE RANGE

**NA**  
 ROAD TEST

| ▲  
 RELIABILITY | ADAS | SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab  
**TRIM LINES:** Lariat, XL, XLT  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (191 hp)  
**TRANSMISSIONS:** 8-speed automatic; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **200**  
 Width (in.) **78**  
 Height (in.) **69**  
 Wheelbase (in.) **121**  
 Weight (lb.) **3,735**  
 % Weight Front/Rear **58/42**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,445**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **4,000**

**FUEL**  
 Regular  
 EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Ford Mustang

**43-47**  
OVERALL SCORE

The Ford Mustang, especially in its V8-powered GT form, combines a thrilling driving experience with everyday livability. And that V8 delivers a throaty and satisfying engine and exhaust sound. 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 revised powertrains and additional high-tech options. High-performance options include the Mach-1 and Shelby GT500. Active safety systems, such as FCW, AEB with pedestrian detection, and BSW, are standard on all but the Shelby GT500.

**\$27,205-\$73,465**  
BASE PRICE RANGE

**76-84**  
ROAD TEST

**Opt.**  
ADAS

RELIABILITY: SATISFACTION:



### OVERVIEW

**BODY STYLES:** convertible; coupe  
**TRIM LINES:** Base, GT, GT Premium, Mach 1, Mach 1 Premium, Premium, Shelby GT500  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 2.3-liter 4 turbo (310 hp); 2.3-liter 4 turbo (330 hp); 5.0-liter V8 (460 hp); 5.0-liter V8 (480 hp); 5.2-liter V8 supercharged (760 hp)  
**TRANSMISSIONS:** 10-speed automatic; 6-speed manual; 7-speed sequential

### 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 or premium  
 CR Overall mpg **19-25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*



## Ford Mustang Mach-E

**82**  
OVERALL SCORE

The Mustang Mach-E is Ford's first designed-from-the-ground-up electric vehicle. It draws some styling cues from the iconic Mustang muscle car, but the Mach-E is a five-passenger SUV with useful cargo room, and it's available with all-wheel drive. The extended-range battery version with all-wheel drive has a 270-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 88-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. A 15.5-inch vertical touch screen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es come with FCW, AEB with pedestrian detection, BSW, and RCTW. The BlueCruise active driving assistance system is available.

**\$43,895-\$61,995**  
BASE PRICE RANGE

**78**  
ROAD TEST

ADAS:

RELIABILITY: SATISFACTION:



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** California Route 1, GT, Premium, Select  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (480 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **186**  
 Width (in.) **74**  
 Height (in.) **64**  
 Wheelbase (in.) **118**  
 Weight (lb.) **4,835**  
 % Weight Front/Rear **49/51**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **920**  
 Cargo Volume, cu.ft. **29.5**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Electric  
 CR Overall mpge **90**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Ford Ranger ✓

**62**  
OVERALL SCORE

The Ranger midsize pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds its engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. FCW and AEB are standard. BSW and RCTW are optional on the base XL trim but standard on others.

## Genesis G70 ✓

**73**  
OVERALL SCORE

The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, even though its acceleration time is among the slowest in the class on paper. We got 23 mpg in our all-wheel-drive version, which isn't particularly good, either. 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, stopping distances are long. The car is quiet, and the interior is well-assembled. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the back seat. A new 10.25-inch touch-screen infotainment system was part of a freshening for 2022. FCW, AEB with pedestrian detection, and BSW are standard.

**\$25,500-\$39,465**  
BASE PRICE RANGE

**55**  
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



**\$37,775-\$54,750**  
BASE PRICE RANGE

**74**  
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**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.) **4,505**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,460**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **7,500**

#### FUEL

Regular  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇	⬆	⬆
Engine, Major	⬆	⬆	⬆
Engine, Minor	⬆	⬆	⬆
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬇	⬆	⬆
Drive System	⬇	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬇	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬇	⬆	⬆

### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Advanced, Launch Edition, Prestige, Sport, Standard  
**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

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆	*	*
Engine, Major	⬆	*	*
Engine, Minor	⬆	*	*
Engine, Cooling	⬆	*	*
Transmission, Major	⬆	*	*
Transmission, Minor	⬆	*	*
Drive System	⬇	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*



## Genesis G80

**68** OVERALL SCORE The Genesis G80 is a worthy competitor to the Audi A6, BMW 5 Series, and Mercedes-Benz E-Class. It's offered with either rear- or all-wheel drive. The standard engine is a responsive, turbocharged 300-hp, 2.5-liter four-cylinder. Combined with a slick-shifting eight-speed automatic, this duo returned just a so-so 24 mpg overall in our tests. There's also a punchy 375-hp, 3.5-liter turbo V6. A fully electric version will be available this year. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

**\$48,250-\$63,700**  
BASE PRICE RANGE

**89** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Advanced, Prestige, Sport, Standard  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **197**  
 Width (in.) **76**  
 Height (in.) **58**  
 Wheelbase (in.) **119**  
 Weight (lb.) **4,245**  
 % Weight Front/Rear **53/47**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **880**  
 Cargo Volume, cu.ft. **13**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬇️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬇️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬇️	*	*
Climate System	⬇️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*



## Genesis G90

**69** OVERALL SCORE The G90 flagship sedan embodies stress-free luxury at a competitive price. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is 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 but slightly understated cabin is decked out in soft materials and trimmed in wood and chrome. 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 back seat is really the place to be. Those in the back seat even get controls in the rear armrest to manage audio and climate settings. A complete suite of active safety features is standard, including FCW, AEB, and BSW. A 2023 redesign is around the corner.

**\$74,950-\$81,200**  
BASE PRICE RANGE

**89** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Genesis GV60

**NA**  
OVERALL SCORE

The 2023 Genesis GV60 is a small crossover, building on an electric platform shared with the Hyundai Ioniq 5 and Kia EV6. It is offered in two levels—Standard and Performance—with power ranging from 225 to 429 hp. A boost mode can juice output to 483 horsepower for 10 exhilarating seconds. It boasts other tech innovations like facial recognition to unlock the vehicle from the outside and a fingerprint reader to start it. As the name implies, it is a few inches smaller than the GV70 but its long wheelbase is the same as the Tesla Model Y's. A generous roster of active safety systems are promised, although exact equipment and specs for the U.S. market haven't been released.

## Genesis GV70

**64**  
OVERALL SCORE

The GV70 more than holds its own in the compact luxury SUV segment as a legitimate competitor to the Audi Q5 and BMW X3. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. The optional 375-hp turbocharged V6 is even smoother, but it seems unnecessary, given the base engine's strong performance. The GV70 is taut and agile, and handles more like a sports sedan than an SUV, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the swoopy styling, rear-seat room is decent, but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. Many active safety and driver assistance features are standard.

**\$45,000-\$65,000E**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**⬆️**  
ADAS

**NA**  
RELIABILITY

**NA**  
SATISFACTION



**\$41,500-\$53,100**  
BASE PRICE RANGE

**82**  
ROAD TEST

**⬆️**  
ADAS

**⬇️**  
RELIABILITY

**⬆️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Performance, Standard  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (225 hp); Electric (314 hp); Electric (429 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **178**  
 Width (in.) **74**  
 Height (in.) **62**  
 Wheelbase (in.) **114**  
 Weight (lb.) **NA**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Electric  
 EPA Combined mpge **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Advanced, Prestige, Select, Sport, Standard  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **186**  
 Width (in.) **75**  
 Height (in.) **64**  
 Wheelbase (in.) **113**  
 Weight (lb.) **4,310**  
 % Weight Front/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **935**  
 Cargo Volume, cu.ft. **27.5**  
 Towing Capacity (lb.) **3,500**

#### FUEL

Premium  
 CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Genesis GV80

**47** OVERALL SCORE  
The GV80 is a midsize SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the redesigned G80 sedan. It's quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter is more of a treat for its effortless power, but it's not particularly fuel-efficient. Rear- and all-wheel-drive versions are available. The GV80 has sharp steering and feels taut and agile through corners. The interior is finely crafted, but the infotainment system's controller dial is very tricky to use. A third-row seat is available, but it's tiny. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW with rear automatic braking.

**\$50,200-\$77,200**  
BASE PRICE RANGE

**81** ROAD TEST  
RELIABILITY  
ADAS  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Advanced, Advanced+, Prestige, Standard  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **195**  
Width (in.) **78**  
Height (in.) **68**  
Wheelbase (in.) **116**  
Weight (lb.) **4,915**  
% Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
Max. Load (lb.) **900**  
Cargo Volume, cu.ft. **39**  
Towing Capacity (lb.) **6,000**

**FUEL**  
Premium  
CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬇️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⚠️
Transmission, Minor			⚠️
Drive System			⬇️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⚠️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬇️



## GMC Acadia ✓

**70** OVERALL SCORE  
The Acadia is a very pleasant three-row SUV, particularly in the upscale Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned just 19 mpg overall in our tests. A turbocharged four-cylinder is standard. Both engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is tricky to use without looking down and taking your attention off the road. The outboard second-row seats can slide and tilt forward, even with a child seat in place. FCW, AEB, BSW, and RCTW are standard.

**\$34,800-\$48,600**  
BASE PRICE RANGE

**80** ROAD TEST  
RELIABILITY  
ADAS  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** AT4, Denali, SLE, SLT  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 2 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (310 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **193**  
Width (in.) **75**  
Height (in.) **67**  
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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬇️	⚠️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⚠️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⚠️	⬆️	⬆️
Transmission, Minor	⚠️	⬆️	⬆️
Drive System	⬆️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⚠️
Suspension	⬆️	⚠️	⬆️
Brakes	⬆️	⬆️	⚠️
Exhaust	⬆️	⬆️	⚠️
Paint/Trim	⬆️	⬇️	⚠️
Noises/Leaks	⚠️	⬇️	⬆️
Body Hardware	⬆️	⬇️	⬆️
Power Equipment	⬆️	⚠️	⚠️
In-Car Electronics	⚠️	⬇️	⬇️



## GMC Canyon

**44-45**  
OVERALL SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are more refined and less utilitarian than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the optional four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode that keeps the truck in the right gear for the situation, rather than upshifting for fuel-economy improvements. A four-cylinder gasoline engine is also available. The ride is somewhat choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, and a locking tailgate is a new option. These small trucks offer optional FCW but no AEB or BSW. An off-road AT4 model is available.

**\$26,800-\$45,000**  
BASE PRICE RANGE

**60-61**  
ROAD TEST

**Opt.**  
ADAS

↓  
RELIABILITY

↓  
SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab  
**TRIM LINES:** AT4, Denali, Elevation, Elevation Standard  
**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

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **212**  
 Width (in.) **74**  
 Height (in.) **79**  
 Wheelbase (in.) **128**  
 Weight (lb.) **4,500**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

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

#### FUEL

Regular or diesel  
 CR Overall mpg **18-24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↓	↑	↓
Drive System	↑	↑	↑
Fuel System	↑	↓	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↓
Brakes	↑	↑	↓
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↓
Noises/Leaks	↑	↓	↓
Body Hardware	↑	↑	↓
Power Equipment	↓	↓	↑
In-Car Electronics	↑	↑	↑



## GMC Hummer EV

**NA**  
OVERALL SCORE

The all-new electric Hummer SUV and pickup truck promises an off-road-ready truck with sports-car-quick acceleration. The nameplate's revival is led by the five-seat, four-door pickup truck. Its 5-foot pickup bed features a power tonneau cover and multifunction tailgate. Both vehicles have removable glass roof panels to create an open-air driving experience. Among the features is the ability to 'crab walk' (move diagonally), up to 18 cameras for negotiating trails, and available Super Cruise driver assistance. First out of the gate is the full-featured Edition 1 pickup truck boasting 1,000-hp and promising 350-plus miles of range. The SUV follows a year later, with top output being about 830-hp. Over the following two years, other less expensive versions of each will be offered with reduced power and range.

**\$108,700**  
BASE PRICE RANGE

**NA**  
ROAD TEST

↑  
ADAS

**NA**  
RELIABILITY

**NA**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV; crew cab  
**TRIM LINES:** 2, 2X, 3X, Edition 1  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (625 hp); Electric (830 hp); Electric (1000 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **217**  
 Width (in.) **87**  
 Height (in.) **81**  
 Wheelbase (in.) **136**  
 Weight (lb.) **NA**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Electric  
 EPA Combined mpge **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## GMC Sierra 1500

**47** OVERALL SCORE The Sierra's 2022 update includes a fresh interior, new trim levels, more safety features, and the availability of Super Cruise driver assistance. Power delivery is smooth and responsive, and our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine. A 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. The ride is steady, and the cabin is very quiet. Handling is sound and secure. 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 that can shift back to help you reach the bed. Top trim levels have a 6.2-liter V8 mated to a 10-speed automatic. FCW, AEB with pedestrian detection, and BSW are now standard.

**\$31,200-\$78,700**  
BASE PRICE RANGE

**78** ROAD TEST  
 ⬆️ RELIABILITY  
 ⬆️ ADAS  
 ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab; regular cab  
**TRIM LINES:** AT4, AT4X, Denali, Denali Ultimate, 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 (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**TRANSMISSIONS:** 8-speed automatic; 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/Rear **59/41**

#### CARGO MEASUREMENT

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

#### FUEL

Regular or diesel  
 CR Overall mpg **17-23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬇️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

## GMC Terrain

**NA** OVERALL SCORE The Terrain was freshened for 2022 with exterior updates and a new outdoorsy AT4 version. It 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 standard engine is a lackluster 1.5-liter turbo four-cylinder mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system is one of the easier ones to use. FCW, and AEB with pedestrian detection, are standard; BSW is optional.

**\$27,900-\$36,600**  
BASE PRICE RANGE

**NA** ROAD TEST  
 ⬆️ RELIABILITY  
 ⬆️ ADAS  
 ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** AT4, Denali, SLE, SLT  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 4 turbo (170 hp)  
**TRANSMISSIONS:** 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/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **985**  
 Cargo Volume, cu.ft. **33**  
 Towing Capacity (lb.) **1,500**

#### FUEL

Regular  
 EPA Combined mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️



## GMC Yukon

**39** OVERALL SCORE  
 Like its slightly bigger sibling the Yukon XL, the recently redesigned Yukon entered the modern era with an independent rear suspension that improved ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version with its standard magnetic ride suspension. Handling is rather ponderous but secure. The enormous cabin is eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky gear selector. It's a big step to get into the Yukon, and the tall hood cuts forward visibility. FCW, and AEB with pedestrian detection, are standard, but BSW is optional.

**\$52,100-\$73,000**  
 BASE PRICE RANGE

**73** ROAD TEST  
 ⬇️ RELIABILITY  
 ⬇️ ADAS  
 ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** AT4, Denali, SLE, SLT  
**DRIVE WHEELS:** Rear, AWD, 4WD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **210**  
 Width (in.) **81**  
 Height (in.) **76**  
 Wheelbase (in.) **121**  
 Weight (lb.) **5,810**  
 % Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,655**  
 Cargo Volume, cu.ft. **58.5**  
 Towing Capacity (lb.) **8,400**

#### FUEL

Regular or diesel  
 CR Overall mpg **17**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬇️	⬆️	⬇️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬇️	⬆️	⬆️
Transmission, Major	⬇️	⬆️	⬇️
Transmission, Minor	⬇️	⬆️	⬇️
Drive System	⬆️	⬆️	⬇️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬇️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬇️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬆️	⬆️	⬇️

## Honda Accord

**87-88** OVERALL SCORE  
 The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version gets a 192-hp, 1.5-liter four-cylinder engine mated to a continuously variable transmission, 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 infotainment system includes easy-to-use knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard active safety features include FCW, and AEB with pedestrian detection, while BSW is optional.

**\$26,120-\$38,050**  
 BASE PRICE RANGE

**89** ROAD TEST  
 ⬆️ RELIABILITY  
 ⬆️ ADAS  
 ⬆️ SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** EX-L, Hybrid, LX, Sport, Sport SE, 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; 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬇️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬆️	⬆️



## Honda Civic ✓

**70-72**  
OVERALL SCORE

The 11th generation Civic features a less cluttered interior and a simpler infotainment system. The standard 2.0-liter four-cylinder is adequate and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and is quieter, and uses a more powerful 1.5-liter turbo engine, but it's considerably more expensive. The cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The touch-screen infotainment system is very easy to use. While FCW, AEB with pedestrian detection, LDW, and LKA are standard, it's unfortunate that BSW and RCTW are available only on the two top trims. The sporty Si version comes only with a six-speed manual transmission and a 200-hp turbo engine.

**\$22,350-\$29,850**  
BASE PRICE RANGE

**71-74**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door hatchback; sedan

**TRIM LINES:** EX, EX-L, LX, Si, Sport, Sport Touring, Touring

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (200 hp); 2.0-liter 4 (158 hp)

**TRANSMISSIONS:** 6-speed manual; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **183**  
Width (in.) **71**  
Height (in.) **56**  
Wheelbase (in.) **108**  
Weight (lb.) **2,885**  
% Weight Front/Rear **61/39**

#### CARGO MEASUREMENT

Max. Load (lb.) **850**  
Cargo Volume, cu.ft. **15**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular or premium  
CR Overall mpg **32-33**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↓
In-Car Electronics	↓	↑	↑



## Honda CR-V ✓

**82-84**  
OVERALL SCORE

The CR-V is one of the better small SUVs, thanks to its roomy cabin, good fuel economy, and sure-footed handling. The 190-hp, 1.5-liter turbo engine provides ample power even without flooring the throttle. The continuously variable transmission is largely unobtrusive. Fuel economy is impressive at 28 mpg overall for the regular engine, while the Hybrid version gets 35 mpg overall. Although the ride has a firm edge, it isn't offensive and doesn't cause discomfort. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very roomy, particularly the rear seat, and access is easy. Note that the seats in the base LX are less supportive. EX and higher trims get a more comprehensive infotainment system. While FCW, and AEB with pedestrian detection, are standard, BSW comes only on the EX and higher trims.

**\$26,400-\$37,400**  
BASE PRICE RANGE

**80-82**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** EX, EX-L, Hybrid EX, Hybrid EX-L, Hybrid Touring, LX, Special Edition, Touring

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (212 hp)

**TRANSMISSIONS:** CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **182**  
Width (in.) **73**  
Height (in.) **67**  
Wheelbase (in.) **105**  
Weight (lb.) **3,450**  
% Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **850**  
Cargo Volume, cu.ft. **36**  
Towing Capacity (lb.) **1,500**

#### FUEL

Regular  
CR Overall mpg **28-35**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↓



## Honda HR-V

**62**  
OVERALL SCORE

Based on the discontinued Fit subcompact, the HR-V has a versatile, cargo-friendly rear seat with bottoms that can flip up to reveal the second-row floor, or with backs that fold 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. The EX is the better choice because it comes with FCW and AEB, along with Android Auto and Apple CarPlay compatibility. A redesign is imminent.

**\$21,870-\$28,170**  
BASE PRICE RANGE

**66** ROAD TEST | **Opt.** ADAS  
| RELIABILITY | ⬇ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** EX, EX-L, LX, Sport  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.8-liter 4 (141 hp)  
**TRANSMISSIONS:** CVT

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>
Engine, Major	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Engine, Minor	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Engine, Cooling	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Transmission, Major	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Transmission, Minor	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Drive System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Fuel System	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Electrical	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Climate System	<span style="color: green;">⬆</span>	<span style="color: red;">⬇</span>	<span style="color: yellow;"> </span>
Suspension	<span style="color: red;">⬇</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Brakes	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Exhaust	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Paint/Trim	<span style="color: orange;">⬇</span>	<span style="color: red;">⬇</span>	<span style="color: green;">⬆</span>
Noises/Leaks	<span style="color: orange;">⬇</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Body Hardware	<span style="color: orange;">⬇</span>	<span style="color: red;">⬇</span>	<span style="color: green;">⬆</span>
Power Equipment	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
In-Car Electronics	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>

## Honda Insight ✓

**80**  
OVERALL SCORE

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 delivers. Based on the previous-generation 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 makes it tough to get in and out of the cabin. The driver's seat is short on lower-back support, and the controls are somewhat tricky, including the push-button gear selector. The car can loaf around on electric power alone at very low speeds, but the cabin gets loud when the gas engine awakens as more power is needed. Standard active safety features now include FCW, AEB, BSW, and RCTW.

**\$25,760-\$29,790**  
BASE PRICE RANGE

**73** ROAD TEST | ⬆ ADAS  
⬆ RELIABILITY | | SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** EX, 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/Rear **61/39**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **950**  
 Cargo Volume, cu.ft. **15**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **54**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Engine, Major	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Engine, Minor	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Engine, Cooling	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Transmission, Major	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Transmission, Minor	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Drive System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Fuel System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Electrical	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Climate System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Suspension	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Brakes	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Exhaust	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Paint/Trim	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Noises/Leaks	<span style="color: red;">⬇</span>	<span style="color: green;">⬆</span>	*
Body Hardware	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	*
Power Equipment	<span style="color: green;">⬆</span>	<span style="color: orange;">⬇</span>	*
In-Car Electronics	<span style="color: orange;">⬇</span>	<span style="color: orange;">⬇</span>	*



## Honda Odyssey ✓

**78** OVERALL SCORE  
 The Odyssey blends refinement, quietness, convenience, and decent fuel economy in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to. The optional 8-inch infotainment touch screen is slow to respond and can be distracting. A recent freshening included standard active safety features on all trims, plus a rear-seat reminder system to prevent children from being left behind when the van is parked. BSW and RCTW are standard on all but unavailable on the base LX trim.

**\$33,040-\$48,770**  
 BASE PRICE RANGE

**85** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**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:** 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/Rear **55/45**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,340**  
 Cargo Volume, cu.ft. **71.5**  
 Towing Capacity (lb.) **3,500**

**FUEL**  
 Regular  
 CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↓
Suspension	↓	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↓
Body Hardware	↓	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↓

## Honda Passport ✓

**76** OVERALL SCORE  
 The Passport is a shorter, five-seat version of Honda's Pilot SUV. They share the same underlying design and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. We measured 21 mpg overall. The midsize Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot's ride, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. Standard active safety features include FCW, AEB, BSW, and RCTW.

**\$37,870-\$45,430**  
 BASE PRICE RANGE

**79** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Elite, EX-L, Trailsport  
**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.) **189**  
 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. **39**  
 Towing Capacity (lb.) **5,000**

**FUEL**  
 Regular  
 CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↓	↑
Electrical	↑	↑	↑
Climate System	↓	↓	↑
Suspension	↑	↓	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↓
Noises/Leaks	↓	↓	↑
Body Hardware	↑	↑	↓
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↓	↑





## Honda Pilot ✓

**76** OVERALL SCORE  
 The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 rated at 280 hp. We got 20 mpg overall in our tests of an EX-L. The nine-speed automatic transmission is standard. We found the ride to be comfortable, but the handling is ungainly. The touch-screen infotainment system is frustrating to use because it's a far reach away and is slow to respond to touch commands. The push-button gear selector takes getting used to. All Pilots come standard with FCW, AEB, BSW, and RCTW.

**\$37,580-\$51,370**  
 BASE PRICE RANGE

**80** ROAD TEST  
 ADAS  
 RELIABILITY SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Black Edition, Elite, EX-L, SE, Sport, Touring, Trailsport  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.5-liter V6 (280 hp)  
**TRANSMISSIONS:** 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, Major	▲	▲	▲
Transmission, Minor	▲	▼	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▼	▼
Body Hardware	▲	▲	▲
Power Equipment	▲	▼	▲
In-Car Electronics	▼	▼	▼

## Honda Ridgeline ✓

**82** OVERALL SCORE  
 Honda's smart pickup got a mild freshening for 2021 that brought revised styling, an updated infotainment system, and standard all-wheel drive. Built on the same platform as the Pilot SUV, the Ridgeline is unlike most trucks in that 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, which returned 20 mpg overall in our tests, among the best of any nondiesel pickups. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is tricky to use, but it's compatible with Android Auto and Apple CarPlay. FCW and AEB are standard, but BSW is optional.

**\$37,640-\$45,070**  
 BASE PRICE RANGE

**83** ROAD TEST  
 ADAS  
 RELIABILITY SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab  
**TRIM LINES:** Black Edition, RTL, RTL-E, Sport  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.5-liter V6 (280 hp)  
**TRANSMISSIONS:** 9-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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	▲	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, Major	▲	▲	▲
Transmission, Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▼	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	↓	▲	▲
Noises/Leaks	↓	▲	▼
Body Hardware	▼	▲	▼
Power Equipment	▲	↓	▲
In-Car Electronics	▲	↓	▲



## Hyundai Accent ✓

**61** OVERALL SCORE 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 match or even surpass that, including its Elantra stablemate. The engine sounds coarse under hard acceleration. The stiff ride 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 back seat is tight. Active safety features come only on the top Limited trim, which is priced like a compact car, further undermining the reason to buy this subcompact.

**\$16,645-\$19,600**  
BASE PRICE RANGE

**64** ROAD TEST | **Opt.** ADAS  
**↓** RELIABILITY | **↓** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Limited, SE, SEL  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 (120 hp)  
**TRANSMISSIONS:** CVT

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Hyundai Elantra ✓

**74-76** OVERALL SCORE The redesigned Elantra got a slightly roomier interior and a more sophisticated infotainment system. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and commendable fuel economy for the compact class. Handling is nimble, but the ride is a bit stiff and the engine can get noisy. We also tested the hybrid version, which not only achieved an impressive 48 mpg overall but also has a smoother ride and quieter cabin. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access a bit awkward. The infotainment system is easy to use and features wireless Android Auto and Apple CarPlay connectivity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A sporty 276-hp turbo N is new for 2022.

**\$19,950-\$33,400**  
BASE PRICE RANGE

**76-79** ROAD TEST | **↑** ADAS  
**↓** RELIABILITY | **↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Blue, Limited, Limited Hybrid, N, N Line, SE, SEL  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)  
**TRANSMISSIONS:** 6-speed manual; 6-speed sequential; 7-speed sequential; 8-speed sequential; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **184**  
 Width (in.) **72**  
 Height (in.) **56**  
 Wheelbase (in.) **107**  
 Weight (lb.) **2,765**  
 % Weight Front/Rear **62/38**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **850**  
 Cargo Volume, cu.ft. **14**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular or premium  
 CR Overall mpg **33-48**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↓
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↓	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↓
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↓
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↑	↑	↓



## Hyundai Ioniq ✓

**70**  
OVERALL SCORE

The Ioniq hybrid evokes the silhouette and hatchback configuration of the Toyota Prius, and it matches it as a fuel sipper, returning 52 mpg overall in our tests. Power comes from a 1.6-liter four-cylinder engine paired with electric drive for a combined 139 hp. The six-speed dual-clutch automatic isn't the smoothest, and the car is somewhat loud, but it's not a deal breaker. Handling is rather clumsy, and the ride is a bit stiff. Hyundai gave the Ioniq better tires and an upgraded brake system for 2021, which improved stopping distances considerably over the 2017 version. Android Auto and Apple CarPlay compatibility is standard. Plug-in version of the Ioniq is also available. The electric version was dropped for 2022. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA. BSW and RCTW are available on the higher trims.

**\$23,600-\$33,250**  
BASE PRICE RANGE

**75**  
ROAD TEST

**↓** ADAS  
**↓** RELIABILITY  
**↓** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** Blue, Limited, Plug-in Hybrid, SE, SEL  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 hybrid (139 hp)  
**TRANSMISSIONS:** 6-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **176**  
Width (in.) **72**  
Height (in.) **57**  
Wheelbase (in.) **106**  
Weight (lb.) **3,055**  
% Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

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

#### FUEL

Regular  
CR Overall mpg **52**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↓	↑	*
Fuel System	↑	↑	*
Electrical	↓	↑	*
Climate System	↑		*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim		↓	*
Noises/Leaks	↑	↑	*
Body Hardware	↑	↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	↑	*

## Hyundai Ioniq 5

**NA**  
OVERALL SCORE

Don't confuse the Ioniq 5 with the regular Ioniq. The new Ioniq 5 is an electric vehicle from the ground up and is related to Kia's EV6. It's a tall hatchback with a very roomy cabin. The EPA-estimated maximum range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery, and 256 miles for the dual-motor, all-wheel-drive version. Charging times can be quick in public DC fast-charging venues, thanks to 400- and 800-volt architecture that allows a maximum of 235-kilowatt charging power. We found that the Ioniq 5 has quick acceleration and is agile, quiet, and comfortable. Despite its futuristic vibe, the controls are mostly user-friendly. Many interior surfaces, such as seats, headliner, door trim, and flooring, use eco-friendly materials.

**\$43,650-\$54,500**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**↑** ADAS  
**↓** RELIABILITY  
**↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Limited, SE, SEL  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (225 hp); Electric (320 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **183**  
Width (in.) **74**  
Height (in.) **63**  
Wheelbase (in.) **118**  
Weight (lb.) **4,560**  
% Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **859**  
Cargo Volume, cu.ft. **28.5**  
Towing Capacity (lb.) **2,000**

#### FUEL

Electric  
EPA Combined mpge **98**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Hyundai Kona ✓

**66** OVERALL SCORE

The Hyundai Kona is one of the better subcompact SUVs. The base 2.0-liter engine and six-speed automatic transmission are adequate around town but can feel sluggish at times. We got 26 mpg with it in our Kona with the optional all-wheel drive. The uplevel 1.6-liter turbo is more powerful, but power delivery is neither as smooth nor as predictable. The FWD electric Kona is responsive and quick, with smooth and quiet acceleration. Its range is a robust 258 miles. 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. Standard active safety features include FCW, and AEB with pedestrian detection. BSW and RCTW are standard on all but the base trim. New for 2022 is a high performance 280-hp, 2.0-liter four-cylinder turbo N version.

**\$21,300-\$42,500**  
BASE PRICE RANGE

<b>71</b> ROAD TEST	<b>↓</b> ADAS
<b>↓</b> RELIABILITY	<b>↓</b> SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Limited, N, Night Edition, N Line, SE, SEL  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (201 hp); 1.6-liter 4 turbo (195 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)  
**TRANSMISSIONS:** 6-speed automatic; 7-speed sequential; 8-speed sequential; 1-speed direct

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↑
Engine, Major	↓	↓	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↓	↑
Fuel System	↑	↑	↑
Electrical	↓	↓	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



## Hyundai Nexo

**NA** OVERALL SCORE

Available only in California, the Nexo hydrogen fuel-cell vehicle is a front-wheel-drive SUV with a 161-hp electric motor. Three hydrogen tanks with a total capacity of 14 pounds provide a 380-mile driving range and can be refilled in about 5 minutes. The Nexo has effortless power, a comfortable ride, a quiet cabin, and responsive handling. A few driver assistance features come on the top trim, including blind spot monitors that relay a video image of the car's flanks onto the instrument panel. The Nexo also has the ability to park itself and be summoned from a parking space. However, there are few hydrogen filling stations outside of urban areas in California. Hyundai provides owners with a prepaid card with a quota of fill-ups. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$59,435-\$62,885**  
BASE PRICE RANGE

<b>NA</b> ROAD TEST	<b>↑</b> ADAS
<b>NA</b> RELIABILITY	<b>NA</b> SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** Blue, Limited  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (161 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **184**  
 Width (in.) **73**  
 Height (in.) **64**  
 Wheelbase (in.) **110**  
 Weight (lb.) **4,115**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **30**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Hydrogen  
 EPA Combined mpg **57**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Hyundai Palisade ✓

**87**  
OVERALL SCORE

The Hyundai Palisade three-row midsize SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the far-away touch-screen infotainment system. Active safety features, including FCW, and AEB with pedestrian detection, come standard. New for 2022, BSW and RCTW are standard on all trims.

**\$33,350-\$48,740**  
BASE PRICE RANGE

**88**  
ROAD TEST

**88**  
RELIABILITY

**ADAS**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Calligraphy, Limited, SE, SEL  
**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.) **196**  
 Width (in.) **78**  
 Height (in.) **69**  
 Wheelbase (in.) **114**  
 Weight (lb.) **4,395**  
 % Weight Front/Rear **56/44**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,175**  
 Cargo Volume, cu.ft. **47.5**  
 Towing Capacity (lb.) **5,000**

#### FUEL

Regular  
 CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>		↓	↑
Engine, Major		↑	↑
Engine, Minor		↑	↑
Engine, Cooling		↑	↑
Transmission, Major		↑	↑
Transmission, Minor		↑	↑
Drive System		↑	↑
Fuel System		↑	↑
Electrical		↑	↑
Climate System		↑	↑
Suspension		↑	↑
Brakes		↑	↑
Exhaust		↑	↑
Paint/Trim		↑	↑
Noises/Leaks		↓	↑
Body Hardware		↓	↑
Power Equipment		↑	↓
In-Car Electronics		↑	↑

## Hyundai Santa Cruz

**59**  
OVERALL SCORE

Based on the Tucson, the Santa Cruz melds a small SUV and a pickup truck into one vehicle. The base engine is a rather strained 2.5-liter four-cylinder, but uplevel models come with a powerful turbo-four that makes this trucklet quick. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is the best among non-diesel pickup trucks. The Santa Cruz drives like a car with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is 5,000 pounds, with a payload of 1,400 pounds, both commendable figures. The tiny bed measures just over 4 feet long but has a lockable underbed trunk. Higher trims come with a handy tonneau cover. FCW, and AEB with pedestrian and cyclist detection, are standard. BSW and RCTW are optional.

**\$24,140-\$39,870**  
BASE PRICE RANGE

**77**  
ROAD TEST

**77**  
RELIABILITY

**ADAS**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** crew cab  
**TRIM LINES:** Limited, SE, SEL, SEL Premium  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)  
**TRANSMISSIONS:** 8-speed automatic; 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **196**  
 Width (in.) **75**  
 Height (in.) **67**  
 Wheelbase (in.) **118**  
 Weight (lb.) **4,045**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,410**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **5,000**

#### FUEL

Regular  
 CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Hyundai Santa Fe

**58**  
**64**

OVERALL SCORE

The Santa Fe fits above the Tucson and below the larger, three-row Palisade. The standard 191-hp, 2.5-liter four-cylinder is a bit weak and noisy. The optional 2.5-liter turbo is much more powerful but is mated to a dual-clutch automatic that has some low-speed vibrations. A hybrid version comes with a 1.6-liter turbo engine and got 30 mpg overall in our tests. We think it's the best version to get. It also rides more comfortably than the nonhybrid Santa Fe. The cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A 261-hp plug-in hybrid with 30 miles of electric range and a rugged XRT trim are new.

**\$27,200-\$45,510**

BASE PRICE RANGE

**76-86**

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Blue, Calligraphy, Limited, Limited Hybrid, Plug-in Hybrid, SE, SEL, SEL Premium, SEL Premium Hybrid, XRT

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

**TRANSMISSIONS:** 6-speed automatic; 8-speed automatic; 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **188**  
Width (in.) **75**  
Height (in.) **66**  
Wheelbase (in.) **109**  
Weight (lb.) **3,935**  
% Weight Front/Rear **56/44**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,060**  
Cargo Volume, cu.ft. **35.5**  
Towing Capacity (lb.) **2,000**

#### FUEL

Regular  
CR Overall mpg **24-30**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↑	↓
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↓	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↓
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↓
Power Equipment	↑	↑	↓
In-Car Electronics	↑	↑	↓

## Hyundai Sonata

**80**  
**83**

OVERALL SCORE

The coupe-like Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. We got an excellent 44 mpg overall from the hybrid version but found that its six-speed transmission has rough shifts. All versions have responsive handling but a rather stiff ride. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard 8-inch touch screen is easy to use. A larger screen comes on high-end versions, but it lacks a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic transmission. FCW, AEB with pedestrian detection, and BSW are now standard.

**\$24,150-\$34,750**

BASE PRICE RANGE

**76-81**

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** Blue, Hybrid Limited, Hybrid SEL, Limited, N Line, SE, SEL, SEL Plus

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.6-liter 4 turbo (180 hp); 2.0-liter 4 hybrid (192 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (290 hp)

**TRANSMISSIONS:** 6-speed automatic; 8-speed automatic; 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **193**  
Width (in.) **73**  
Height (in.) **57**  
Wheelbase (in.) **112**  
Weight (lb.) **3,175**  
% Weight Front/Rear **62/38**

#### CARGO MEASUREMENT

Max. Load (lb.) **905**  
Cargo Volume, cu.ft. **16**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular  
CR Overall mpg **31-44**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↑
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↓	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↓	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↓
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↓
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



## Hyundai Tucson ✓

**89-93**  
OVERALL SCORE

The redesigned fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic transmission, the Tucson accelerates leisurely. The hybrid's pairing of a 1.6-liter turbo engine and electric assist puts out a combined 226 hp and got 35 mpg overall in our tests. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. Standard active safety features include FCW, AEB with pedestrian detection, BSW, LDW, and LKA.

**\$25,500-\$42,700**  
BASE PRICE RANGE

**86-92**  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Blue, Hybrid Limited, Hybrid SEL, Limited, N Line, Plug-in Hybrid, SE, SEL, XRT

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)

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

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **182**  
Width (in.) **73**  
Height (in.) **66**  
Wheelbase (in.) **109**  
Weight (lb.) **3,605**  
% Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **925**  
Cargo Volume, cu.ft. **38.5**  
Towing Capacity (lb.) **2,000**

#### FUEL

Regular  
CR Overall mpg **26-35**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↓	↑
Exhaust	↓	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑

## Hyundai Veloster

**NA**  
OVERALL SCORE

The Veloster hatchback has an unusual three-door configuration, with a right-side rear door that allows easier access to the back seat. The unexciting base 2.0-liter and sporty 1.6-liter turbo engines are dropped for 2022. Only the track-ready high-performance N trim, with a 2.0-liter turbo engine and upgraded suspension, steering, and brakes, is available. The discontinued R-Spec trim, with the 1.6-liter turbo engine that we tested with the slick six-speed manual transmission, was nimble and exhibited tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The controls are easy to use, including the color touch-screen infotainment display. FCW and AEB are standard.

**\$32,500-\$34,000**  
BASE PRICE RANGE

**NA**  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 3-door hatchback

**TRIM LINES:** N

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 2 rear

**ENGINES:** 2.0-liter 4 turbo (275 hp)

**TRANSMISSIONS:** 6-speed manual; 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **168**  
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  
EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Hyundai Venue ✓

**61** OVERALL SCORE  
 The tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks. All-wheel drive is not offered. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. Android Auto and Apple CarPlay compatibility come standard, as does an 8-inch touch screen. The Venue includes some key active safety features as standard equipment, including FCW and AEB. BSW and RCTW come on all trims except the base SE.

**\$19,000-\$22,250**  
 BASE PRICE RANGE

<b>61</b> ROAD TEST	<b>↑</b> ADAS
<b>↓</b> RELIABILITY	<b>↓</b> SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** Limited, SE, SEL  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 (121 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **159**  
 Width (in.) **70**  
 Height (in.) **62**  
 Wheelbase (in.) **99**  
 Weight (lb.) **2,645**  
 % Weight Front/Rear **61/39**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **840**  
 Cargo Volume, cu.ft. **19**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **32**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Infiniti Q50 ✓

**87** OVERALL SCORE  
 The Q50 is a luxury sports sedan, available in rear- and all-wheel drive. The 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the Q50 quick. But it's to the detriment of fuel economy, which is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti's dual-touch-screen infotainment system is slow and cumbersome to use, requiring multiple steps and extra distraction for simple tasks. A 400-hp turbo V6 is also available, as is a Q60 coupe version. For 2022, BSW, RCTW, and LDW are standard in addition to FCW and AEB, but pedestrian detection is not offered. Standard wireless Apple CarPlay was also added.

**\$42,100-\$57,950**  
 BASE PRICE RANGE

<b>87</b> ROAD TEST	<b>↑</b> ADAS
<b>↑</b> RELIABILITY	<b>↓</b> SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Luxe, Red Sport 400, Sensory  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)  
**TRANSMISSIONS:** 7-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **190**  
 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

	'19	'20	'21
<b>Overall Reliability</b>	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, Major	↑	*	*
Transmission, Minor	↑	*	*
Drive System	↓	*	*
Fuel System	↑	*	*
Electrical	↑	*	*
Climate System	↑	*	*
Suspension	↑	*	*
Brakes	↑	*	*
Exhaust	↑	*	*
Paint/Trim	↑	*	*
Noises/Leaks	↑	*	*
Body Hardware	↑	*	*
Power Equipment	↑	*	*
In-Car Electronics	↑	*	*





## Infiniti QX50 ✓

**72**  
OVERALL SCORE

The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish 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 ProPilot Assist feature is now standard; it can keep the QX in its lane, and maintain and adjust speed according to traffic. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

## Infiniti QX55

**NA**  
OVERALL SCORE

This derivative of the QX50 has a sloped roof that gives it a coupelike appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and continuously variable transmission as the QX50. Output is unchanged at 268 hp. This combination is portrayed as an optimization of performance and fuel economy, but our experience was far from that in the QX50 we tested. Every QX55 is equipped with all-wheel drive. The dual-screen infotainment system is compatible with Android Auto and wireless Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard. The optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic.

**\$39,000-\$56,950**  
BASE PRICE RANGE

**77**  
ROAD TEST

**7**  
RELIABILITY

**⬆️**  
ADAS

**⬇️**  
SATISFACTION



**\$46,500-\$57,050**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**⬇️**  
RELIABILITY

**⬆️**  
ADAS

**7**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Autograph, Essential, Luxe, Pure, Sensory  
**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/Rear **58/42**

### CARGO MEASUREMENT

Max. Load (lb.) **860**  
 Cargo Volume, cu.ft. **30.5**  
 Towing Capacity (lb.) **3,000**

### FUEL

Premium  
 CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬇️	*	*
Brakes	⬇️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*

### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Essential, Luxe, Sensory  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (268 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **186**  
 Width (in.) **75**  
 Height (in.) **64**  
 Wheelbase (in.) **110**  
 Weight (lb.) **4,020**  
 % Weight Front/Rear **58/42**

### CARGO MEASUREMENT

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

### FUEL

Premium  
 EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Infiniti QX60

**NA** OVERALL SCORE  
The 2022 redesign has transformed the QX60 into a slick, refined vehicle. Based on the Nissan Pathfinder, this three-row SUV has a modern look inside and out. The 295-hp V6 and nine-speed automatic supply plenty of power, but the stop/start fuel-saving feature is not the smoothest. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touch screen is fairly easy to navigate. Many functions are handled via the screen or a central knob. Seven-passenger seating is standard. Standard active safety systems include FCW, AEB with pedestrian detection, LDW, and BSW. The ProPilot Assist system uses the adaptive cruise control and steering assistance systems together to reduce stress while driving in congested highway traffic.

**\$46,850-\$63,250**  
BASE PRICE RANGE

**NA** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Autograph, Luxe, Pure, Sensory  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 3.5-liter V6 (295 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **198**  
Width (in.) **78**  
Height (in.) **70**  
Wheelbase (in.) **114**  
Weight (lb.) **4,630**  
% Weight Front/Rear **56/44**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,148**  
Cargo Volume, cu.ft. **41**  
Towing Capacity (lb.) **6,000**

#### FUEL

Premium  
EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	
Engine, Major	↑	↑	
Engine, Minor	↓	↑	
Engine, Cooling	↑	↑	
Transmission, Major	↑	↑	
Transmission, Minor	↑	↑	
Drive System	↑	↑	
Fuel System	↓	↑	
Electrical	↓	↑	
Climate System	↑	↑	
Suspension	↑	↑	
Brakes	↓	↑	
Exhaust	↑	↑	
Paint/Trim	↑	↑	
Noises/Leaks	↑	↑	
Body Hardware	↑	↑	
Power Equipment	↓	↓	
In-Car Electronics	↑	↓	

## Infiniti QX80

**58** OVERALL SCORE  
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, though 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 ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A refresh for 2022 included a more modern infotainment system with wireless Apple CarPlay and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. FCW, AEB with pedestrian detection, BSW, RCTW, and a rear-seat reminder system are standard.

**\$70,600-\$84,850**  
BASE PRICE RANGE

**68** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Luxe, Premium Select, Sensory  
**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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jaguar E-Pace

**50** OVERALL SCORE

The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It either accelerates with a sudden burst or feels lethargic and slow to move along. Fuel economy of 21 mpg overall is abysmal. Agile handling and sharp steering make the little Jag fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touch-screen infotainment system has been updated with Jaguar's latest Pivi Pro system. Android Auto and Apple CarPlay compatibility is standard. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. FCW and AEB are standard, while BSW is standard on all but the base trim.

**\$41,800-\$51,000**  
BASE PRICE RANGE

**69** ROAD TEST

**1** ADAS

**⬇️** RELIABILITY

**⬇️** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 300 Sport, Base, SE  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Jaguar F-Pace

**50** OVERALL SCORE

Jaguar's compact SUV shares its rear-wheel-drive platform with the XF sedan. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a turbocharged 3.0-liter six-cylinder engine that's quick but has an omnipresent engine drone that quickly becomes tiring. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs. Although the driving experience is lively, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include FCW, and AEB with pedestrian detection.

**\$50,900-\$86,600**  
BASE PRICE RANGE

**72** ROAD TEST

**⬆️** ADAS

**⬇️** RELIABILITY

**⬇️** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Base, R-Dynamic S, S, SVR  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (246 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (542 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/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **960**  
 Cargo Volume, cu.ft. **28.5**  
 Towing Capacity (lb.) **5,290**

#### FUEL

Premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jaguar I-Pace

**58** OVERALL SCORE The Jaguar I-Pace all-electric crossover seats five and has an EPA-estimated range of 234 miles. It's a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. Like other EVs, we found that it takes quite a while to charge: The 90-kilowatt-hour battery takes about 13 hours from almost empty using a 240-volt connection. Jaguar says that on a DC fast charger, the I-Pace can be charged from empty to 80 percent in 40 minutes.

**\$69,900**  
BASE PRICE RANGE

**82** ROAD TEST  
▲ ADAS  
▼ RELIABILITY  
! SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** HSE  
**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.) **4,920**  
 % Weight Front/Rear **53/47**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **860**  
 Cargo Volume, cu.ft. **25.5**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Electric  
 CR Overall mpge **75**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jaguar XF

**NA** OVERALL SCORE The XF is arguably the most agile midsize luxury sedan. It's taut and nimble, with lively steering, yet its ride is supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought updated interior and exterior styling, but now the only engine available is a 2.0-liter turbo four-cylinder. The supercharged 3.0-liter V6 is discontinued. The eight-speed automatic shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. Jaguar's latest Pivi Pro infotainment system has replaced the XF's old, slow, and distracting system. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$45,300-\$51,000**  
BASE PRICE RANGE

**NA** ROAD TEST  
▲ ADAS  
▼ RELIABILITY  
! SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** R-Dynamic SE, S, SE  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (300 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **195**  
 Width (in.) **78**  
 Height (in.) **57**  
 Wheelbase (in.) **117**  
 Weight (lb.) **4,175**  
 % Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **960**  
 Cargo Volume, cu.ft. **19**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jeep Cherokee

**54** OVERALL SCORE  
 The Cherokee SUV has a turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. It also returned just 23 mpg overall. 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. FCW, AEB, and BSW are standard.

**\$29,995-\$38,745**  
 BASE PRICE RANGE

**68** ROAD TEST  
 ⬆️ ADAS  
 ⬇️ RELIABILITY  
 ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Altitude, High Altitude, Latitude, Latitude LUX, Latitude Plus, Limited, 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

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **183**  
 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬇️
Engine, Minor	⬇️	⬆️	⬇️
Engine, Cooling	⬆️	⬆️	⬇️
Transmission, Major	⬇️	⬆️	⬆️
Transmission, Minor	⬇️	⬇️	⬇️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬇️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬆️	⬆️	⬇️
Power Equipment	⬇️	⬆️	⬆️
In-Car Electronics	⬇️	⬇️	⬆️

## Jeep Compass

**45** OVERALL SCORE  
 The Compass is not competitive with its peers. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. Power comes from a 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. The nine-speed automatic is neither smooth nor responsive. Handling isn't agile, though the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. Interior and exterior styling have been freshened for 2022, and the infotainment system has been updated to the latest Uconnect system with either an 8.4-inch or a 10.1-inch screen size. Active safety features such as FCW, AEB with pedestrian detection, BSW, and RCTW also became standard. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions.

**\$26,390-\$33,210**  
 BASE PRICE RANGE

**56** ROAD TEST  
 ⬆️ ADAS  
 ⬇️ RELIABILITY  
 ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** High Altitude, Latitude, Latitude LUX, Limited, Sport, Trailhawk  
**DRIVE WHEELS:** Front, AWD, 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.4-liter 4 (177 hp)  
**TRANSMISSIONS:** 6-speed automatic; 9-speed automatic

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jeep Gladiator

**38** OVERALL SCORE The longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike most compact pickups, it uses coil springs in the rear suspension, which makes the ride comparatively refined. Handling, however, is a bit clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. A 3.0-liter V6 diesel engine is optional, and full-time four-wheel drive is available on all trim lines. Available active safety features include FCW, AEB, and BSW.

**\$36,085-\$48,025**  
BASE PRICE RANGE

**52** ROAD TEST      **Opt.** ADAS  
RELIABILITY      SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab  
**TRIM LINES:** High Altitude, Mojave, Overland, Rubicon, Sport, Sport S, Willys  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 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.) **218**  
Width (in.) **74**  
Height (in.) **75**  
Wheelbase (in.) **137**  
Weight (lb.) **4,650**  
% Weight Front/Rear **54/46**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,450**  
Cargo Volume, cu.ft. **NA**  
Towing Capacity (lb.) **7,650**

**FUEL**  
Regular or diesel  
CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↓	↓	↓
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↓	↓
Transmission, Minor	↓	↓	↓
Drive System	↑	↑	↑
Fuel System	↑	↑	↓
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↓	↓
Brakes	↑	↑	↑
Exhaust	↑	↑	↓
Paint/Trim	↓	↓	↓
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↓	↓
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



## Jeep Grand Cherokee

**NA** OVERALL SCORE The 2022 redesigned Grand Cherokee is quieter, has a more comfortable ride, and more responsive handling than its predecessor. The interior is nicely furnished, but some controls are less user-friendly than in the last generation. The core powertrains carry over: a 3.6-liter V6 and a 5.7-liter V8. The new 4xe plug-in hybrid version uses a 2.0-liter turbocharged four-cylinder, coupled with an electric drive, and provides a claimed 25 miles of electric-only range. An eight-speed automatic is the only transmission. Center stage is a Uconnect 5 infotainment system with wireless Android Auto and Apple CarPlay. There is an optional infotainment screen for the front passenger. AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, LKA, and adaptive cruise control are all standard. Note that the previous-generation Grand Cherokee is still on sale.

**\$39,390-\$63,365**  
BASE PRICE RANGE

**NA** ROAD TEST      ADAS  
RELIABILITY      SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 4xe, Altitude, Laredo, Limited, Overland, Summit, Summit Reserve, Trailhawk  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 hybrid (375 hp); 3.6-liter V6 (293 hp); 5.7-liter V8 (357 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **194**  
Width (in.) **78**  
Height (in.) **71**  
Wheelbase (in.) **117**  
Weight (lb.) **4,480**  
% Weight Front/Rear **54/46**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,050**  
Cargo Volume, cu.ft. **36**  
Towing Capacity (lb.) **6,200**

**FUEL**  
Regular or premium  
EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↓	↓
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↓	↓
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↑	↑



## Jeep Grand Cherokee L

**63** OVERALL SCORE

The Grand Cherokee L is Jeep's midsize three-row SUV based on the redesigned Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately when descending hills. The ride has an underlying firmness but is composed over undulations. Body roll is well-contained in corners, but the steering is too light. Seating configurations are either for six or seven passengers, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

**\$41,285-\$65,260**  
BASE PRICE RANGE

**75** ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Altitude, Laredo, Limited, Overland, Summit, Summit Reserve

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 2 rear, 2 third

**ENGINES:** 3.6-liter V6 (290 hp); 5.7-liter V8 (357 hp)

**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **205**  
Width (in.) **78**  
Height (in.) **72**  
Wheelbase (in.) **122**  
Weight (lb.) **4,840**  
% Weight Front/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,200**  
Cargo Volume, cu.ft. **45**  
Towing Capacity (lb.) **6,200**

#### FUEL

Regular  
CR Overall mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

## Jeep Renegade

**42** OVERALL SCORE

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the now-discontinued 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder is the standard engine for 2022. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. Active safety features, including FCW and AEB, are standard on all trims except for the Trailhawk.

**\$22,790-\$30,290**  
BASE PRICE RANGE

**56** ROAD TEST

**Opt. ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**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)

**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **167**  
Width (in.) **71**  
Height (in.) **66**  
Wheelbase (in.) **101**  
Weight (lb.) **3,360**  
% Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **985**  
Cargo Volume, cu.ft. **30.5**  
Towing Capacity (lb.) **2,000**

#### FUEL

Regular  
CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Jeep Wagoneer

**NA** OVERALL SCORE  
 Jeep's all-new three-row Wagoneer is based on the Ram pickup truck, but uses an independent rear suspension. The Wagoneer gets a stout 392-hp, 5.7-liter V8. The more premium Grand Wagoneer gets a muscular 471-hp, 6.4-liter V8, along with more luxury and amenities, all of which comes with a price tag that will typically hit six figures. The Wagoneer comes standard with rear-wheel drive and has an EPA rating of 18 mpg, while the four-wheel-drive-only Grand Wagoneer is rated at just 15 mpg combined. Both SUVs ride comfortably, particularly if equipped with the air suspension, and they are very quiet. Handling is sound but not a strong suit. The cabin is very roomy and even the third-row seat is suitable for adults. Controls are mostly user friendly. There are many storage cubbies and USB ports. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

**\$58,995-\$76,995**  
 BASE PRICE RANGE

<b>NA</b> ROAD TEST	ADAS
RELIABILITY	SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Series I, Series II, Series III  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 5.7-liter V8 (392 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **215**  
 Width (in.) **84**  
 Height (in.) **76**  
 Wheelbase (in.) **123**  
 Weight (lb.) **6,150**  
 % Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,510**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **10,000**

**FUEL**  
 Regular  
 EPA Combined mpg **17**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## Jeep Wrangler

**28** OVERALL SCORE  
 The Wrangler remains true to the off-roading icon's heritage. The essential Wrangler hallmarks remain, with body-on-frame construction and solid axles. It is available in two- and four-door configurations. The multitude of options 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 and has more than adequate power. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. FCW, AEB, BSW, and RCTW are optional. A 4xe plug-in hybrid and a powerful 6.4-liter V8 Rubicon 392 version are also available.

**\$29,995-\$77,095**  
 BASE PRICE RANGE

<b>36</b> ROAD TEST	<b>Opt.</b> ADAS
RELIABILITY	SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door SUV; 4-door SUV  
**TRIM LINES:** Rubicon, Sahara, Sport, Sport S, Willys  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (270 hp); 2.0-liter 4 hybrid (375 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp); 6.4-liter V8 (470 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

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			





## Kia Carnival ✓

**79** OVERALL SCORE  
 Kia's replacement for the Sedona minivan brings major upgrades in terms of active safety, amenities, and connectivity. The Carnival is powered by a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. Unlike the Sienna and Chrysler Pacifica, the Carnival isn't available with all-wheel drive. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a lounge-like reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the heavy second-row seats for maximum cargo capacity. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$32,300-\$46,300**  
 BASE PRICE RANGE

**89** ROAD TEST | **↑** ADAS  
**↓** RELIABILITY | **↑** SATISFACTION



**OVERVIEW**

**BODY STYLES:** minivan  
**TRIM LINES:** EX, LX, SX, SX Prestige  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.5-liter V6 (290 hp)  
**TRANSMISSIONS:** 8-speed automatic

**FACTS & FIGURES**

**EXTERIOR DIMENSIONS**  
 Length (in.) **203**  
 Width (in.) **79**  
 Height (in.) **69**  
 Wheelbase (in.) **122**  
 Weight (lb.) **4,595**  
 % Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,325**  
 Cargo Volume, cu.ft. **72**  
 Towing Capacity (lb.) **3,500**

**FUEL**  
 Regular  
 CR Overall mpg **21**

**RELIABILITY HISTORY**

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## Kia EV6 ✓

**NA** OVERALL SCORE  
 The EV6 is Kia's first car designed from the ground up to be electric. Sized like a Ford Mustang Mach-E, the EV6 is mechanically related to the Hyundai Ioniq 5. It's offered in rear- and all-wheel-drive versions, and with different power outputs. EPA-estimated ranges are 310 miles for the long-range, rear-wheel drive and 274 miles for the all-wheel drive. The EV6 is compatible with 400- and 800-volt fast-charging stations in public places, enabling it to go from 10 to 80 percent charge in 18 minutes, according to Kia. A neat feature: It is capable of powering other equipment or serving as an emergency power source for your home. A comprehensive assortment of active safety features, including FCW, AEB with pedestrian detection, BSW, RCTW, LKA, and a direct driver monitoring system, is available.

**\$40,900-\$55,900**  
 BASE PRICE RANGE

**NA** ROAD TEST | **↑** ADAS  
**NA** RELIABILITY | **NA** SATISFACTION



**OVERVIEW**

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** First Edition, GT-Line, Light, Wind  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (167 hp); Electric (225 hp); Electric (320 hp); Electric (576 hp)  
**TRANSMISSIONS:** 1-speed direct

**FACTS & FIGURES**

**EXTERIOR DIMENSIONS**  
 Length (in.) **185**  
 Width (in.) **74**  
 Height (in.) **61**  
 Wheelbase (in.) **114**  
 Weight (lb.) **NA**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **3,500**

**FUEL**  
 Electric  
 EPA Combined mpg **105**

**RELIABILITY HISTORY**

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Kia Forte

**39** OVERALL SCORE  
 The Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and excess noise. 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, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. But the automatic climate control is an unexpected feature, and the infotainment system is simple and easy to use. It's commendable that FCW and AEB are standard. A sportier GT model with a turbocharged engine is also available.

**\$19,090-\$24,490**  
 BASE PRICE RANGE

**67** ROAD TEST  
 ⬆️ RELIABILITY  
 ⬆️ SATISFACTION  
 ⬆️ ADAS



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** FE, GT, GT-Line, LXS  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)  
**TRANSMISSIONS:** 6-speed manual; 7-speed sequential; 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬆️	*	*



## Kia K5

**76** OVERALL SCORE  
 The K5 replaced the Optima sedan and shares its platform with the Hyundai Sonata. A 1.6-liter turbo engine is standard, and it delivers ample power and commendable fuel economy. We got 32 mpg overall in our tests. The ride is more comfortable than the Sonata's, and handling is secure. The roomy cabin has a traditional layout, with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility, others require a cable. Standard active safety features include FCW, AEB with pedestrian detection, a direct driver monitoring system, and a rear-seat reminder, but BSW comes only on LXS and higher trims. All-wheel drive is available on some trims.

**\$23,790-\$31,190**  
 BASE PRICE RANGE

**82** ROAD TEST  
 ⬆️ RELIABILITY  
 ⬆️ SATISFACTION  
 ⬆️ ADAS



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** EX, GT, GT-Line, LX, LXS  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 turbo (180 hp); 2.5-liter 4 turbo (290 hp)  
**TRANSMISSIONS:** 8-speed automatic; 8-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **193**  
 Width (in.) **73**  
 Height (in.) **57**  
 Wheelbase (in.) **112**  
 Weight (lb.) **3,150**  
 % 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 **32**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬆️
Transmission, Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️



## Kia Niro ⬆️

**65** OVERALL SCORE  
 Kia's five-passenger Niro hybrid marries good fuel economy with cargo versatility. The 1.6-liter four-cylinder engine and electric drive unit put out a combined 139-hp. This combo is mated to a six-speed dual-clutch automatic transmission. We got 43 mpg overall, which is good but not as impressive as the fuel economy of the Hyundai Ioniq or Toyota Prius. The EV version with a 239-mile range has smooth, instant, and silent acceleration. We think it is more rewarding to drive than the hybrid. A plug-in hybrid is also available. The hybrid's handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats do. Recent updates included new headlights, a standard 8-inch touch screen, and various exterior styling details. Available active safety features include AEB and BSW.

**\$24,690-\$44,650**  
 BASE PRICE RANGE

**65** ROAD TEST  
⬆️ RELIABILITY

**Opt.** ADAS  
⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** EX, EX Premium, LX, LXS, LXS SE, Touring SE  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 hybrid (139 hp); Electric (201 hp)  
**TRANSMISSIONS:** 6-speed sequential; 1-speed direct

### 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. **19**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **43**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬇️	⬆️	*
Transmission, Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬇️	*
Brakes	⬇️	⬇️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

## Kia Rio

**53** OVERALL SCORE  
 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 nicer compact cars achieve or surpass 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 predictable, 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. Buyers must opt for the higher S trim to get active safety features. But the S trim is close to the price of a compact car, which is another reason not to buy the Rio. Recent changes included a new 1.6-liter four-cylinder engine, which is paired with a continuously variable transmission.

**\$16,250-\$17,190**  
 BASE PRICE RANGE

**61** ROAD TEST  
⬇️ RELIABILITY

**Opt.** ADAS  
⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback; sedan  
**TRIM LINES:** LX, S  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 (120 hp)  
**TRANSMISSIONS:** CVT

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Kia Seltos

**43** OVERALL SCORE The Kia Seltos slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. For 2022, FCW, AEB with pedestrian detection, LDW, and LKA are standard, as is a rear-seat reminder. BSW and RCTW come standard on all but the lower trims.

**\$22,590-\$28,090**  
BASE PRICE RANGE

**72** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** EX, LX, Nightfall Edition, S, SX  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (146 hp)  
**TRANSMISSIONS:** 7-speed sequential; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **172**  
 Width (in.) **71**  
 Height (in.) **64**  
 Wheelbase (in.) **104**  
 Weight (lb.) **3,120**  
 % Weight Front/Rear **59/41**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **860**  
 Cargo Volume, cu.ft. **28**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬇️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬇️
Transmission, Minor			⬇️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬇️
Body Hardware			⬆️
Power Equipment			⬇️
In-Car Electronics			⬇️



## Kia Sorento

**46** OVERALL SCORE Kia redesigned its Sorento SUV for 2021, with new engines and an available hybrid version. Three rows of seating come standard in either six- or seven-passenger configurations. The base four-cylinder engine is neither quick nor quiet, but the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes some low-speed vibrations. The 1.6-liter turbo hybrid version is pleasantly powerful, beyond an initial delay off the line. All-wheel drive can be had with either gas engine, as well as the hybrid. The plug-in hybrid comes with standard all-wheel drive. Handling is responsive, but the ride is rather stiff. Standard active safety features include AEB with pedestrian detection and FCW. BSW and RCTW are standard on all but the base trim.

**\$29,590-\$48,090**  
BASE PRICE RANGE

**83** ROAD TEST  
 ADAS  
 RELIABILITY  
 SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** EX, LX, S, SX, SX-Prestige, X-Line  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)  
**TRANSMISSIONS:** 6-speed automatic; 8-speed automatic; 8-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **189**  
 Width (in.) **75**  
 Height (in.) **67**  
 Wheelbase (in.) **111**  
 Weight (lb.) **3,985**  
 % Weight Front/Rear **58/42**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,030**  
 Cargo Volume, cu.ft. **39.5**  
 Towing Capacity (lb.) **3,500**

**FUEL**  
 Regular  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬇️
Transmission, Minor	⬆️	⬆️	⬇️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬇️	⬆️	⬆️
Climate System	⬆️	⬇️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬆️	⬇️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬆️	⬇️
In-Car Electronics	⬆️	⬆️	⬆️



## Kia Soul

**51** OVERALL SCORE  
 The Kia Soul blends personality and versatility with its familiar boxy shape and cheerful character. The Soul has a continuously variable transmission that contributes to good fuel economy. Handling is nimble. But the ride is notably stiff, and engine noise is pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touch screen. Android Auto and Apple CarPlay compatibility is standard. FCW and AEB are standard on all trims except the base LX.

**\$19,290-\$27,890**  
 BASE PRICE RANGE

**76** ROAD TEST  
**Opt.** ADAS  
 ↓ RELIABILITY     ↑ SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** EX, GT-Line, LX, S, Turbo, X-Line  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)  
**TRANSMISSIONS:** 7-speed sequential; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **165**  
 Width (in.) **71**  
 Height (in.) **63**  
 Wheelbase (in.) **102**  
 Weight (lb.) **2,995**  
 % Weight Front/Rear **61/39**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **860**  
 Cargo Volume, cu.ft. **24**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↓	↓
Engine, Major	↓	↓	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↓	↓
Transmission, Minor	↓	↓	↑
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↓
Suspension	↑	↑	↓
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↓
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↑	↑
Power Equipment	↑	↓	↑
In-Car Electronics	↑	↑	↑

## Kia Sportage

**NA** OVERALL SCORE  
 The redesigned 2023 Sportage is larger and better equipped than the previous model. It has a generous roster of active safety equipment and available upscale amenities, like a large dash display, panoramic roof, and heated windshield. It is available in front- and all-wheel drive. The standard engine is a 2.5-liter four-cylinder with an eight-speed automatic transmission. The hybrid version incorporates an electric drive with a 1.6-liter turbo engine for a combined 226 horsepower. We measured 35 mpg overall with the similar Hyundai Tucson Hybrid. A plug-in hybrid with a claimed electric only range of 32 miles will also be available. Each Sportage comes with FCW, AEB with pedestrian and cyclist detection, LKA, automatic high beams, driver attention monitoring system, and a rear occupant reminder. BSW, RCTW, and ACC are optional.

**\$25,990-\$36,790**  
 BASE PRICE RANGE

**NA** ROAD TEST  
 ↑ ADAS  
 ↓ RELIABILITY     ↑ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** EX, LX, SX, SX Prestige, X-Line, X-Pro, X-Pro Prestige  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 hybrid (177 hp); 1.6-liter 4 hybrid (226 hp); 2.5-liter 4 (187 hp)  
**TRANSMISSIONS:** 6-speed automatic; 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **183**  
 Width (in.) **73**  
 Height (in.) **65**  
 Wheelbase (in.) **109**  
 Weight (lb.) **3,540**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **2,000**

**FUEL**  
 Regular  
 EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↓	↓
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↓	↑
Climate System	↑	↓	↑
Suspension	↑	↑	↑
Brakes	↑	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↓	↑	↓
Body Hardware	↓	↓	↑
Power Equipment	↑	↓	↑
In-Car Electronics	↑	↑	↑



## Kia Stinger ✓

**70**  
OVERALL SCORE

Kia branched out 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 downside, the ride is stiff and a bit unsettled. Two engines are offered: a punchy 3.3-liter turbo V6 and a new 2.5-liter turbo four-cylinder that replaced the 2.0-liter for 2022. The car sits low, which combined with the coupelike styling 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 to be a long reach to the touch screen. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA.

**\$36,290-\$53,690**  
BASE PRICE RANGE

**75**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** GT1, GT2, GT-Line  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 turbo (300 hp); 3.3-liter V6 turbo (368 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/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **930**  
Cargo Volume, cu.ft. **23**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Kia Telluride ✓

**97**  
OVERALL SCORE

Kia's Telluride three-row midsize SUV offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander. It shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic transmission. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000-pounds. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$33,090-\$44,890**  
BASE PRICE RANGE

**97**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**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.) **4,300**  
% Weight Front/Rear **56/44**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,325**  
Cargo Volume, cu.ft. **47.5**  
Towing Capacity (lb.) **5,000**

#### FUEL

Regular  
CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



## Land Rover Defender

48

OVERALL SCORE

The Defender SUV evokes the original classic but in a modern form. It comes with a choice of a turbo four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door, and a number of seating configurations, from five to seven passengers, are available. A comprehensive list of off-road-ready features includes selectable modes to help traverse a variety of terrains. With the six-cylinder, acceleration is plentiful. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, and the interior ambience evokes a safari expedition. The new infotainment system is slow and distracting to use. At least it's compatible with Android Auto and Apple CarPlay. FCW, AEB, BSW, and RCTW are standard. Adaptive cruise control is optional.

**\$48,700-\$114,400**  
BASE PRICE RANGE

<b>61</b> ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬆️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door SUV; 4-door SUV  
**TRIM LINES:** S, SE, Standard, V8, X, X-Dynamic HSE, X-Dynamic SE, XS  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **198**  
 Width (in.) **79**  
 Height (in.) **77**  
 Wheelbase (in.) **119**  
 Weight (lb.) **5,435**  
 % Weight Front/Rear **51/49**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,985**  
 Cargo Volume, cu.ft. **43**  
 Towing Capacity (lb.) **7,700**

**FUEL**  
 Premium  
 CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Land Rover Discovery

50

OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the optional six-cylinder turbo engine produces plenty of power and the eight-speed automatic transmission shifts smoothly. A 2.0-liter turbo four-cylinder is the standard engine. Though the optional air suspension makes the ride steady, the Discovery 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 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. A recent mild freshening brought an updated infotainment system, more standard equipment, and a supposedly improved second-row seat. FCW, AEB, BSW, and RCTW are standard.

**\$55,000-\$70,300**  
BASE PRICE RANGE

<b>71</b> ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Metropolitan Edition, R-Dynamic HSE, R-Dynamic S, S  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (355 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  
 CR Overall mpg **17**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Land Rover Discovery Sport

44

OVERALL SCORE

Land Rover's entry into the luxury compact SUV market struggles against its peers and even nonluxury small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved to be capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To the SUV's credit, its rear seat is roomy. AEB with pedestrian detection and FCW are standard.

\$43,200-\$48,500

BASE PRICE RANGE

58

ROAD TEST

1

ADAS

2

RELIABILITY

3

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** R-Dynamic S, R-Dynamic SE, S, SE

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 2.0-liter 4 turbo (246 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

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Land Rover Range Rover

NA

OVERALL SCORE

The redesigned 2023 Land Rover Range Rover continues its legacy of a regal, ultraluxury SUV that pushes boundaries, with new tech and an elegant design. The Range Rover is available in four- and five-seat configurations, while the long wheelbase version will be able to seat up to seven passengers. The standard engine is a mild-hybrid inline-six. A twin-turbocharged V8 and a plug-in hybrid with a claimed 48-mile electric-only range are also available. A EV version will debut in 2024. Expect ultimate luxury features including an air suspension that can lower the height for easy entry and soft closing doors. Special SV versions add further opulence. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and LKA.

\$93,800-\$215,200

BASE PRICE RANGE

NA

ROAD TEST

3

ADAS

2

RELIABILITY

3

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV; extended SUV

**TRIM LINES:** Autobiography, Base, First Edition, SV

**DRIVE WHEELS:** 4WD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 3.0-liter 6 turbo (395 hp); 3.0-liter 4 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)

**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) 199

Width (in.) 81

Height (in.) 74

Wheelbase (in.) 118

Weight (lb.) 5,240

% Weight Front/Rear NA

#### CARGO MEASUREMENT

Max. Load (lb.) 960

Cargo Volume, cu.ft. NA

Towing Capacity (lb.) 8,200

#### FUEL

Premium

EPA Combined mpg 20

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Land Rover Range Rover Evoque

**44** OVERALL SCORE

The Evoque is more about style than function. Sure, it wears the prestigious Range Rover logo, but the SUV is frustrating on several levels. There is a pronounced initial delay when accelerating from a rolling stop, then the power comes on too abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it to be convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble, the front seats are comfortable, and fit and finish is impressive. AEB with pedestrian detection and FCW are standard. BSW and RCTW are standard on all except the base trim.

## Land Rover Range Rover Sport

**53** OVERALL SCORE

The Sport has a level of interior plushness similar to that of the stately previous-generation Range Rover it is based on; it focuses more on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. An inline six-cylinder engine is standard. A supercharged V8 engine is also available. An eight-speed automatic is standard. 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. Second-row room is generous, but the optional third-row seat is tiny.

**\$44,700-\$55,000**  
BASE PRICE RANGE

**58** ROAD TEST

| ADAS

▼ RELIABILITY

▼ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** HST, R-Dynamic S, R-Dynamic SE, S, SE

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)

**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **172**  
Width (in.) **79**  
Height (in.) **65**  
Wheelbase (in.) **106**  
Weight (lb.) **4,235**  
% Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **825**  
Cargo Volume, cu.ft. **25**  
Towing Capacity (lb.) **3,700**

#### FUEL

Premium  
CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

**\$70,900-\$132,600**  
BASE PRICE RANGE

**72** ROAD TEST

| ADAS

▼ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Autobiography Dynamic, HSE Dynamic, HSE Silver, HST, SE, SVR, SVR Carbon Edition

**DRIVE WHEELS:** 4WD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518 hp); 5.0-liter V8 supercharged (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  
CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Land Rover Range Rover Velar

**53** OVERALL SCORE  
 The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport than on Land Rover's traditional off-road prowess. With the 2021 freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is a bit stiff. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touch screens. But the bottom one, which houses the climate controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. FCW, AEB with pedestrian detection, and BSW are standard.

**\$58,300-\$78,900**  
 BASE PRICE RANGE

**76**  
 ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** R-Dynamic HSE, R-Dynamic S, S  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (340 hp); 3.0-liter 6 turbo (395 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  
 CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Lexus ES

**83** OVERALL SCORE  
 This comfortable and refined sedan has a quiet, plush interior that's well-put-together. The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The four-cylinder ES 250 comes standard with all-wheel drive. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. The touchpad controller for interacting with the infotainment system is fussy and distracting. A mild 2022 freshening brought an easier-to-use touch screen. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$40,800-\$51,080**  
 BASE PRICE RANGE

**84**  
 ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h F Sport, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 (203 hp); 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	I	U	U
Engine, Major	U	U	U
Engine, Minor	U	U	U
Engine, Cooling	U	U	U
Transmission, Major	U	U	U
Transmission, Minor	U	U	U
Drive System	U	U	U
Fuel System	I	U	U
Electrical	U	U	U
Climate System	U	U	I
Suspension	I	U	U
Brakes	U	U	U
Exhaust	U	U	U
Paint/Trim	I	U	U
Noises/Leaks	I	U	U
Body Hardware	U	U	U
Power Equipment	I	I	I
In-Car Electronics	I	U	I



## Lexus GX ✅

**81**  
OVERALL SCORE

Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and can tow 6,500-pounds. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 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 when it's not in use, but the side-swinging tailgate can be inconvenient at times. AEB with pedestrian detection and FCW are standard. All 2022 models come with a rear-seat reminder.

**\$55,625-\$65,135**  
BASE PRICE RANGE

**70**  
ROAD TEST

**70**  
RELIABILITY

**⬆️**  
ADAS

**⬇️**  
SATISFACTION



### OVERVIEW

**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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

## Lexus IS ✅

**70**  
OVERALL SCORE

The recent update to the IS luxury sports sedan brought only modest improvements. Rear-wheel-drive versions come with a 241-hp turbocharged four-cylinder engine, while all-wheel-drive models have a polished but thirsty V6 with 260-hp. Handling is fairly nimble but not all that sporty, and the ride is a bit jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved, thanks to a touch-enabled screen. An all-new IS 500 F Sport debuts for 2022, powered by a 472-hp, 5.0-liter V8 engine. A complete roster of standard active driver assistance features includes FCW, AEB with pedestrian and daytime bicycle detection, BSW, RCTW, LDW, and LKA.

**\$38,775-\$68,475**  
BASE PRICE RANGE

**69**  
ROAD TEST

**69**  
RELIABILITY

**⬆️**  
ADAS

**⬇️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 300, 350 F Sport, 500 F Sport Premium, 500 Launch Edition  
**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); 5.0-liter V8 (472 hp)  
**TRANSMISSIONS:** 6-speed automatic; 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **185**  
 Width (in.) **72**  
 Height (in.) **56**  
 Wheelbase (in.) **110**  
 Weight (lb.) **3,900**  
 % Weight Front/Rear **55/45**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **825**  
 Cargo Volume, cu.ft. **14**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Lexus LC

**NA** OVERALL SCORE  
The Lexus LC 500, available in coupe and convertible body styles, is the luxury brand's halo car. The 5.0-liter V8 engine generates 471-hp, and it feels muscular and sounds melodious. Power is sent to the rear wheels through a 10-speed automatic transmission. A 3.5-liter V6 hybrid version is also available, and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Handling is agile, and the ride isn't too taxing. Interior quality is top-notch. The controls are unintuitive, including the concealed opening and closing controls for the convertible soft top, but at least operating the roof can be done when the car is moving up to about 30-mph. The token rear seat is good for a purse or small dog. Updates for 2022 included minor suspension tuning. FCW, AEB, and BSW are standard.

**\$99,050-\$101,100**  
BASE PRICE RANGE

**NA** ROAD TEST  
**ADAS**  
**1** RELIABILITY  
**2** SATISFACTION



### OVERVIEW

**BODY STYLES:** convertible; coupe  
**TRIM LINES:** 500, 500h  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (471 hp)  
**TRANSMISSIONS:** 10-speed automatic; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **187**  
Width (in.) **76**  
Height (in.) **53**  
Wheelbase (in.) **113**  
Weight (lb.) **4,280**  
% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

Max. Load (lb.) **720**  
Cargo Volume, cu.ft. **5**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
EPA Combined mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Lexus LS

**66** OVERALL SCORE  
The current 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. 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 because of some hesitation at low speeds. 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, and it can take several steps to perform simple tasks. Lexus Safety System+ 2.5 is standard on the 2022 model.

**\$76,000-\$79,600**  
BASE PRICE RANGE

**72** ROAD TEST  
**ADAS**  
**1** RELIABILITY  
**2** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** 500, F Sport  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.5-liter V6 turbo (416 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **206**  
Width (in.) **75**  
Height (in.) **58**  
Wheelbase (in.) **123**  
Weight (lb.) **5,170**  
% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

Max. Load (lb.) **870**  
Cargo Volume, cu.ft. **17**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Lexus LX

**NA**  
OVERALL SCORE

The redesigned 2022 Lexus LX 600 wraps the next-generation Toyota Land Cruiser in an upscale package, with a powerful turbocharged V6 engine, safari-ready off-road capability, and enough luxury amenities to justify its lofty price. It is powered by a 409-hp, 3.5-liter twin-turbo V6 engine matched to a 10-speed automatic transmission. It is still a traditional body-on-frame design with a solid rear axle. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. Standard active safety and driver assistance features include FCW, AEB, LKA, LDW, and adaptive cruise control, among others.

**\$88,245-\$127,345**  
BASE PRICE RANGE

**NA**  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** F Sport, Luxury, Premium, Standard, Ultra Luxury  
**DRIVE WHEELS:** 4WD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 3.5-liter V6 turbo (409 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **201**  
 Width (in.) **78**  
 Height (in.) **74**  
 Wheelbase (in.) **112**  
 Weight (lb.) **5,665**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **8,000**

**FUEL**  
 Premium  
 EPA Combined mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Lexus NX

**NA**  
OVERALL SCORE

The exterior of the redesigned 2022 NX looks much like the previous model, but beneath the familiar outer skin is a raft of improvements. The cabin is completely transformed, with a more modern instrument panel and an infotainment system with a large touchscreen that doesn't use the fussy touchpad of the old NX. The new SUV also brings electronic door latches and a gear selector that can initially be confusing to use. The 2.4-turbo engine is responsive, a gas-sipping hybrid is also available, and the top-of-the-line plug-in hybrid is very quick. A 9.8-inch infotainment screen and wireless phone connectivity are standard, and a 14-inch screen is available. It's a pleasant SUV with a comfortable ride and a nicely finished cabin. The standard suite of active driver assistance features includes FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$37,950-\$56,900**  
BASE PRICE RANGE

**NA**  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 250, 350, 350h, 450h+, F Sport  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.4-liter 4 turbo (275 hp); 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (240 hp); 2.5-liter 4 hybrid (304 hp)  
**TRANSMISSIONS:** 8-speed automatic; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **184**  
 Width (in.) **73**  
 Height (in.) **66**  
 Wheelbase (in.) **106**  
 Weight (lb.) **3,910**  
 % Weight Front/Rear **60/40**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **895**  
 Cargo Volume, cu.ft. **26.5**  
 Towing Capacity (lb.) **2,000**

**FUEL**  
 Regular  
 EPA Combined mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Lexus RC

**NA** OVERALL SCORE The RC is a coupe version of the IS sedan. It uses a 2.0-liter turbo four-cylinder or 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 472-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels, and it 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 tiny rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that is used to interact with the infotainment screen. FCW, AEB, BSW, and RCTW are standard.

**\$42,470-\$101,095**  
BASE PRICE RANGE

**NA** ROAD TEST **ADAS**  
**I** RELIABILITY **I** SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** 300, 300 F Sport, 350, 350 F Sport, F, F Track Edition  
**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 (472 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/Rear **54/46**

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

**FUEL**  
Premium  
EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Lexus RX

**81-83** OVERALL SCORE Through the years, the RX has received various updates that have brought suspension tweaks and improvements to the infotainment system. It now has Android Auto and Apple CarPlay compatibility. The awkward mouse controller is replaced with an awkward touchpad, but thankfully the SUV also gained a touch screen. The 3.5-liter V6 delivers a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall in our tests. Ride comfort is plush, whether buyers get the base car on 18-inch tires or one of the more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. Inside, the RX is very quiet and well-finished. The three-row L version has more cargo space and a very tight third-row seat. FCW, AEB, BSW, and RCTW are standard.

**\$45,570-\$57,660**  
BASE PRICE RANGE

**77-80** ROAD TEST **ADAS**  
**^** RELIABILITY **^** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 350, 350 F Sport, 450h, 450h 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/Rear **58/42**

**CARGO MEASUREMENT**  
Max. Load (lb.) **920**  
Cargo Volume, cu.ft. **30**  
Towing Capacity (lb.) **3,500**

**FUEL**  
Regular or premium  
CR Overall mpg **22-29**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	^	^	^
Engine, Major	^	^	^
Engine, Minor	^	^	^
Engine, Cooling	^	^	^
Transmission, Major	^	^	^
Transmission, Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	I	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	^	^



## Lexus UX ☑️

**71**  
OVERALL SCORE

Lexus' entry-level luxury SUV is the brand's smallest model. It has standard front-wheel drive, and all-wheel drive comes only on the hybrid version. The hybrid got an excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited all around, and the interior is tight, particularly the rear seat. The interior is not as fancy as it is in other Lexus models, yet it has many of the brand's fussy controls. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

## Lincoln Aviator

**46**  
OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and RCTW.

**\$33,150-\$40,390**  
BASE PRICE RANGE

**71**  
ROAD TEST

⬆️ ADAS

⬇️ RELIABILITY

⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 200, 200 F Sport, 200 Luxury, 250h, 250h F Sport, 250h Luxury  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (181 hp)  
**TRANSMISSIONS:** CVT

### 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. **18**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 CR Overall mpg **37**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬇️	*
Engine, Major	⬆️	⬇️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬇️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬇️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬇️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬇️	⬆️	*
Power Equipment	⬆️	⬇️	*
In-Car Electronics	⬆️	⬆️	*

**\$51,780-\$88,230**  
BASE PRICE RANGE

**82**  
ROAD TEST

⬆️ ADAS

⬇️ RELIABILITY

⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Black Label, Black Label Grand Touring, Grand Touring, Reserve, Standard  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 3.0-liter V6 turbo (400 hp); 3.0-liter V6 hybrid (494 hp)  
**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **199**  
 Width (in.) **80**  
 Height (in.) **70**  
 Wheelbase (in.) **119**  
 Weight (lb.) **5,065**  
 % Weight Front/Rear **51/49**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,415**  
 Cargo Volume, cu.ft. **49**  
 Towing Capacity (lb.) **6,700**

**FUEL**  
 Premium  
 CR Overall mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬇️	⬇️	*
Transmission, Minor	⬇️	⬇️	*
Drive System	⬇️	⬇️	*
Fuel System	⬇️	⬇️	*
Electrical	⬆️	⬆️	*
Climate System	⬇️	⬇️	*
Suspension	⬇️	⬇️	*
Brakes	⬇️	⬇️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬇️	⬇️	*
Noises/Leaks	⬇️	⬇️	*
Body Hardware	⬇️	⬇️	*
Power Equipment	⬇️	⬇️	*
In-Car Electronics	⬇️	⬇️	*



## Lincoln Corsair

**56**  
OVERALL SCORE

The Corsair is a pleasant compact luxury SUV. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is responsive and secure. The front seats aren't ideal because of their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Standard active safety features include FCW, AEB with pedestrian detection, and BSW. Note that adaptive cruise control is a separate option. A plug-in hybrid model with roughly 25 miles of electric range is also available.

**\$36,370-\$51,595**  
BASE PRICE RANGE

**82**  
ROAD TEST



ADAS

**↓**  
RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Grand Touring, Reserve, Standard

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (250 hp); 2.3-liter 4 turbo (295 hp); 2.5-liter 4 hybrid (266 hp)

**TRANSMISSIONS:** 8-speed automatic; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **181**

Width (in.) **76**

Height (in.) **64**

Wheelbase (in.) **107**

Weight (lb.) **3,910**

% Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **850**

Cargo Volume, cu.ft. **27.5**

Towing Capacity (lb.) **3,000**

#### FUEL

Premium

CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↓	↓	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↓	↓	*
Noises/Leaks	↓	↓	*
Body Hardware	↓	↓	*
Power Equipment	↓	↓	*
In-Car Electronics	↓	↓	*

## Lincoln Nautilus

**65**  
OVERALL SCORE

The Nautilus is available with either a 2.0-liter four-cylinder turbo or a powerful 2.7-liter V6 turbo that delivers effortless acceleration. An eight-speed automatic is standard. The SUV has a comfortable ride, a quiet cabin, and agile handling. The swanky cabin has been updated with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The only knock against this SUV is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking. The new transmission should slightly improve the unimpressive 18 mpg overall that we measured in the MKX (the old name for the SUV) we tested. Lincoln has added several active safety features, including an evasive steer assist that helps the driver steer the SUV around a stopped vehicle if the system determines that a collision can't be avoided by braking alone.

**\$43,030-\$65,630**  
BASE PRICE RANGE

**84**  
ROAD TEST



ADAS

**↓**  
RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Black Label, Reserve, Standard

**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.) **190**

Width (in.) **76**

Height (in.) **66**

Wheelbase (in.) **112**

Weight (lb.) **4,560**

% Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **900**

Cargo Volume, cu.ft. **32.5**

Towing Capacity (lb.) **3,500**

#### FUEL

Premium

CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	*
Engine, Major	↓	↓	*
Engine, Minor	↑	↑	*
Engine, Cooling	↓	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↓	↑	*
Drive System	↓	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↓	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↓	*
Body Hardware	↓	↑	*
Power Equipment	↓	↑	*
In-Car Electronics	↓	↓	*





## Lincoln Navigator

**63** OVERALL SCORE  
 This more luxurious version of the Ford Expedition is quiet, elegant-looking, and full of high-tech features. At low speeds there is a bit of a rocking feeling, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large body-on-frame SUV. The twin-turbo V6 is paired with a 10-speed automatic. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper passengers with heated seats, a variety of connectivity features, and a hospitable third row. FCW, AEB with pedestrian detection, and BSW are standard. A refresh for 2022 includes the latest Sync 4 infotainment system, plus more driver assistance features.

**\$76,710-\$106,025**  
BASE PRICE RANGE

**65** ROAD TEST ▲ ADAS

| RELIABILITY ▲ SATISFACTION



**OVERVIEW**

**BODY STYLES:** 4-door SUV; extended SUV

**TRIM LINES:** Standard, Black Label, L, Reserve

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 3 rear, 3 third

**ENGINES:** 3.5-liter V6 turbo (440 hp)

**TRANSMISSIONS:** 10-speed automatic

**FACTS & FIGURES**

**EXTERIOR DIMENSIONS**  
 Length (in.) **210**  
 Width (in.) **80**  
 Height (in.) **76**  
 Wheelbase (in.) **123**  
 Weight (lb.) **6,100**  
 % Weight Front/Rear **50/50**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,565**  
 Cargo Volume, cu.ft. **56**  
 Towing Capacity (lb.) **8,300**

**FUEL**  
 Premium  
 CR Overall mpg **16**

**RELIABILITY HISTORY**

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Lucid Air

**NA** OVERALL SCORE  
 The luxurious Air electric sedan is the first model to be offered by Lucid Motors, a Silicon Valley startup. The roll-out starts with a pricey, fully loaded Dream Edition. The dual-motor versions have 1,111 and 800 hp. The single-motor version will have about 620 hp. The EPA range for the version with the maximum range is 520 miles. A base Air is available with 480 hp and a 406-mile range. The 900-volt electric system enables rapid charging capable of taking on 300 miles of range in just 20 minutes. The roomy cabin is distinguished by a massive, curved 34-inch floating display ahead of the driver and a center console screen that can retract. The suite of active safety features is augmented by Lidar, an advanced laser-based radar system.

**\$77,400-\$169,000**  
BASE PRICE RANGE

**NA** ROAD TEST ▲ ADAS

**NA** RELIABILITY ▲ SATISFACTION



**OVERVIEW**

**BODY STYLES:** sedan

**TRIM LINES:** Dream Edition, Grand Touring, Pure, Touring

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (480 hp); Electric (620 hp); Electric (800 hp); Electric (933 hp); Electric (1111 hp)

**TRANSMISSIONS:** 1-speed direct

**FACTS & FIGURES**

**EXTERIOR DIMENSIONS**  
 Length (in.) **196**  
 Width (in.) **76**  
 Height (in.) **56**  
 Wheelbase (in.) **117**  
 Weight (lb.) **NA**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **16**  
 Towing Capacity (lb.) **NA**

**FUEL**  
 Electric  
 EPA Combined mpg **131**

**RELIABILITY HISTORY**

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Maserati Ghibli

53

OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own distinct, sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. A V8 comes on the Trofeo version. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear seat is cramped. 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. BSW, AEB, FCW and LKA are standard.

**\$76,200-\$110,600**  
BASE PRICE RANGE

**71**  
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** GT, Modena, Modena Q4, Trofeo  
**DRIVE WHEELS:** Rear, 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 (580 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/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **925**  
Cargo Volume, cu.ft. **18**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **19**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Maserati Levante

NA

OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante come with a 345-hp or 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 and other controls are not intuitive to use. BSW is standard, and FCW and AEB are optional.

**\$79,400-\$153,100**  
BASE PRICE RANGE

NA  
ROAD TEST

NA  
ADAS

NA  
RELIABILITY

NA  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** GT, Modena, Modena 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 (580 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/Rear **51/49**

#### CARGO MEASUREMENT

Max. Load (lb.) **NA**  
Cargo Volume, cu.ft. **NA**  
Towing Capacity (lb.) **6,000**

#### FUEL

Premium  
EPA Combined mpg **16**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mazda3 ✓

**69** OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests, the optional 2.5-liter four-cylinder engine and six-speed automatic worked well together. The base engine is a 2.0-liter, and the uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. The interior is nicely furnished and features an infotainment system that drivers interact with exclusively through a rotary knob. However, we found the system to be fussy and distracting to use. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and it absorbs impacts well, though the turbo version has a stiffer ride. The cabin is relatively quiet and nicely finished, but the rear seat is snug. FCW and AEB are standard, and BSW is optional.

**\$20,800-\$34,400**  
BASE PRICE RANGE

**75** ROAD TEST ⬆ ADAS

| RELIABILITY | SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback; sedan

**TRIM LINES:** Base, Carbon Edition, Preferred, Premium, S, Select, Turbo, Turbo Premium Plus

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 (155 hp); 2.5-liter 4 (186 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.) **184**  
Width (in.) **71**  
Height (in.) **57**  
Wheelbase (in.) **107**  
Weight (lb.) **3,025**  
% Weight Front/Rear **62/38**

#### CARGO MEASUREMENT

Max. Load (lb.) **860**  
Cargo Volume, cu.ft. **13**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular or premium  
CR Overall mpg **30**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇		⬆
Engine, Major	⬆	⬆	⬆
Engine, Minor	⬆	⬆	⬆
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬆	⬆	⬆
Drive System	⬇	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System		⬇	⬆
Suspension	⬇	⬆	⬆
Brakes	⬇		⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬇		⬆
Noises/Leaks	⬇		⬇
Body Hardware	⬇		⬇
Power Equipment	⬇	⬆	⬆
In-Car Electronics	⬇	⬆	⬇

## Mazda CX-30 ✓

**70** OVERALL SCORE

Based on the Mazda3, the CX-30 is priced and sized below the CX-5 SUV. The base engine is a 2.5-liter four-cylinder matched to a six-speed automatic transmission. All-wheel drive is standard in 2022. In everyday driving, acceleration feels tepid; wringing out more power requires a heavy foot on the accelerator. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. FCW and AEB are standard.

**\$22,200-\$34,400**  
BASE PRICE RANGE

**64** ROAD TEST ⬆ ADAS

⬆ RELIABILITY | SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Base, Carbon Edition, Preferred, Premium, Premium Plus, Select

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.5-liter 4 (186 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.) **173**  
Width (in.) **71**  
Height (in.) **62**  
Wheelbase (in.) **105**  
Weight (lb.) **3,280**  
% Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **850**  
Cargo Volume, cu.ft. **21.5**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular or premium  
CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆		⬆
Engine, Major	⬆	⬆	⬆
Engine, Minor	⬆	⬆	⬆
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬇	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬇	⬇
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆		⬆
In-Car Electronics	⬆	⬆	⬆



## Mazda CX-5

**82** OVERALL SCORE The CX-5 is one of the best small SUVs. For 2022 it got a mild freshening that includes transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg overall is good but not a standout. All-wheel drive is now standard. 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 ambience. But there is a learning curve to mastering the infotainment system. Rear and side visibility is a bit compromised. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. High-end versions have a more powerful turbo-charged engine.

**\$25,900-\$38,650**  
BASE PRICE RANGE

<b>78</b> ROAD TEST	<b>ADAS</b>
<b>RELIABILITY</b>	<b>SATISFACTION</b>



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Base, Carbon Edition, Preferred, Premium, Premium Plus, Select, Turbo, Turbo Signature  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 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  
CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↓	↑
In-Car Electronics	↓	↑	↑



## Mazda CX-50

**NA** OVERALL SCORE Based on a platform shared with the CX-30, the all-new 2023 CX-50 looks like a more rugged version of the CX-5 and Mazda's other SUVs. It features standard all-wheel drive, increased ground clearance, and an off-road driving mode that should broaden its appeal as an alternative to the Subaru Forester. Initially, two 2.5-liter four-cylinder engines nonturbo and turbo versions, both mated to a six-speed automatic transmission will be available. A hybrid (and possibly a plug-in hybrid) will come later, as part of a collaboration with Toyota. The CX-50 has a sleeker, less cluttered cabin than the CX-5, with a good-sized infotainment display screen that protrudes from the upper dashboard.

**\$28,025-\$42,775**  
BASE PRICE RANGE

<b>NA</b> ROAD TEST	<b>ADAS</b>
<b>RELIABILITY</b>	<b>SATISFACTION</b>



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Preferred, Preferred Plus, Premium, Premium Plus, S, Select, Turbo  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp)  
**TRANSMISSIONS:** 6-speed automatic

### 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.) **NA**

**FUEL**  
Regular  
CR Overall mpg **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Mazda CX-9 ✓

**84** OVERALL SCORE

This stylish, three-row SUV 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 very quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captain's chairs instead of a bench. The third row is predictably tight. Mazda's infotainment system takes time to master. Fortunately, Android Auto and Apple CarPlay compatibility is standard. FCW, AEB with pedestrian detection, and BSW are standard. For 2022, all CX-9s come in all-wheel drive.

**\$35,280-\$47,210**  
BASE PRICE RANGE

**79** ROAD TEST ↑ ADAS

↑ RELIABILITY ↓ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Carbon Edition, Grand Touring, Signature, Sport, Touring, Touring Plus

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

**TRANSMISSIONS:** 6-speed automatic

### 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 or premium  
CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↓	↑
In-Car Electronics	↓	↓	↑

## Mazda MX-30

**NA** OVERALL SCORE

The MX-30 is the initial offering in a series of electrified Mazda models. Initially, the MX-30 will be powered by a 143-hp electric motor driving the front wheels and teamed with a 35.5-kilowatt-hour lithium-ion battery. With such a small battery, the EPA-estimated range is a scant 100 miles. That would have been competitive a decade ago, but it's not in today's EV market. A plug-in hybrid with a rotary engine is expected as well. The most visually distinct elements are the rear-hinged back doors, sharply raked rear roof pillars, and contrasting-color roof. Sales initially begin in California. The MX-30 comes with a suite of standard active safety features.

**\$33,470-\$36,480**  
BASE PRICE RANGE

**NA** ROAD TEST ↑ ADAS

**NA** RELIABILITY **NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback

**TRIM LINES:** Base, Premium Plus

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (143 hp)

**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **173**  
Width (in.) **71**  
Height (in.) **62**  
Wheelbase (in.) **104**  
Weight (lb.) **3,655**  
% Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
Max. Load (lb.) **NA**  
Cargo Volume, cu.ft. **21**  
Towing Capacity (lb.) **NR**

**FUEL**  
Electric  
EPA Combined mpge **92**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Mazda MX-5 Miata

**85**  
OVERALL SCORE

The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. The Miata accelerates quickly when revved yet manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional automatic works well, it dilutes the driving experience compared with the manual transmission. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. FCW, AEB, and BSW are standard.

**\$27,300-\$38,200**  
BASE PRICE RANGE

**80**  
ROAD TEST

**85**  
RELIABILITY

**85**  
ADAS

**85**  
SATISFACTION



### OVERVIEW

**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

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↓	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↑	*
Body Hardware	↑	↓	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	↓	*



## Mercedes-Benz A-Class

**55**  
OVERALL SCORE

Mercedes' least expensive entry comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder that's mated to a seven-speed dual-clutch automatic. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is nimble, but the ride is too stiff. The front seats are comfortable, but the rear seat is tight. Fit and finish throughout the cabin is very good. The infotainment system features multiple ways for drivers to interact with it. However, it's very distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel, as well as the too-sensitive touchpad on the center console. FCW, AEB with pedestrian detection, and BSW are standard. This is the final year for the A-Class.

**\$33,950-\$35,950**  
BASE PRICE RANGE

**64**  
ROAD TEST

**55**  
RELIABILITY

**85**  
ADAS

**55**  
SATISFACTION



### OVERVIEW

**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.) **3,425**  
% Weight Front/Rear **60/40**

**CARGO MEASUREMENT**  
Max. Load (lb.) **950**  
Cargo Volume, cu.ft. **9**  
Towing Capacity (lb.) **NR**

**FUEL**  
Premium  
CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mercedes-Benz C-Class

**NA**  
OVERALL SCORE

The C-Class is redesigned for 2022. A new 2.0-liter turbo-charged four-cylinder engine gets a 48-volt mild-hybrid setup that promises better fuel economy and quicker acceleration. An interior upgrade puts the latest version of Mercedes-Benz's MBUX infotainment system front and center on a screen that's almost a foot wide. Augmented video for navigation, built-in dash cameras, and integrated toll transponders are optional, but niceties such as heated seats come standard. The redesigned exterior gives the C-Class a more aggressive look. Existing active safety and driver convenience features were upgraded, too. All-wheel drive is optional. The C300 sedan is supposed to go on sale in early 2022, with coupe and convertible versions to follow.

**\$43,550-\$49,500**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** Exclusive, Pinnacle, Premium

**DRIVE WHEELS:** Rear, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (255 hp)

**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **187**  
Width (in.) **72**  
Height (in.) **57**  
Wheelbase (in.) **113**  
Weight (lb.) **NA**  
% Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
CR Overall mpg **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↓	↓	*
Drive System	↑	↓	*
Fuel System	↑	↑	*
Electrical	↑	↓	*
Climate System	↑	↓	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↑	*
Body Hardware	↑	↑	*
Power Equipment	↓	↓	*
In-Car Electronics	↓	↓	*

## Mercedes-Benz CLA

**55**  
OVERALL SCORE

The Mercedes-Benz CLA fits above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter four-cylinder turbocharged engine. Like the A220, it has a dual-clutch seven-speed automatic transmission. Acceleration feels a bit hesitant in around-town driving, but the engine's decent power is delivered more smoothly at higher speeds. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found Mercedes' most recent MBUX infotainment system to be quite tricky to use. FCW, AEB with pedestrian detection, and BSW are standard.

**\$38,200-\$55,900**  
BASE PRICE RANGE

**65**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** 250, AMG 35, AMG 45

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

**TRANSMISSIONS:** 7-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **185**  
Width (in.) **72**  
Height (in.) **57**  
Wheelbase (in.) **107**  
Weight (lb.) **3,485**  
% Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **950**  
Cargo Volume, cu.ft. **16**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mercedes-Benz CLS

**NA** Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS almost 15 years ago. The CLS continues to rely on the same recipe: a sleek, low-slung sports sedan with some compromised visibility and cabin access in the name of style. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. A freshening for 2022 made the sole engine choice a 362-hp turbocharged inline six-cylinder coupled with a nine-speed automatic transmission and all-wheel drive. Standard active safety systems include FCW, AEB, and BSW. Buyers will have to pay for an optional package to get active steering and adaptive cruise control.

**\$72,950**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** CLS450  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.0-liter 6 turbo (362 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **199**  
Width (in.) **74**  
Height (in.) **57**  
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 **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mercedes-Benz E-Class

**68** The E-Class is nimble and fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 2.0-liter turbo four-cylinder engine and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks, which can be distracting. When using steering-wheel controls, it's easy to end up inadvertently changing a display or an audio selection. The seats are extremely comfortable, and there is an optional massage feature. Fit and finish is meticulous. FCW, AEB with pedestrian detection, and BSW are standard.

**\$54,950-\$113,500**  
BASE PRICE RANGE

**85**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** convertible; coupe; sedan; wagon  
**TRIM LINES:** All-Terrain, AMG E53, AMG E63 S, E350, E450  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (255 hp); 3.0-liter 6 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.) **195**  
Width (in.) **74**  
Height (in.) **58**  
Wheelbase (in.) **116**  
Weight (lb.) **4,030**  
% Weight Front/Rear **54/46**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,070**  
Cargo Volume, cu.ft. **16**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	!	!	!
Engine, Major	!	!	!
Engine, Minor	!	!	!
Engine, Cooling	!	!	!
Transmission, Major	!	!	!
Transmission, Minor	!	!	!
Drive System	!	!	!
Fuel System	!	!	!
Electrical	!	!	!
Climate System	!	!	!
Suspension	!	!	!
Brakes	!	!	!
Exhaust	!	!	!
Paint/Trim	!	!	!
Noises/Leaks	!	!	!
Body Hardware	!	!	!
Power Equipment	!	!	!
In-Car Electronics	!	!	!





## Mercedes-Benz EQS

**NA**  
OVERALL SCORE

The EQS, a large luxury all-electric sedan, is Mercedes-Benz's new flagship. It is available with a choice of three powertrains, the rear-wheel-drive 450+ with a single electric motor that cranks out 329-hp, a 580 4Matic version that produces 516 hp through a motor on each axle, and a high-performance AMG version. All of them have a 108-kilowatt-hour battery pack and EPA-estimated ranges of 350-miles for the rear-wheel drive and 340-miles for the all-wheel drive. The massive MBUX infotainment system uses three screens, and comes with all the latest technology and features. In addition to standard active safety features, such as AEB, BSW, and RCTW, the EQS can inflate the front seat's side bolster to move the driver or passenger a few extra inches away from the point of an impending impact.

**\$102,310-\$119,110**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**⬆️**  
ADAS

**NA**  
RELIABILITY

**NA**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** AMG, Exclusive, Pinnacle, Premium  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (329 hp); Electric (516 hp); Electric (649 hp); Electric (751 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **207**  
 Width (in.) **76**  
 Height (in.) **60**  
 Wheelbase (in.) **126**  
 Weight (lb.) **5,595**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **22**  
 Towing Capacity (lb.) **NR**

#### FUEL

Electric  
 EPA Combined mpge **95**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## Mercedes-Benz GLA

**61**  
OVERALL SCORE

The GLA is a solid and substantial, with a nicely-finished interior. Power comes from the same 221-hp turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch automatic. It's a quick car despite some initial hesitation from a rolling stop. Front-wheel drive is standard; all-wheel drive is optional. Fuel economy is commendable. The roofline is sleeker than the GLB's, and visibility to the rear and sides suffers as a result. The GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system quite distracting, however. FCW, AEB with pedestrian detection, and BSW are standard.

**\$36,400-\$55,400**  
BASE PRICE RANGE

**74**  
ROAD TEST

**⬆️**  
ADAS

**⬇️**  
RELIABILITY

**⬇️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 250, AMG 35, AMG 45  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)  
**TRANSMISSIONS:** 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **174**  
 Width (in.) **72**  
 Height (in.) **63**  
 Wheelbase (in.) **107**  
 Weight (lb.) **3,630**  
 % Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **915**  
 Cargo Volume, cu.ft. **26.5**  
 Towing Capacity (lb.) **NR**

#### FUEL

Premium  
 CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mercedes-Benz GLB

**65** OVERALL SCORE The Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. The GLB is boxier than those SUVs, with a square, upright stance that aids in visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder powertrain is more responsive than it is in its A-Class and CLA platform mates. It posts a respectable 26 mpg overall in our tests. The GLB feels light on its feet and responsive in corners. The ride is firm but steady and controlled. The cabin is well-finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. FCW, AEB with pedestrian detection, and BSW are standard.

**\$38,600-\$49,950**  
BASE PRICE RANGE

**81** ROAD TEST ADAS  
 RELIABILITY SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 250, AMG 35  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp)  
**TRANSMISSIONS:** 8-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **182**  
Width (in.) **72**  
Height (in.) **65**  
Wheelbase (in.) **111**  
Weight (lb.) **3,785**  
% Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **935**  
Cargo Volume, cu.ft. **28.5**  
Towing Capacity (lb.) **NR**

#### FUEL

Premium  
CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Mercedes-Benz GLC

**78** OVERALL SCORE The Mercedes-Benz GLC is a capable and pleasant luxury compact SUV, but the control layout and infotainment system are not intuitive to use. The base engine is a 255-hp turbocharged four-cylinder mated to a nine-speed automatic transmission that supplies ample motivation. Driving the GLC is quite enjoyable, thanks to its comfortable ride and athletic handling. The tastefully appointed cabin is very quiet and richly furnished with wood and chrome touches. The front seats are super-comfortable and supportive. The rear seat is a bit snug. High-performance AMG versions are also available, as is a coupelike version with reduced visibility and cargo room. FCW, AEB with pedestrian detection, and BSW are standard.

**\$43,850-\$66,500**  
BASE PRICE RANGE

**79** ROAD TEST ADAS  
 RELIABILITY SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** AMG GLC43, AMG GLC63, AMG GLC63 S, GLC300  
**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.) **183**  
Width (in.) **74**  
Height (in.) **65**  
Wheelbase (in.) **113**  
Weight (lb.) **4,010**  
% Weight Front/Rear **53/47**

#### CARGO MEASUREMENT

Max. Load (lb.) **950**  
Cargo Volume, cu.ft. **28**  
Towing Capacity (lb.) **4,850**

#### FUEL

Premium  
CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Mercedes-Benz GLE

**45**  
OVERALL SCORE

The GLE is very quiet and impeccably finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE 63 S gets a 603-hp, 4.0-liter V8 turbo engine. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has one large panel that contains screens for the instrument panel and infotainment system. Audio, phone, navigation, and some comfort settings can be changed through the touch screen, the touchpad, or the touch-sensitive controls on the steering wheel. We found the system to be complex and extremely distracting to use, even with the ability to use voice commands. FCW and AEB are standard.

**\$55,700-\$79,800**  
BASE PRICE RANGE

**80**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** GLE350, GLE450, GLE53, GLE580, GLE63 S  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (603 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **194**  
 Width (in.) **77**  
 Height (in.) **71**  
 Wheelbase (in.) **118**  
 Weight (lb.) **5,145**  
 % Weight Front/Rear **54/46**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **980**  
 Cargo Volume, cu.ft. **36.5**  
 Towing Capacity (lb.) **7,700**

**FUEL**  
 Premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	↓	↓
Engine, Major	*	↓	↑
Engine, Minor	*	↓	
Engine, Cooling	*	↑	↑
Transmission, Major	*	↑	↓
Transmission, Minor	*	↑	↑
Drive System	*	↑	↑
Fuel System	*	↑	↑
Electrical	*	↓	
Climate System	*	↓	↓
Suspension	*	↑	↑
Brakes	*	↑	↑
Exhaust	*	↑	↑
Paint/Trim	*	↑	↑
Noises/Leaks	*	↑	↓
Body Hardware	*	↑	↓
Power Equipment	*	↓	
In-Car Electronics	*	↓	↓

## Mercedes-Benz GLS

**48**  
OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter six-cylinder turbo provides plenty of smooth and effortless power. An even more powerful turbocharged V8 is available. The ride is composed, and handling is responsive for such a luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting because many common tasks require a few steps. When using steering-wheel controls, it's easy to end up changing a display or an audio selection. Standard active safety features include FCW, AEB, BSW, and RCTW.

**\$77,200-\$160,500**  
BASE PRICE RANGE

**86**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** 450, 580, AMG 63, Maybach  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 turbo (603 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **205**  
 Width (in.) **77**  
 Height (in.) **72**  
 Wheelbase (in.) **123**  
 Weight (lb.) **5,495**  
 % Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,300**  
 Cargo Volume, cu.ft. **42.5**  
 Towing Capacity (lb.) **7,715**

**FUEL**  
 Premium  
 CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mercedes-Benz S-Class

**NA** OVERALL SCORE  
 The recently redesigned S-Class sedan continues to deliver a hushed cabin, impeccable fit and finish, and effortless thrust. The ride is composed but less plush than it was. The standard engine is a 3.0-liter inline-six, and the uplevel choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic transmission and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The new infotainment system is complicated to use. The slick head-up display features augmented reality. Safety innovations include the ability to raise the ride height to better protect passengers during a side impact.

**\$111,100-\$184,900**

BASE PRICE RANGE

<b>NA</b>	ROAD TEST	ADAS
RELIABILITY		SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** S500, S580  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (496 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **208**  
 Width (in.) **77**  
 Height (in.) **59**  
 Wheelbase (in.) **127**  
 Weight (lb.) **4,775**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
 EPA Combined mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Mini Cooper

**65** OVERALL SCORE  
 The Mini hardtop is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30-mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps the power to 301-hp and gets a firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. AEB with pedestrian detection and FCW are standard, but BSW is not available. An all-electric version with a 110-mile estimated range is also available.

**\$23,400-\$44,900**

BASE PRICE RANGE

<b>80</b>	ROAD TEST	ADAS
RELIABILITY		SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door hatchback; 4-door hatchback; convertible  
**TRIM LINES:** Base, JCW, Oxford Edition, S, SE  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 2 rear  
**ENGINES:** Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)  
**TRANSMISSIONS:** 8-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **153**  
 Width (in.) **68**  
 Height (in.) **56**  
 Wheelbase (in.) **98**  
 Weight (lb.) **2,813**  
 % Weight Front/Rear **63/37**

#### CARGO MEASUREMENT

Max. Load (lb.) **770**  
 Cargo Volume, cu.ft. **9**  
 Towing Capacity (lb.) **NR**

#### FUEL

Premium or electric  
 CR Overall mpg **30**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	*	↑
Engine, Major	↑	*	↑
Engine, Minor	↓	*	↑
Engine, Cooling	↑	*	↑
Transmission, Major	↑	*	↑
Transmission, Minor	↓	*	↑
Drive System	↓	*	↑
Fuel System	↓	*	↑
Electrical	↓	*	↑
Climate System	↓	*	↑
Suspension	↑	*	↑
Brakes	↓	*	↓
Exhaust	↑	*	↑
Paint/Trim	↑	*	↑
Noises/Leaks	↑	*	↑
Body Hardware	↑	*	↑
Power Equipment	↓	*	↑
In-Car Electronics	↓	*	↓



## Mini Cooper Countryman ✓

**83**  
OVERALL SCORE

The SUV-like Countryman offers a rather rough 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. A seven-speed dual-clutch automatic recently replaced the conventional automatic. The roomy Countryman features a surprisingly comfortable back seat. The Countryman's agile handling makes it 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-sourced iDrive infotainment system has a learning curve but ultimately proves to be logical. FCW, AEB with pedestrian detection, and LDW are standard, but BSW isn't available at all. An AWD SE plug-in hybrid with a 17-mile electric range is new.

**\$29,600-\$41,500**  
BASE PRICE RANGE

**82**  
ROAD TEST

**↑** ADAS

**↑** RELIABILITY

**↓** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Base, JCW, S, SE, Plug-in Hybrid  
**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 (301 hp)  
**TRANSMISSIONS:** 8-speed automatic; 7-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **170**  
 Width (in.) **72**  
 Height (in.) **61**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,690**  
 % Weight Front/Rear **58/42**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **925**  
 Cargo Volume, cu.ft. **23.5**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, Major	↑	*	*
Transmission, Minor	↑	*	*
Drive System	↓	*	*
Fuel System	↑	*	*
Electrical	↑	*	*
Climate System	↑	*	*
Suspension	↑	*	*
Brakes	↓	*	*
Exhaust	↑	*	*
Paint/Trim	↑	*	*
Noises/Leaks	↑	*	*
Body Hardware	↑	*	*
Power Equipment	↑	*	*
In-Car Electronics	↑	*	*

## Mitsubishi Eclipse Cross

**57**  
OVERALL SCORE

The coupelike Eclipse Cross got a freshening for 2022, but that didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, the touchpad previously used to interact with the convoluted infotainment system is gone, and conventional volume and tune knobs make it more user-friendly. The touch screen is easier to navigate. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. Front- and all-wheel drive are available. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. AEB with pedestrian detection and FCW are now standard.

**\$23,695-\$29,295**  
BASE PRICE RANGE

**61**  
ROAD TEST

**↓** ADAS

**↓** RELIABILITY

**↓** SATISFACTION



### OVERVIEW

**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.) **179**  
 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	



## Mitsubishi Mirage

**33** OVERALL SCORE Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates, including a 2021 freshening, have brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration 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, many much better used cars are available. AEB with pedestrian detection and FCW are standard.

**\$14,645-\$18,695**  
BASE PRICE RANGE

**29** ROAD TEST  
**1** RELIABILITY  
**1** ADAS  
**2** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback; sedan  
**TRIM LINES:** BE, ES, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mitsubishi Outlander

**57** OVERALL SCORE The seven-passenger Outlander is fully redesigned for 2022. It shares its 2.5-liter, four-cylinder engine and much of its underpinnings with the Nissan Rogue, although a small third-row seat is exclusive to the Mitsubishi. Acceleration is leisurely, but the continuously variable transmission is responsive, and the Outlander managed 25 mpg overall. Handling is nimble and secure, but the steering is light and nervous. The ride is stiff, and wind noise is noticeable. While the first two rows of seats are comfortable, the third row is tiny. Most controls are easy to use, including the infotainment system. The joystick-like electronic gear selector, though, suffers from unintuitive labeling. Standard active safety features include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW. The plug-in hybrid has also been redesigned.

**\$26,095-\$42,695**  
BASE PRICE RANGE

**71** ROAD TEST  
**2** RELIABILITY  
**3** ADAS  
**1** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** ES, Launch Edition, PHEV, SE, SEL, SEL Touring  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** 2.4-liter 4 hybrid (126 hp); 2.5-liter 4 (181 hp)  
**TRANSMISSIONS:** CVT; 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **185**  
Width (in.) **75**  
Height (in.) **69**  
Wheelbase (in.) **107**  
Weight (lb.) **3,845**  
% Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,155**  
Cargo Volume, cu.ft. **32**  
Towing Capacity (lb.) **2,000**

#### FUEL

Regular  
CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Mitsubishi Outlander Sport

**NA** This shortened version of the previous-generation 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 is mundane, 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 Outlander Sports are priced like many larger, more capable SUVs. Apple CarPlay and Android Auto compatibility is standard. AEB with pedestrian detection and FCW are standard.

**\$21,445-\$28,045**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**⬇️**  
RELIABILITY

**⬆️**  
ADAS

**⬆️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** BE, ES, GT, LE, S, SE  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **169**  
 Width (in.) **70**  
 Height (in.) **64**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,290**  
 % Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **825**  
 Cargo Volume, cu.ft. **25.5**  
 Towing Capacity (lb.) **NR**

#### FUEL

Regular  
 EPA Combined mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Nissan Altima

**72** The Altima is a rather unremarkable midsize 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. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out. Controls are very easy to use, and Android Auto and Apple CarPlay are compatible. Standard active safety features include AEB with pedestrian detection and FCW.

**\$24,650-\$34,350**  
BASE PRICE RANGE

**81**  
ROAD TEST

**⬆️**  
RELIABILITY

**⬆️**  
ADAS

**⬇️**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Platinum, S, SL, SR, SV  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (236 hp); 2.5-liter 4 (188 hp)  
**TRANSMISSIONS:** CVT

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬇️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬇️	*
In-Car Electronics	⬇️	⬇️	*



## Nissan Ariya

**NA**  
OVERALL SCORE

The 2023 Ariya is Nissan's first electric SUV and has a starting price around \$46,000. There will be standard- and long-range battery versions and a choice of front- or all-wheel drive. Front-drive versions make 238 hp, with the dual-motor AWD models producing 389 hp. Nissan estimates the front-wheel-drive model equipped with the long-range battery will have a driving range of up to 300 miles. The cabin has a large, horizontal display screen that serves as both the instrument cluster and the infotainment system. The Ariya will have wireless Android Auto and Apple CarPlay compatibility. Standard driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, lane departure warning, and automatic high beams. Deliveries will begin in fall 2022.

**\$45,950-\$58,950**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**ADAS**

**NA**  
RELIABILITY

**NA**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Evolve+, Platinum+, Premiere, Venture+  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (238 hp); Electric (389 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **183**  
Width (in.) **75**  
Height (in.) **65**  
Wheelbase (in.) **109**  
Weight (lb.) **NA**  
% Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Electric  
EPA Combined mpge **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Nissan Armada

**55**  
OVERALL SCORE

This less expensive version of the Infiniti QX80 has received various updates over the years. It still uses a robust 5.6-liter V8, but it now makes 400-hp. In our tests we got a paltry 14 mpg overall. 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 the Platinum trim. The infotainment system has been updated, but some other controls feel old, 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. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$48,900-\$68,300**  
BASE PRICE RANGE

**69**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Platinum, S, SL, SV  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 2 front, 2 rear, 3 third  
**ENGINES:** 5.6-liter V8 (400 hp)  
**TRANSMISSIONS:** 7-speed automatic

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Nissan Frontier

**54** OVERALL SCORE

After 16 years the Nissan Frontier was redesigned. The 310-hp, 3.8-liter V6 engine and nine-speed automatic carry over. The V6 is smooth and punchy, and the transmission is slick. Fuel economy of 18 mpg overall is an improvement but not a standout, even compared with some full-sized pickup trucks. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. The ride is stiff and choppy but not as bad as before. Even in the larger crew cab the rear seat is tight, with an uncomfortable seating position. The controls use physical buttons and knobs that are logically placed, and the infotainment system is easy to use. The rear gate is now much easier to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. AEB with pedestrian detection and FCW now come standard. BSW and RCTW are optional.

**\$28,140-\$37,370**  
BASE PRICE RANGE

**67** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab

**TRIM LINES:** PRO-4X, PRO-X, S, SV

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 3 rear

**ENGINES:** 3.8-liter V6 (310 hp)

**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **210**  
 Width (in.) **73**  
 Height (in.) **76**  
 Wheelbase (in.) **126**  
 Weight (lb.) **4,720**  
 % Weight Front/Rear **55/45**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,290**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **6,330**

**FUEL**  
 Regular  
 CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬇️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬆️	*	*

## Nissan Kicks

**61** OVERALL SCORE

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa 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 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls are easy to use. The infotainment system has been updated to include standard Android Auto and Apple CarPlay compatibility. FCW, AEB with pedestrian detection, and BSW are standard.

**\$19,800-\$22,340**  
BASE PRICE RANGE

**64** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon

**TRIM LINES:** S, SR, SV

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.6-liter 4 (122 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Nissan Leaf ✓

**78** OVERALL SCORE  
 The standard Leaf EV has a 40-kilowatt-hour battery that provides an EPA-estimated range of 149 miles. The Plus version gets a 62-kilowatt-hour battery, which gives the Leaf an estimated range of 215 to 226 miles, depending on the trim version. It also gets a more powerful motor that makes the Leaf Plus a second quicker from 0 to 60 mph than the 40-kWh Leaf. It takes 8 hours to charge the standard Leaf on a 240-volt connector and 10.5 hours to charge the 62-kWh Plus. The Leaf's ride is a bit tender, which makes it feel soft until it hits a bump hard. Handling is mundane but secure. The driving position is uncomfortable because the steering wheel doesn't telescope for reach. FCW, AEB with pedestrian detection, and BSW are standard. The optional ProPilot Assist can keep the car in its lane and adjust its speed according to traffic.

**\$27,400-\$37,400**  
 BASE PRICE RANGE

**73** ROAD TEST  
 ↑ ADAS  
 ↑ RELIABILITY  
 ↓ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** S, SL Plus, S Plus, SV, SV Plus  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (147 hp); Electric (214 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **176**  
 Width (in.) **71**  
 Height (in.) **61**  
 Wheelbase (in.) **106**  
 Weight (lb.) **3,850**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **860**  
 Cargo Volume, cu.ft. **24**  
 Towing Capacity (lb.) **NR**

#### FUEL

Electric  
 CR Overall mpge **104**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↓	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↑	*
Body Hardware	↑	↑	*
Power Equipment	↓	↓	*
In-Car Electronics	↓	↑	*



## Nissan Maxima ✓

**79** OVERALL SCORE  
 The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan in this class. 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. FCW, AEB with pedestrian detection, and BSW are standard.

**\$37,440-\$42,750**  
 BASE PRICE RANGE

**81** ROAD TEST  
 ↑ ADAS  
 ↑ RELIABILITY  
 ↓ SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Platinum, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Nissan Murano ⬆️

**81** OVERALL SCORE  
 Nissan's midsize SUV uses a punchy, refined 3.5-liter V6 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 is hindered, however. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes FCW, AEB with pedestrian detection, BSW, RCTW, and rear automatic braking.

**\$32,910-\$46,160**  
 BASE PRICE RANGE

**77** ROAD TEST | ⬆️ ADAS

⬆️ RELIABILITY | ⬇️ SATISFACTION



### OVERVIEW

**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/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **900**  
 Cargo Volume, cu.ft. **33.5**  
 Towing Capacity (lb.) **1,500**

#### FUEL

Regular  
 CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬇️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬇️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬇️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬆️	*

## Nissan Pathfinder

**65** OVERALL SCORE  
 The redesigned three-row Pathfinder has a squared-off exterior, the latest infotainment technology, and an option for second-row captain's chairs with a removable center console. Overall, it's a significant improvement over its bland, clumsy predecessor. The 3.5-liter V6 now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion. The ride is steady, if a bit stiff-legged, but handling is responsive for a midsize SUV. The controls are easy to use, thanks to physical buttons and knobs for commonly used climate and infotainment functions. The electronic gear selector will take getting used to, but we found it fairly easy to use. FCW, AEB with pedestrian detection, and BSW are standard. Nissan's optional ProPilot Assist driver assistance system combines adaptive cruise control and lane centering assist.

**\$33,880-\$48,640**  
 BASE PRICE RANGE

**85** ROAD TEST | ⬆️ ADAS

⬇️ RELIABILITY | ⬆️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Platinum, S, SL, SV  
**DRIVE WHEELS:** Front, 4WD  
**SEATING:** 2 front, 2 rear, 3 third  
**ENGINES:** 3.5-liter V6 (284 hp)  
**TRANSMISSIONS:** 9-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **198**  
 Width (in.) **78**  
 Height (in.) **70**  
 Wheelbase (in.) **114**  
 Weight (lb.) **4,600**  
 % Weight Front/Rear **55/45**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,150**  
 Cargo Volume, cu.ft. **44.5**  
 Towing Capacity (lb.) **6,000**

#### FUEL

Regular  
 CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Nissan Rogue

**NA** OVERALL SCORE  
 The 2022 Rogue is powered by a new 201-hp, 1.5-liter turbo three-cylinder engine that Nissan says is more responsive and frugal than the 2.5-liter four-cylinder that we tested. That engine and CVT formed a powertrain that provided smooth, though unexciting, acceleration. Its 25 mpg overall is decent for an all-wheel-drive SUV, but it trails the class leaders by a few miles per gallon. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space and material quality have improved, and the controls are easy to use, but the electronic gear selector may require some familiarity. A new Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. Standard active safety and driver assistance systems include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.

## Nissan Rogue Sport

**77** OVERALL SCORE  
 Measuring almost a foot shorter than the Rogue, the Rogue Sport is a less expensive, more compact SUV. The sole powertrain is a 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 powertrain is pleasant though not particularly powerful. The Sport handles responsively and has a comfortable ride for a subcompact SUV, 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. FCW, AEB, and BSW are standard.

**\$26,700-\$37,980**  
 BASE PRICE RANGE

**NA** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Platinum, S, SL, SV  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.5-liter 3 turbo (201 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **183**  
 Width (in.) **72**  
 Height (in.) **67**  
 Wheelbase (in.) **107**  
 Weight (lb.) **3,605**  
 % Weight Front/Rear **58/42**

#### CARGO MEASUREMENT

Max. Load (lb.) **900**  
 Cargo Volume, cu.ft. **36.5**  
 Towing Capacity (lb.) **1,350**

#### FUEL

Regular  
 EPA Combined mpg **31**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↓	↑
Fuel System	↑	↑	↓
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↓

**\$24,460-\$30,590**  
 BASE PRICE RANGE

**72** ROAD TEST  
**ADAS**  
**RELIABILITY**  
**SATISFACTION**



### OVERVIEW

**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.) **173**  
 Width (in.) **72**  
 Height (in.) **63**  
 Wheelbase (in.) **104**  
 Weight (lb.) **3,365**  
 % Weight Front/Rear **59/41**

#### CARGO MEASUREMENT

Max. Load (lb.) **900**  
 Cargo Volume, cu.ft. **24.5**  
 Towing Capacity (lb.) **NR**

#### FUEL

Regular  
 CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↓	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↓	*
Body Hardware	↑	↑	*
Power Equipment	↓	↓	*
In-Car Electronics	↓	↓	*



## Nissan Sentra ✓

**77** OVERALL SCORE

The current Sentra is a complete transformation compared with the previous model. It shed its dowdy look and overall driving mediocrity to become one of the best sedans in its class. The engine and transmission are a pleasant combination that provides unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. All trims have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes FCW, AEB with pedestrian detection, and BSW.

**\$19,510-\$22,100**  
BASE PRICE RANGE

**81** ROAD TEST

**1** RELIABILITY

**▲** ADAS

**▼** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** S, SR, SV  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 (149 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **183**  
 Width (in.) **72**  
 Height (in.) **57**  
 Wheelbase (in.) **107**  
 Weight (lb.) **3,000**  
 % Weight Front/Rear **62/38**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **880**  
 Cargo Volume, cu.ft. **14**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **32**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Nissan Titan

**55** OVERALL SCORE

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's. The light-duty Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touch-screen infotainment system. Standard active safety features include FCW, AEB, BSW, and RCTW.

**\$38,010-\$59,980**  
BASE PRICE RANGE

**70** ROAD TEST

**▼** RELIABILITY

**▲** ADAS

**▼** SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab  
**TRIM LINES:** Platinum Reserve, PRO-4X, S, SV  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 3 front, 3 rear  
**ENGINES:** 5.6-liter V8 (400 hp)  
**TRANSMISSIONS:** 9-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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Nissan Versa ✓

**62** OVERALL SCORE Although it's more stylish after a recent redesign, the Nissan Versa continues to be a basic, inexpensive sub-compact. Available as a sedan only, we found it to be easy to drive and user-friendly. The high point over most of its competitors is that important active safety features, such as FCW and AEB, are standard. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of mid-sized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who buy the Versa should get the SV for its BSW and Android Auto and Apple CarPlay compatibility.

**\$15,180-\$18,590**  
BASE PRICE RANGE

**61** ROAD TEST ▲ ADAS  
**1** RELIABILITY ▼ SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** S, SR, SV  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 1.6-liter 4 (122 hp)  
**TRANSMISSIONS:** 5-speed manual; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **177**  
Width (in.) **69**  
Height (in.) **57**  
Wheelbase (in.) **103**  
Weight (lb.) **2,670**  
% Weight Front/Rear **61/39**

#### CARGO MEASUREMENT

Max. Load (lb.) **840**  
Cargo Volume, cu.ft. **15**  
Towing Capacity (lb.) **NR**

#### FUEL

Regular  
CR Overall mpg **32**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Nissan Z

**NA** OVERALL SCORE The redesigned 2023 Nissan Z sports car has the classic long, sloped hood and wide rear flanks that evoke the early versions of this storied nameplate. The rear-drive Z has a 400-hp, 3.0-liter turbocharged twin-turbo V6, marking a significant increase of 50 hp over the previous 370Z's output. That fiery power plant can be paired with a choice of six-speed manual or nine-speed automatic transmission with paddle shifters. Nissan is keeping it simple by making the active safety features standard on all trims. This includes FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.

**\$40,000-\$50,000E**  
BASE PRICE RANGE

**NA** ROAD TEST ▲ ADAS  
**0** RELIABILITY ▲ SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** Performance, Sport  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front  
**ENGINES:** 3.0-liter V6 turbo (400 hp)  
**TRANSMISSIONS:** 9-speed automatic; 6-speed manual

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **172**  
Width (in.) **73**  
Height (in.) **52**  
Wheelbase (in.) **100**  
Weight (lb.) **NA**  
% Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
CR Overall mpg **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	



## Polestar 2

**57** OVERALL SCORE

The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV and is Volvo's first pure EV. Its 78-kilowatt-hour battery has an EPA-rated range of 249-miles for the dual-motor AWD version, which is not impressive by today's standards. A less expensive front-drive version with a longer range is also available. It takes over 10-hours to charge the battery from near empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting because of the convoluted menu structure. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

## Porsche 718 Boxster

**83** OVERALL SCORE

This well-honed sports car is a delight to drive. The available seven-speed, dual-clutch automatic impersonates a manually shifted gearbox quite well. A manual transmission is also available. Both the 2.0- and 2.5-liter turbo engines deliver readily available power. 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 controls take getting used to. Opening or closing the well-insulated power top takes 10-seconds and can be done even on the move, up to 43-mph. The frunk, or front trunk, is a bonus. A 718 Spyder version is powered by a 414-hp, 4.0-liter six-cylinder, along with sportier suspension tuning. FCW and BSW are only optional, and AEB is not available.

**\$45,900-\$64,900**  
BASE PRICE RANGE

**72** ROAD TEST ▲ ADAS  
▼ RELIABILITY ▲ SATISFACTION



**\$62,600-\$100,100**  
BASE PRICE RANGE

**95** ROAD TEST Opt. ADAS  
| RELIABILITY ▲ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** Long Range Dual Motor, Long Range Single Motor  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (231 hp); Electric (408 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **181**  
 Width (in.) **71**  
 Height (in.) **58**  
 Wheelbase (in.) **108**  
 Weight (lb.) **4,730**  
 % Weight Front/Rear **52/48**

#### CARGO MEASUREMENT

Max. Load (lb.) **925**  
 Cargo Volume, cu.ft. **14**  
 Towing Capacity (lb.) **2,000**

#### FUEL

Electric  
 CR Overall mpg **89**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

### OVERVIEW

**BODY STYLES:** convertible  
**TRIM LINES:** 25 years, Base, GTS, S, Spyder, T  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front  
**ENGINES:** 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (414 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Porsche 718 Cayman

**NA** OVERALL SCORE The 718 Cayman is essentially a 718 Boxster with a fixed roof. The base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed, dual-clutch automatic transmission. Both of the four-cylinder turbocharged engines are responsive and energetic. 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 unduly punishing for a sports car, but it's not ideal for a long trip. The frunk, or front trunk, and hatchback provide a surprising amount of storage space. The GT4 model is powered by a 414-hp, 4.0-liter six-cylinder and features firmer suspension tuning. FCW and BSW are only optional. Other important active safety features, such as AEB, are not available.

**\$60,500-\$141,700**  
BASE PRICE RANGE

**NA** ROAD TEST **Opt.** ADAS  
**↓** RELIABILITY **↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** Base, GT4, GT4 RS, GTS, S, T  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front  
**ENGINES:** 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (414 hp); 4.0-liter 6 (493 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Porsche 911

**NA** OVERALL SCORE The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- and all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Porsche purists will rejoice at the fact that the new 911 still offers a seven-speed manual transmission, but it's only in the Carrera S. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is quite refined, and the seats are super-comfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. Infotainment updates included a 10.9-inch touch screen with Apple CarPlay compatibility. FCW and AEB are standard, while adaptive cruise control with stop-and-go traffic capability is optional.

**\$101,200-\$219,800**  
BASE PRICE RANGE

**NA** ROAD TEST **↑** ADAS  
**↓** RELIABILITY **↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** convertible; coupe  
**TRIM LINES:** Carrera, Carrera 4 GTS, Carrera 4S, Carrera GTS, Carrera S, GT3, Targa 4, Targa 4 GTS, Targa 4S, Turbo, Turbo S  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 3.0-liter 6 turbo (379 hp, 443 hp, 473 hp); 3.8-liter 6 turbo (572 hp, 640 hp); 4.0-liter 6 (502 hp)  
**TRANSMISSIONS:** 6 & 7-speed manual; 7- & 8-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **178**  
 Width (in.) **73**  
 Height (in.) **51**  
 Wheelbase (in.) **97**  
 Weight (lb.) **3,380**  
 % Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **995**  
 Cargo Volume, cu.ft. **5**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Premium  
 EPA Combined mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Porsche Cayenne ☑️

**75** OVERALL SCORE

The Cayenne luxury SUV 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. A coupe body style and two hybrids including the Turbo S E-Hybrid model, which pairs a 4.0-liter twin-turbo V8 engine and an electric motor for a total of 670-hp are also available. FCW and AEB are standard; BSW and a surround-view camera system are optional.

**\$69,000-\$180,800**  
BASE PRICE RANGE

**87** ROAD TEST

**7** RELIABILITY

ADAS

SATISFACTION



**OVERVIEW**

**BODY STYLES:** 4-door SUV; coupe

**TRIM LINES:** Base, E-Hybrid, GTS, S, Turbo, Turbo GT, Turbo S E-Hybrid

**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 (453 hp); 4.0-liter V8 turbo (541 hp); 4.0-liter V8 turbo (631 hp); 4.0-liter V8 hybrid (670 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**

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬇️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬇️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬆️	*	*

## Porsche Macan ☑️

**78** OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 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, fit and finish, and attention to detail are 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. Unlike in most of its competitors, FCW, AEB, and BSW are only optional.

**\$54,900-\$79,900**  
BASE PRICE RANGE

**84** ROAD TEST

**Opt.** RELIABILITY

ADAS

SATISFACTION



**OVERVIEW**

**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 (261 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp)

**TRANSMISSIONS:** 7-speed sequential

**FACTS & FIGURES**

**EXTERIOR DIMENSIONS**  
 Length (in.) **185**  
 Width (in.) **76**  
 Height (in.) **64**  
 Wheelbase (in.) **111**  
 Weight (lb.) **4,415**  
 % Weight Front/Rear **57/43**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,150**  
 Cargo Volume, cu.ft. **29**  
 Towing Capacity (lb.) **4,410**

**FUEL**  
 Premium  
 CR Overall mpg **19**

**RELIABILITY HISTORY**

	'19	'20	'21
<b>Overall Reliability</b>	*	⬇️	⬆️
Engine, Major	*	⬆️	⬆️
Engine, Minor	*	⬇️	⬆️
Engine, Cooling	*	⬆️	⬆️
Transmission, Major	*	⬆️	⬆️
Transmission, Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬇️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬇️	⬇️
Noises/Leaks	*	⬇️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬇️
In-Car Electronics	*	⬆️	⬆️



## Porsche Panamera

**NA** OVERALL SCORE The large four-door Panamera luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains with varying degrees of power are offered. An optional air suspension and active 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 interior features a large touch screen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. Disappointingly, important active safety features are only optional.

**\$88,400-\$200,200**  
BASE PRICE RANGE

**NA** ROAD TEST  
**Opt.** ADAS  
**1** RELIABILITY  
**2** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** 4, 4S, Base, E-Hybrid, Executive, GTS, Platinum, Sport Turismo, Turbo S  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 2.9-liter V6 turbo (325 hp, 443 hp); 2.9-liter V6 hybrid (455 hp, 552 hp); 4.0-liter V8 turbo (473 hp, 620 hp); 4.0-liter V8 hybrid (689 hp)  
**TRANSMISSIONS:** 8-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **199**  
Width (in.) **78**  
Height (in.) **56**  
Wheelbase (in.) **116**  
Weight (lb.) **4,125**  
% Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
Max. Load (lb.) **990**  
Cargo Volume, cu.ft. **18**  
Towing Capacity (lb.) **NR**

**FUEL**  
Premium  
EPA Combined mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Porsche Taycan

**61** OVERALL SCORE Porsche's low-slung four-door EV is quick, agile, and very enjoyable to drive, plus it rides comfortably. The 4S version's EPA-rated range is 227 miles. Charging time is long on a 240-volt connector, taking 11 hours for the larger 93-kilowatt-hour battery. The front seats are very comfortable; the rear is a bit tight. Visibility to the rear and sides is hindered by the sloping roof and bulging fenders. There's a decently sized rear trunk and a small frunk, or front trunk. The touch-screen-based controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. Interior ambience is less impressive than it is in other Porsche models. A less expensive RWD version is available, as are wagon versions. AEB with pedestrian detection and FCW are standard.

**\$82,700-\$187,600**  
BASE PRICE RANGE

**86** ROAD TEST  
**2** ADAS  
**2** RELIABILITY  
**2** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan; wagon  
**TRIM LINES:** 4S, Base, GTS, Turbo, Turbo S  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (402 hp); Electric (469 hp); Electric (522 hp); Electric (562 hp); Electric (590 hp); Electric (670 hp); Electric (750 hp)  
**TRANSMISSIONS:** 2-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **195**  
Width (in.) **78**  
Height (in.) **54**  
Wheelbase (in.) **114**  
Weight (lb.) **5,095**  
% Weight Front/Rear **49/51**

**CARGO MEASUREMENT**  
Max. Load (lb.) **830**  
Cargo Volume, cu.ft. **14**  
Towing Capacity (lb.) **NR**

**FUEL**  
Electric  
CR Overall mpg **77**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Ram 1500 ✓

**75** OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall with the 5.7, and in our tests of the 3.0-liter V6 diesel, we saw 23 mpg overall. 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. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touch screen. A TRX version comes with a 702-hp, 6.2-liter supercharged V8 and off-road-ready suspension and tires. Active safety features, such as FCW, AEB with pedestrian detection, and BSW, are optional.

**\$35,900-\$76,780**  
BASE PRICE RANGE

**83** ROAD TEST **Opt.** ADAS  
↓ RELIABILITY ↑ SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab  
**TRIM LINES:** Big Horn, HFE, Laramie, Limited, Limited Longhorn, Rebel, Tradesman, TRX  
**DRIVE WHEELS:** Rear, 4WD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp); 6.2-liter V8 supercharged (702 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/Rear **59/41**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,690**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **11,340**

**FUEL**  
 Regular or diesel  
 CR Overall mpg **17-23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↓	↓	↓



## Rivian R1S

**NA** OVERALL SCORE

This American startup company is launching an upscale three-row electric SUV. Starting at \$84,500 before any available tax credits, the R1S is priced like a luxury SUV. It has an EPA-rated range of 316 miles. But Rivian says a longer-range version, as well as a 250-mile model, will be available, thanks to multiple battery options. Rivian also claims 0-to-60-mph acceleration in a brisk 3-seconds, and traction that adjusts to road conditions, useful for snow or off-road excursions. The interior is uncluttered, and the seats use synthetic leather. A frunk, or front trunk, adds cargo space. Active safety and driver assistance systems are standard. Rivian has recently raised prices, and announced that a less-expensive dual-motor option and the smaller battery will be available in 2024.

**\$84,500-\$90,000**  
BASE PRICE RANGE

**NA** ROAD TEST ↑ ADAS  
**NA** RELIABILITY **NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Adventure, Explore, Launch Edition  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear, 2 third  
**ENGINES:** Electric (750 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **202**  
 Width (in.) **82**  
 Height (in.) **72**  
 Wheelbase (in.) **121**  
 Weight (lb.) **5,840**  
 % Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,805**  
 Cargo Volume, cu.ft. **NA**  
 Towing Capacity (lb.) **7,700**

**FUEL**  
 Electric  
 EPA Combined mpg **69**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Rivian R1T

**NA** Rivian just launched its upscale electric pickup truck, called the R1T. It is claimed to be quick and capable for off-road excursions. Starting at \$79,500 before any available tax credits, the R1T is a five-passenger crew-cab model that's priced like high-end trucks from Ford, GM, and Ram. The R1T has an EPA-rated range of 314-miles. But multiple battery sizes are planned; Rivian says they'll provide from 250 to more than 400 miles of range. The interior is uncluttered and high-tech, and uses synthetic materials. The truck benefits from a frunk, or front trunk, and a transverse tunnel between the bed and cab for added storage. Active safety and driver assistance systems are standard. Rivian has recently raised prices, and announced that a less-expensive dual-motor option and the smaller battery will be available in 2024.

**\$79,500-\$85,000**  
BASE PRICE RANGE

**NA** ROAD TEST      **ADAS**  
**NA** RELIABILITY      **NA** SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab  
**TRIM LINES:** Adventure, Explore, Launch Edition  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (750 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **218**  
Width (in.) **79**  
Height (in.) **71**  
Wheelbase (in.) **136**  
Weight (lb.) **5,885**  
% Weight Front/Rear **52/48**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,765**  
Cargo Volume, cu.ft. **NA**  
Towing Capacity (lb.) **11,000**

**FUEL**  
Electric  
EPA Combined mpg **70**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

## Subaru Ascent

**60** 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. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captains' seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very user-friendly. The standard EyeSight system includes FCW, and AEB with pedestrian detection. All models come with a second- and third-row seat-belt reminder alert.

**\$32,295-\$45,445**  
BASE PRICE RANGE

**93** ROAD TEST      **ADAS**  
**RELIABILITY**      **SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Base, Limited, Onyx Edition, 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/Rear **55/45**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,160**  
Cargo Volume, cu.ft. **40.5**  
Towing Capacity (lb.) **5,000**

**FUEL**  
Regular  
CR Overall mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	↓
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↓	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↓	↑	↑
Brakes	↓	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↓
Noises/Leaks	↓	↓	↓
Body Hardware	↓	↓	↑
Power Equipment	↓	↓	↓
In-Car Electronics	↓	↓	↓



## Subaru BRZ

**NA**  
OVERALL SCORE

Adhering to the same basic formula as its predecessor, the redesigned BRZ is all about affordable, accessible driving fun. It's a four-seat coupe that's designed to be just as engaging on the road as it is on a race track. A low center of gravity, standard six-speed manual transmission, and new 2.4-liter, 228-hp naturally aspirated four-cylinder engine powering the rear wheels contribute to the BRZ's ethos of balance over outright speed. A standard touch screen with Android Auto and Apple CarPlay compatibility, a usable trunk, and a tiny rear seat add a dash of practicality to this sporty car. In addition to the new engine, other changes included updated exterior styling, a digital gauge cluster, and suspension and chassis tweaks. Subaru's EyeSight suite of active safety features is available on versions with the automatic transmission.

**\$27,995-\$32,295**  
BASE PRICE RANGE

**NA**  
ROAD TEST

**Opt.**  
ADAS

**↓**  
RELIABILITY

**↑**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe

**TRIM LINES:** Limited, Premium

**DRIVE WHEELS:** Rear

**SEATING:** 2 front, 2 rear

**ENGINES:** 2.4-liter 4 (228 hp)

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

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **168**  
Width (in.) **70**  
Height (in.) **52**  
Wheelbase (in.) **101**  
Weight (lb.) **2,815**  
% Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	

## Subaru Crosstrek

**83-86**  
OVERALL SCORE

The Crosstrek delivers very good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is among the best for small SUVs. A more powerful 2.5-liter is available and has stronger acceleration. A plug-in hybrid with a 17-mile mostly electric range and 33 mpg when operating as a regular hybrid is also available. But such slim mileage improvement and the price premium don't make it a good value over the regular Crosstrek. The seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. AEB with pedestrian detection and FCW are standard with the automatic transmission but aren't offered with the manual. BSW and RCTW are optional.

**\$22,445-\$35,645**  
BASE PRICE RANGE

**82-87**  
ROAD TEST

**Opt.**  
ADAS

**↑**  
RELIABILITY

**↑**  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Base, Hybrid, Limited, Premium, Sport

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 hybrid (148 hp); 2.0-liter 4 (152 hp); 2.5-liter 4 (182 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 **29-33**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑



## Subaru Forester ✓

**90** OVERALL SCORE  
 Over its various iterations, the Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in its 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 new off-road-oriented Wilderness version has increased ground clearance and all-terrain tires. AEB with pedestrian detection and FCW are standard.

**\$25,195-\$35,295**  
 BASE PRICE RANGE

**90** ROAD TEST  
 ↑ ADAS  
 ↑ RELIABILITY  
 ↑ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Base, Limited, Premium, Sport, Touring, Wilderness  
**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/Rear **58/32**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **900**  
 Cargo Volume, cu.ft. **36.5**  
 Towing Capacity (lb.) **1,500**

**FUEL**  
 Regular  
 CR Overall mpg **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↑	↑



## Subaru Impreza ✓

**81** OVERALL SCORE  
 This roomy compact 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 an unobtrusive continuously variable transmission. 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. Though the EyeSight system, which includes AEB with pedestrian detection and FCW, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and RCTW are part of an option package, but they aren't available on the base trim.

**\$18,795-\$26,395**  
 BASE PRICE RANGE

**85** ROAD TEST  
 ↑ RELIABILITY  
 Opt. ADAS  
 ↓ SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan; wagon  
**TRIM LINES:** Base, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↓	↑	*
Electrical	↑	↑	*
Climate System	↓	↑	*
Suspension	↑	↑	*
Brakes	↓	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↓	*
Noises/Leaks	↑	↑	*
Body Hardware	↑	↓	*
Power Equipment	↑	↑	*
In-Car Electronics	↓	↑	*



## Subaru Legacy ✓

**87**  
OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen requires users to wade into menus to perform some common tasks, and it can be slow to respond to inputs. Standard active safety features include AEB with pedestrian detection and FCW, but BSW and RCTW are optional.

**\$22,995-\$36,195**  
BASE PRICE RANGE

**89**  
ROAD TEST

**89**  
RELIABILITY

**U** ADAS  
**I** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Base, Limited, Limited XT, Premium, Sport, Touring XT  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **191**  
Width (in.) **72**  
Height (in.) **59**  
Wheelbase (in.) **108**  
Weight (lb.) **3,510**  
% 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 **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	U	U	U
Engine, Major	U	U	U
Engine, Minor	U	U	U
Engine, Cooling	U	U	U
Transmission, Major	U	U	U
Transmission, Minor	U	U	U
Drive System	U	U	U
Fuel System	I	U	U
Electrical	U	U	U
Climate System	U	I	U
Suspension	U	U	U
Brakes	U	U	U
Exhaust	U	U	U
Paint/Trim	U	I	U
Noises/Leaks	U	U	U
Body Hardware	U	U	U
Power Equipment	U	D	U
In-Car Electronics	I	W	I

## Subaru Outback ✓

**85**  
OVERALL SCORE

Subaru's Outback is a smart alternative to an SUV. Although lower than a typical SUV, the Outback can easily haul long items. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and it's slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. A new Wilderness model joins the line for 2022, highlighted by a special suspension with higher ground clearance. All versions get standard AEB with pedestrian detection and FCW. BSW and RCTW are optional.

**\$26,945-\$39,945**  
BASE PRICE RANGE

**91**  
ROAD TEST

**91**  
RELIABILITY

**U** ADAS  
**U** SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** Base, Limited, Limited XT, Onyx XT, Premium, Touring, Touring XT, Wilderness  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **191**  
Width (in.) **73**  
Height (in.) **66**  
Wheelbase (in.) **108**  
Weight (lb.) **3,915**  
% Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **900**  
Cargo Volume, cu.ft. **37**  
Towing Capacity (lb.) **3,500**

#### FUEL

Regular  
CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	U	I	U
Engine, Major	U	U	U
Engine, Minor	U	U	U
Engine, Cooling	U	U	U
Transmission, Major	U	U	U
Transmission, Minor	U	U	U
Drive System	U	U	U
Fuel System	U	U	U
Electrical	U	U	U
Climate System	U	U	U
Suspension	U	U	U
Brakes	U	U	U
Exhaust	U	U	U
Paint/Trim	I	U	U
Noises/Leaks	U	I	U
Body Hardware	U	U	U
Power Equipment	I	D	U
In-Car Electronics	D	W	W



## Subaru Solterra

**NA** OVERALL SCORE The Solterra is Subaru's first-ever electric vehicle. It combines a two-motor electric powertrain to form a symmetrical all-wheel-drive system and offers 8.3 inches of ground clearance for weekend adventurers wanting to venture down dirt trails. The combined output of the motors is 215 horsepower and 248 lb.-ft. of torque, and the automaker estimates the range to be more than 220 miles. Subaru says the battery can be charged to 80 percent capacity in under an hour using DC fast charging in public places. The Solterra will come with EyeSight, Subaru's suite of active safety features that includes AEB, BSW, RCTW, lane change assist features, and adaptive cruise control. A new feature called safe exit assist that alerts passengers of approaching vehicles when getting out of the car will also be included.

**\$37,000-\$45,000E**  
BASE PRICE RANGE

<b>NA</b> ROAD TEST	ADAS
<b>NA</b> RELIABILITY	<b>NA</b> SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Limited, Premium, Touring  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (215 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **185**  
 Width (in.) **73**  
 Height (in.) **65**  
 Wheelbase (in.) **112**  
 Weight (lb.) **NA**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Electric  
 CR Overall mpge **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Subaru WRX

**NA** OVERALL SCORE The redesigned 2022 Subaru WRX features a new 2.4-liter turbocharged flat-four engine, with a modest power increase to 271-hp, and a choice of a six-speed manual or a continuously variable transmission. Power delivery is much smoother and more linear than before. Suspension and steering changes, along with the migration to Subaru's more rigid global vehicle platform, structure, improve the handling, but the ride has become overly stiff and bouncy over various road surfaces. The updated interior includes a large center screen used for infotainment, climate, and phone functions, but it is not the most responsive system. A new top-level GT trim brings Recaro front seats, adjustable suspension, and further driver assistance features. Only versions with the automatic transmission come with FCW, AEB with pedestrian detection, LDW, and lane centering assist.

**\$27,495-\$41,945**  
BASE PRICE RANGE

<b>NA</b> ROAD TEST	<b>Opt.</b> ADAS
RELIABILITY	SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Base, GT, Limited, Premium  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.4-liter 4 turbo (271 hp)  
**TRANSMISSIONS:** 6-speed manual; CVT

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **184**  
 Width (in.) **72**  
 Height (in.) **58**  
 Wheelbase (in.) **105**  
 Weight (lb.) **3,390**  
 % Weight Front/Rear **NA**

#### CARGO MEASUREMENT

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

#### FUEL

Premium  
 EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Tesla Model 3 ✓

**79** OVERALL SCORE  
 The Model 3 has swift acceleration and remarkably agile handling. Though the front seats are comfortable, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The controls are very distracting because even simple tasks, such as adjusting the mirrors, must be performed using the large center-mounted touch screen. The Autopilot system 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. There is no proper BSW; instead, images of nearby cars are displayed on the center screen, which diverts the driver's attention.

**\$44,990-\$58,990**  
 BASE PRICE RANGE

**82** ROAD TEST  
**1** RELIABILITY  
**↑** ADAS  
**↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Long Range, Performance, Standard Range Plus  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (258 hp); Electric (282 hp); Electric (449 hp); Electric (468 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/Rear **48/52**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **890**  
 Cargo Volume, cu.ft. **15**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Electric  
 CR Overall mpge **134**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑		
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↓
Noises/Leaks	↑	↓	↓
Body Hardware			
Power Equipment	↑	↓	
In-Car Electronics	↑		↑

## Tesla Model S

**60** OVERALL SCORE  
 The fully electric Model S has an estimated driving range of more than 400 miles. Charge times are long compared with fueling a gas car, but the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster a poor substitute.

**\$94,990-\$129,990**  
 BASE PRICE RANGE

**88** ROAD TEST  
**↓** RELIABILITY  
**↑** ADAS  
**↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Long Range, Plaid  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (670 hp); Electric (1020 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **196**  
 Width (in.) **77**  
 Height (in.) **57**  
 Wheelbase (in.) **117**  
 Weight (lb.) **4,625**  
 % Weight Front/Rear **51/49**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **890**  
 Cargo Volume, cu.ft. **32**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Electric  
 CR Overall mpge **120**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑		*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↓	↓	*
Suspension	↑	↓	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↓	↓	*
Noises/Leaks	↑	↓	*
Body Hardware	↓	↓	*
Power Equipment	↓	↓	*
In-Car Electronics	↓	↓	*



## Tesla Model X

41

OVERALL SCORE

The fully electric Model X is more showy than practical. It features rear falcon-wing doors that open up and out of the way. But these massive powered doors take their time to open and close. 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 captains' chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise are not befitting the high price. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. FCW and AEB are standard.

**\$104,990-\$126,490**

BASE PRICE RANGE

72

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Long Range, Plaid

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 2 rear, 2 third

**ENGINES:** Electric (670 hp);  
Electric (1020 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 mpge **102**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	⬇️	*
Engine, Major	*	⬆️	*
Engine, Minor	*	⬇️	*
Engine, Cooling	*	⬆️	*
Transmission, Major	*	⬆️	*
Transmission, Minor	*	⬆️	*
Drive System	*	⬇️	*
Fuel System	*	⬆️	*
Electrical	*	⬆️	*
Climate System	*	⬇️	*
Suspension	*	⬇️	*
Brakes	*	⬆️	*
Exhaust	*	⬆️	*
Paint/Trim	*	⬇️	*
Noises/Leaks	*	⬇️	*
Body Hardware	*	⬇️	*
Power Equipment	*	⬆️	*
In-Car Electronics	*	⚠️	*

## Tesla Model Y

59

OVERALL SCORE

This electric SUV is essentially an SUV version of the Model 3, sharing key underpinnings, equipment, and features. Like its sibling the Model Y is quick and agile, with handling that draws comparisons to sports cars. But it also has the same distracting control layout and a similarly stiff ride. The AWD Long Range version has an EPA-estimated 330-mile range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla's wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. It has no proper BSW; instead, images of nearby cars are displayed on the center screen, which diverts the driver's attention.

**\$58,990-\$63,990**

BASE PRICE RANGE

90

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Long Range,  
Performance

**DRIVE WHEELS:** AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (384 hp);  
Electric (456 hp)

**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **187**

Width (in.) **76**

Height (in.) **64**

Wheelbase (in.) **114**

Weight (lb.) **4,375**

% Weight Front/Rear **50/50**

#### CARGO MEASUREMENT

Max. Load (lb.) **830**

Cargo Volume, cu.ft. **25**

Towing Capacity (lb.) **3,500**

#### FUEL

Electric

CR Overall mpge **122**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬇️	⬇️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⚠️
Body Hardware	⬇️	⬇️	⬇️
Power Equipment	⬇️	⬇️	⬇️
In-Car Electronics	⬆️	⬆️	⚠️



## Toyota 4Runner

**61** OVERALL SCORE

It's tough enough for off-roading, but the 4Runner falls short of most competitors. The powerful 4.0-liter V6 is rough-sounding and thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. 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 challenging off-road conditions; limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs, along with standard Android Auto and Apple CarPlay compatibility. A tiny third-row seat is optional, and the power-retractable rear window is handy. FCW and AEB are standard, and BSW and RCTW are standard on higher trims.

**\$37,605-\$52,420**  
BASE PRICE RANGE

**55** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro, TRD Sport

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 3 rear, 2 third

**ENGINES:** 4.0-liter V6 (270 hp)

**TRANSMISSIONS:** 5-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**

Length (in.) **190**

Width (in.) **76**

Height (in.) **72**

Wheelbase (in.) **110**

Weight (lb.) **4,665**

% Weight Front/Rear **53/47**

**CARGO MEASUREMENT**

Max. Load (lb.) **1,155**

Cargo Volume, cu.ft. **44.5**

Towing Capacity (lb.) **5,000**

**FUEL**

Regular

CR Overall mpg **18**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓		↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑		↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑

## Toyota bZ4X

**NA** OVERALL SCORE

The Toyota bZ4X electric SUV is Toyota's first pure EV that's not a conversion of a traditional model or a fuel cell vehicle. It was designed alongside the Subaru Solterra and built on a shared platform. Sized much like the RAV4, the bZ4X comes in two powertrain configurations. The front-drive version uses a single 201-hp motor and has a 71.4-kWh lithium-ion battery, which Toyota says is good for an estimated 250-mile range. The all-wheel-drive version uses two motors, with a combined 215-hp output and a 72.8-kWh battery. As with other EVs, having the large battery pack under the floor lowers the center of gravity and should contribute to handling agility. The bZ4X will be the first Toyota to feature the Toyota Safety Sense 3.0, adding more sophisticated functions to the already comprehensive TSS 2.5 suite.

**\$38,000-\$48,000E**  
BASE PRICE RANGE

**NA** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Limited, XLE

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** Electric (201 hp); Electric (215 hp)

**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**

Length (in.) **185**

Width (in.) **73**

Height (in.) **65**

Wheelbase (in.) **112**

Weight (lb.) **4,420**

% Weight Front/Rear **NA**

**CARGO MEASUREMENT**

Max. Load (lb.) **NA**

Cargo Volume, cu.ft. **NA**

Towing Capacity (lb.) **NA**

**FUEL**

Electric

CR Overall mpge **NA**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Toyota Camry

**84-86** OVERALL SCORE In the world of midsized sedans, the Camry ranks among the best, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic transmission that suffers from rough shifts. The frugal hybrid version gets 47 mpg overall. Android Auto and Apple CarPlay compatibility is standard. AEB with pedestrian detection and FCW come standard, but BSW and RCTW are optional.

**\$25,395-\$35,820**  
BASE PRICE RANGE

**86-89** ROAD TEST  
ADAS  
RELIABILITY  
SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Hybrid LE, Hybrid Nightshade, Hybrid SE, Hybrid XLE, Hybrid XSE, LE, Nightshade, SE, TRD, XLE, XSE  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 (203 hp); 2.5-liter 4 (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/Rear **60/40**

**CARGO MEASUREMENT**  
Max. Load (lb.) **925**  
Cargo Volume, cu.ft. **15**  
Towing Capacity (lb.) **NR**

**FUEL**  
Regular  
CR Overall mpg **32-47**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↓	↑
In-Car Electronics	↑	↑	↑



## Toyota C-HR

**58** OVERALL SCORE The C-HR has nimble handling but also has more notable deficiencies than strengths. Unlike in other subcompact SUVs, all-wheel drive isn't available. Visibility is horrendous, and the tortoise-slow C-HR takes 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, cave-like cabin. FCW and AEB are standard, and BSW and RCTW are standard on all except the base trim. Android Auto and Apple CarPlay compatibility is standard.

**\$23,880-\$26,900**  
BASE PRICE RANGE

**64** ROAD TEST  
ADAS  
RELIABILITY  
SATISFACTION



### OVERVIEW

**BODY STYLES:** wagon  
**TRIM LINES:** Limited, Nightshade, XLE  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 (144 hp)  
**TRANSMISSIONS:** CVT

### 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Toyota Corolla ✓

**73** OVERALL SCORE  
 The Corolla sedan is fuel-efficient, but the current styling, with its lower stance and curvier body, has compromised the rear-seat room and made it harder to get in and out. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine provide leisurely acceleration, and the continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder comes on the higher trim lines and on the hatchback. Toyota improved the Corolla's handling agility without sacrificing ride quality. The controls are easy to use, and Android Auto and Apple CarPlay compatibility is standard. FCW and AEB are standard. BSW and RCTW are available.

## Toyota Corolla Cross ✓

**68** OVERALL SCORE  
 The all-new Toyota Corolla Cross fits in the gap between the Toyota C-HR and RAV4. It can be had with either front- or all-wheel drive. The sole powertrain is a 169-hp, 2.0-liter four-cylinder matched to a continuously variable transmission. This pseudo-wagon feels slow and is loud, mostly because of engine noise. Ride and handling are sound but unremarkable. The stripped-down interior has easy-to-use controls and a decently roomy rear seat. Front seat comfort wanes on longer drives but outward visibility is good thanks to relatively large and uniform windows and an upright driving position. A hybrid version may be added to the lineup down the road. The list of standard safety equipment includes FCW, AEB with pedestrian detection, LDW, and LKA, but BSW and RCTW are standard only on the LE and XLE trims.

**\$20,175-\$28,460**  
 BASE PRICE RANGE

**68-69** ROAD TEST  
 ADAS  
 RELIABILITY SATISFACTION



**\$22,195-\$27,625**  
 BASE PRICE RANGE

**67** ROAD TEST  
 ADAS  
 RELIABILITY SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** APEX Edition, L, LE, LE Hybrid, SE, SE Nightshade Edition, 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

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **182**  
 Width (in.) **70**  
 Height (in.) **57**  
 Wheelbase (in.) **106**  
 Weight (lb.) **2,960**  
 % Weight Front/Rear **60/40**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **825**  
 Cargo Volume, cu.ft. **13**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **33-48**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆	⬆	
Engine, Major	⬆	⬆	⬆
Engine, Minor	⬆	⬆	⬆
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬇	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬇	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬇	⬆	⬆
Power Equipment	⬇		⬆
In-Car Electronics	⬆		⬆

### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** L, LE, XLE  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 (169 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **176**  
 Width (in.) **72**  
 Height (in.) **65**  
 Wheelbase (in.) **104**  
 Weight (lb.) **3,320**  
 % Weight Front/Rear **59/41**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **940**  
 Cargo Volume, cu.ft. **26**  
 Towing Capacity (lb.) **1,500**

**FUEL**  
 Regular  
 CR Overall mpg **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Toyota GR86

**NA** OVERALL SCORE Toyota has again partnered with Subaru for this second-generation, entry-level sports car. Dubbed GR86 this time, the low-slung coupe uses a Subaru-sourced 2.4-liter four-cylinder engine with more horsepower and torque than the outgoing model has. The extra verve adds to the driving enjoyment. Handling is superb, proving to be a delight on a track. The intimate cabin features numerous enhancements, such as upgraded seats and infotainment system, that make it more pleasant. Both six-speed manual and automatic transmissions are offered. This is an enthusiast-focused car for someone who prizes handling and value above all else. The automatic version uses Subaru's EyeSight Driver Assist Technology for active driver assistance systems.

**\$27,700-\$31,800**  
BASE PRICE RANGE

**NA** ROAD TEST  
**Opt.** ADAS  
**↓** RELIABILITY  
**↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** coupe  
**TRIM LINES:** Base, Premium  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front, 2 rear  
**ENGINES:** 2.4-liter 4 (228 hp)  
**TRANSMISSIONS:** 6-speed automatic; 6-speed manual

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **168**  
Width (in.) **70**  
Height (in.) **52**  
Wheelbase (in.) **101**  
Weight (lb.) **3,680**  
% Weight Front/Rear **NA**

**CARGO MEASUREMENT**  
Max. Load (lb.) **NA**  
Cargo Volume, cu.ft. **6**  
Towing Capacity (lb.) **NR**

**FUEL**  
Regular  
EPA Combined mpg **22**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, Major	*	*	
Transmission, Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	



## Toyota Highlander ✓

**87-88** OVERALL SCORE The fourth-generation Highlander retains its qualities of a comfortable ride and a smooth powertrain. Handling is sound and secure. Interior fit and finish is upgraded, particularly in higher-trim versions. The smooth and punchy 295-hp V6 packs a lot of reserve power and gets a competitive 22 mpg overall. The hybrid version is less powerful but gets an excellent 35 mpg. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. The controls are easy to use, and Android Auto and Apple CarPlay compatibility is standard. The Toyota Safety Sense 2.5 suite includes standard AEB with pedestrian detection and FCW. BSW and RCTW are standard on all versions except the base trim.

**\$35,405-\$51,160**  
BASE PRICE RANGE

**84-86** ROAD TEST  
**↑** ADAS  
**↑** RELIABILITY  
**↑** SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Bronze Edition, Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, L, LE, Limited, Platinum, XLE, XSE  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 2.5-liter 4 hybrid (243 hp); 3.5-liter V6 (295 hp)  
**TRANSMISSIONS:** 8-speed automatic; CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **195**  
Width (in.) **76**  
Height (in.) **68**  
Wheelbase (in.) **112**  
Weight (lb.) **4,365**  
% Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,390**  
Cargo Volume, cu.ft. **41**  
Towing Capacity (lb.) **5,000**

**FUEL**  
Regular  
CR Overall mpg **22-35**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



## Toyota Mirai

**NA**  
OVERALL SCORE

Redesigned for 2021, the Mirai fuel-cell vehicle became a larger, more powerful, and more luxurious sedan that is based on a rear-wheel-drive Lexus platform. As such, it's very quiet and comfortable riding. It's essentially an EV that produces its power onboard without needing to be plugged in. It takes a few minutes to fill the tanks with hydrogen, as opposed to hours of charging for a typical EV. But hydrogen stations are scarce outside of urban areas in California. Despite the car's large size, passenger and cargo space is tight due to the large onboard hydrogen tanks and the small battery positioned between the rear seat and the trunk. The EPA's estimated range is 402 miles for the XLE and 357 miles for the Limited. Buyers and lessees get \$15,000 of complimentary hydrogen fill-ups. The Mirai is currently for sale in California only.

**\$49,500-\$66,000**  
BASE PRICE RANGE

**NA** ROAD TEST ⬆️ ADAS  
**NA** RELIABILITY NA SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Limited, XLE  
**DRIVE WHEELS:** Rear  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (182 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **196**  
 Width (in.) **74**  
 Height (in.) **58**  
 Wheelbase (in.) **115**  
 Weight (lb.) **4,255**  
 % Weight Front/Rear **50/50**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **NA**  
 Cargo Volume, cu.ft. **10**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Hydrogen  
 EPA Combined mpg **74**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

## Toyota Prius

**79**  
OVERALL SCORE

In our tests, the Prius returned 52 mpg overall, which is phenomenal. 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 car can drive solely on electric power, usually up to about 25-mph, but the engine tends to moan when it kicks in. The Prius Prime is a plug-in version that has about 25 miles of electric range. The Prius' seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Hatchback versatility is a plus. All-wheel drive is optional. Android Auto and Apple CarPlay compatibility is available. AEB with pedestrian detection and FCW are standard.

**\$24,625-\$32,920**  
BASE PRICE RANGE

**75** ROAD TEST ⬆️ ADAS  
⬆️ RELIABILITY ⬆️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** L, LE, Limited, Nightshade, 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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬇️



## Toyota RAV4 ✓

**65-68**  
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The plug-in RAV4 Prime can run on electric alone for about 42 miles, before reverting to hybrid. The more rugged styling compromises interior space compared with the previous generation. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, the noisy engine hurts the driving experience. Most controls, such as the large climate-control knobs, are easy to use. AEB with pedestrian detection and FCW are standard, and BSW is standard on all except the base trim.

**\$26,525-\$37,575**  
BASE PRICE RANGE

**72-76**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Adventure, Hybrid LE, Hybrid Limited, Hybrid SE, Hybrid XLE, Hybrid XLE Premium, 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 **27-37**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬇️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬇️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬇️	⬇️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬆️	⬆️



## Toyota Sequoia ✓

**69**  
OVERALL SCORE

The big, three-row 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, along with standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. An all-new Sequoia, based on the redesigned Tundra, will debut for the 2023 model year.

**\$50,500-\$69,775**  
BASE PRICE RANGE

**60**  
ROAD TEST

**ADAS**

**RELIABILITY**

**SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Limited, Nightshade, Platinum, SR5, TRD Pro, 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.) **7,400**

**FUEL**  
Regular  
CR Overall mpg **15**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*





## Toyota Sienna ✓

**79** OVERALL SCORE

The Sienna comes exclusively as a hybrid, with a combined 245-hp between the electric drive and the 2.5-liter four-cylinder engine. Front-wheel drive is standard, and all-wheel drive is optional. Fuel economy is superb, at 36 mpg overall. A long cruising range of over 600-miles is a bonus. It can glide on electric power at very low speeds, but when more power is needed, the gas engine gets noisy. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touch screen is easy to use, though some controls are a far reach away. Android Auto and Apple CarPlay are standard. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$34,710-\$50,910**  
BASE PRICE RANGE

**80** ROAD TEST ⬆ ADAS

| RELIABILITY ⬆ SATISFACTION



### OVERVIEW

**BODY STYLES:** minivan  
**TRIM LINES:** LE, Limited, Platinum, Woodland Edition, XLE, XSE  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear, 3 third  
**ENGINES:** 2.5-liter 4 hybrid (245 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **204**  
 Width (in.) **79**  
 Height (in.) **69**  
 Wheelbase (in.) **121**  
 Weight (lb.) **4,585**  
 % Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **1,420**  
 Cargo Volume, cu.ft. **48**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **36**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>
Engine, Major	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Engine, Minor	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Engine, Cooling	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Transmission, Major	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Transmission, Minor	<span style="color: green;">⬆</span>	<span style="color: orange;">⬇</span>	<span style="color: green;">⬆</span>
Drive System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Fuel System	<span style="color: red;">⬇</span>	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>
Electrical	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Climate System	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Suspension	<span style="color: yellow;"> </span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Brakes	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Exhaust	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Paint/Trim	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Noises/Leaks	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>
Body Hardware	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>
Power Equipment	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: yellow;"> </span>
In-Car Electronics	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>	<span style="color: green;">⬆</span>

## Toyota Supra ✓

**83** OVERALL SCORE

The Supra is a focused sports car that relies on the BMW Z4 platform and many of its components but features a coupe body instead of a convertible. The 3.0-liter turbo six-cylinder engine is rated at 381-hp; there's also a turbo four-cylinder powerplant. A slick eight-speed automatic transmission routes power back to the rear wheels. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited by its bulging hood and tiny windows. The BMW iDrive infotainment system takes some getting used to but is logical. FCW and AEB with pedestrian detection are standard; BSW is optional.

**\$43,290-\$63,380**  
BASE PRICE RANGE

**91** ROAD TEST | ADAS

| RELIABILITY ⬆ SATISFACTION



### OVERVIEW

**BODY STYLES:** 2-door hatchback  
**TRIM LINES:** A91, Base, Premium  
**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.) **173**  
 Width (in.) **73**  
 Height (in.) **51**  
 Wheelbase (in.) **97**  
 Weight (lb.) **3,385**  
 % Weight Front/Rear **52/48**

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

**FUEL**  
 Premium  
 CR Overall mpg **27**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Toyota Tacoma

51

OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our 4WD V6 Tacoma delivered a good 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. FCW and AEB are standard; BSW and RCTW are optional. Toyota's most recent freshening brought thicker glass to suppress noise, the availability of a power driver's seat, and, finally, Android Auto and Apple CarPlay compatibility.

\$26,700-\$48,840

BASE PRICE RANGE

42

ROAD TEST

ADAS

1

RELIABILITY

1

SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab

**TRIM LINES:** Limited, Nightshade Special Edition, SR, SR5, Trail Edition, 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; 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

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬇️	⬆️	⬆️
Transmission, Minor	⬇️	⬆️	⬆️
Drive System	⬇️	⬆️	⬆️
Fuel System	⬇️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️



## Toyota Tundra

NA

OVERALL SCORE

The redesigned 2022 Tundra has new powertrains and coil springs for the rear suspension, a generous towing capacity, a rich roster of safety features, and a contemporary multimedia system. The Tundra doesn't offer a V8, instead coming with a choice of two twin-turbocharged 3.5-liter V6 engines: a 389-hp standard engine and a 437-hp hybrid. Both engines are paired with a 10-speed automatic transmission. The maximum tow capacity is 12,000 pounds, with a maximum payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. The Toyota Safety Sense 2.5 suite is standard on every Tundra trim level, with FCW, AEB with pedestrian detection, LDW, adaptive cruise control, and a rear-seat reminder.

\$35,950-\$73,530

BASE PRICE RANGE

NA

ROAD TEST

ADAS

1

RELIABILITY

1

SATISFACTION



### OVERVIEW

**BODY STYLES:** crew cab; extended cab

**TRIM LINES:** 1794, Capstone, Limited, Platinum, SR, SR5, TRD Pro

**DRIVE WHEELS:** Rear, 4WD

**SEATING:** 2 front, 3 rear

**ENGINES:** 3.5-liter V6 turbo (349 hp); 3.5-liter V6 turbo (389 hp); 3.5-liter V6 hybrid (437 hp)

**TRANSMISSIONS:** 10-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) 234  
Width (in.) 80  
Height (in.) 78  
Wheelbase (in.) 146  
Weight (lb.) 5,500  
% Weight Front/Rear NA

#### CARGO MEASUREMENT

Max. Load (lb.) 1,820  
Cargo Volume, cu.ft. NA  
Towing Capacity (lb.) 11,160

#### FUEL

Regular  
EPA Combined mpg 19

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬇️	1	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	1	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️



## Toyota Venza ⬆️

**83** OVERALL SCORE  
 The Venza name returns to Toyota's lineup, applied to a hybrid SUV positioned between the RAV4 and the Highlander. The Venza is a pleasant enough vehicle, but other than an excellent 37 mpg overall, it doesn't stand out in the mid-sized segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219-hp. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with FCW, AEB with pedestrian detection, and BSW.

**\$32,890-\$40,380**  
 BASE PRICE RANGE

**75** ROAD TEST ⬆️ ADAS  
⬆️ RELIABILITY ⬆️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** LE, Limited, XLE  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.5-liter 4 hybrid (219 hp)  
**TRANSMISSIONS:** CVT

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **187**  
 Width (in.) **73**  
 Height (in.) **66**  
 Wheelbase (in.) **106**  
 Weight (lb.) **3,850**  
 % Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **900**  
 Cargo Volume, cu.ft. **26.5**  
 Towing Capacity (lb.) **NR**

**FUEL**  
 Regular  
 CR Overall mpg **37**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬆️
Transmission, Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬇️

## Volkswagen Arteon ⬆️

**82** OVERALL SCORE  
 Our testers praised this practical, sporty, and well-appointed hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and AWD is optional. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touch screen and the physical buttons and knob for the climate and audio systems. A low roofline makes the car a bit of a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. For 2022, the engine gets a horsepower bump, and the eight-speed automatic is swapped with a seven-speed dual-clutch automatic. FCW, AEB, and BSW are standard.

**\$40,445-\$49,065**  
 BASE PRICE RANGE

**91** ROAD TEST ⬆️ ADAS  
⬇️ RELIABILITY ⬇️ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** SEL Premium R-Line, SEL R-Line, SE R-Line  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (300 hp)  
**TRANSMISSIONS:** 7-speed sequential

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
 Length (in.) **191**  
 Width (in.) **74**  
 Height (in.) **57**  
 Wheelbase (in.) **112**  
 Weight (lb.) **3,865**  
 % Weight Front/Rear **57/43**

**CARGO MEASUREMENT**  
 Max. Load (lb.) **850**  
 Cargo Volume, cu.ft. **27**  
 Towing Capacity (lb.) **4,850**

**FUEL**  
 Premium  
 CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Volkswagen Atlas ✓

**72** OVERALL SCORE 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 third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well-laid-out, with clear gauges and 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. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000-pounds. FCW, AEB, BSW, and RCTW are standard.



## Volkswagen Atlas Cross Sport ✓

**70** OVERALL SCORE The Cross Sport is an edgier take on the Atlas three-row SUV. The five-passenger Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas, but it trades the third row and some cargo space for a coupelike roofline. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately; there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. FCW, AEB, and BSW are standard.

**\$33,900-\$51,070**  
BASE PRICE RANGE

**84** ROAD TEST  
**72** RELIABILITY  
ADAS  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** SE, SEL, SEL Premium R-Line, SEL R-Line, SEL R-Line Black  
**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.) **204**  
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**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	*	↓
Engine, Major	↑	*	↑
Engine, Minor	↑	*	↑
Engine, Cooling	↑	*	↑
Transmission, Major	↑	*	↑
Transmission, Minor	↑	*	↑
Drive System	↓	*	↑
Fuel System	↓	*	↑
Electrical	↑	*	↑
Climate System	↑	*	↓
Suspension	↓	*	↓
Brakes	↑	*	↑
Exhaust	↑	*	↑
Paint/Trim	↑	*	↑
Noises/Leaks	↓	*	↑
Body Hardware	↑	*	↑
Power Equipment	↓	*	↑
In-Car Electronics	↓	*	↓

**\$33,200-\$50,370**  
BASE PRICE RANGE

**81** ROAD TEST  
**70** RELIABILITY  
ADAS  
SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** SE, SEL, SEL Premium R-Line, SEL R-Line, SEL R-Line Black  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **196**  
Width (in.) **78**  
Height (in.) **68**  
Wheelbase (in.) **117**  
Weight (lb.) **4,425**  
% Weight Front/Rear **57/43**

**CARGO MEASUREMENT**  
Max. Load (lb.) **1,090**  
Cargo Volume, cu.ft. **37.5**  
Towing Capacity (lb.) **5,000**

**FUEL**  
Regular  
CR Overall mpg **21**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



## Volkswagen GTI

**67** OVERALL SCORE

The redesigned 2022 GTI is a fun-to-drive yet sophisticated alternative to sports coupes. The new GTI brings sharpened handling, more power, and the next level of connectivity and infotainment. Available as a four-door, the GTI's 2.0-liter turbo produces 241-hp and pulls strongly whether you get the manual or the automated dual-clutch transmission. The car is fun to drive, thanks to its immediate throttle response, sharp steering, a slick shifter, and an invigorating exhaust sound. The cabin is well-finished, and most versions come with plaid upholstery a nice historic nod to the original GTI. Unfortunately, Volkswagen gave up on its user-friendly controls in favor of a very distracting control layout. FCW, AEB, BSW, and RCTW are standard. Those seeking more power and cornering capability should consider the all-wheel-drive Golf R.

**\$29,545-\$38,795**  
BASE PRICE RANGE

**85** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door hatchback  
**TRIM LINES:** Autobahn, S, SE  
**DRIVE WHEELS:** Front  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (241 hp)  
**TRANSMISSIONS:** 6-speed manual; 7-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **167**  
 Width (in.) **71**  
 Height (in.) **58**  
 Wheelbase (in.) **104**  
 Weight (lb.) **3,205**  
 % Weight Front/Rear **60/40**

#### CARGO MEASUREMENT

Max. Load (lb.) **915**  
 Cargo Volume, cu.ft. **24**  
 Towing Capacity (lb.) **NR**

#### FUEL

Regular  
 CR Overall mpg **28**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬇️	*	*
Engine, Cooling	⬆️	*	*
Transmission, Major	⬆️	*	*
Transmission, Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬆️	*	*

## Volkswagen ID.4

**59** OVERALL SCORE

The ID.4 is Volkswagen's first-ever long-range EV. The rear-drive version has a 201-hp rear motor, with an EPA-estimated driving range of 280 miles. The Pro S has 295 hp from two motors that drive all four wheels, and an EPA-estimated 245-mile driving range. We tested the latter and found that acceleration is quick, the ride is comfortable, and the cabin is very quiet except for a disturbing whine at low speeds. The ID.4 is nimble but not sporty. The cabin is nicely finished, and the rear seat is generous, as is cargo capacity. Most of the controls are unintuitive, and the slow-to-respond infotainment system is far too distracting. The car gains about 20 miles' worth of range per hour of charging when plugged into a 240-volt connector. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$39,995-\$48,175**  
BASE PRICE RANGE

**83** ROAD TEST

RELIABILITY

ADAS

SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** First Edition, Pro, Pro S  
**DRIVE WHEELS:** Rear, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (201 hp); Electric (295 hp)  
**TRANSMISSIONS:** 1-speed direct

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **181**  
 Width (in.) **73**  
 Height (in.) **65**  
 Wheelbase (in.) **109**  
 Weight (lb.) **4,905**  
 % Weight Front/Rear **48/52**

#### CARGO MEASUREMENT

Max. Load (lb.) **950**  
 Cargo Volume, cu.ft. **31**  
 Towing Capacity (lb.) **2,700**

#### FUEL

Electric  
 CR Overall mpge **93**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>			⬇️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, Major			⬆️
Transmission, Minor			⬆️
Drive System			⬇️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬇️
In-Car Electronics			⬇️



## Volkswagen Jetta ✓

73

OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic transmission is new for 2022 and is shared with the new Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Standard active safety features include AEB, FCW, and BSW. A sportier GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

\$20,195-\$31,795

BASE PRICE RANGE

78

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan

**TRIM LINES:** GLI, S, SE, SEL, Sport

**DRIVE WHEELS:** Front

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.5-liter 4 turbo (158 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/Rear 59/41

#### CARGO MEASUREMENT

Max. Load (lb.) 970

Cargo Volume, cu.ft. 16

Towing Capacity (lb.) NR

#### FUEL

Regular or premium

CR Overall mpg 34

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↓	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↓	*
Body Hardware	↑	↑	*
Power Equipment	↓	↓	*
In-Car Electronics	↑	↑	*

## Volkswagen Taos

55

OVERALL SCORE

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic transmission on AWD versions, delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble, and the ride is firm yet refined. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof, are available. The IQ Drive suite of active safety features is available on every Taos trim, and includes FCW, AEB, BSW, and adaptive cruise control.

\$23,295-\$33,345

BASE PRICE RANGE

74

ROAD TEST

Opt.

ADAS



RELIABILITY



SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** S, SE, SEL

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 1.5-liter 4 turbo (158 hp)

**TRANSMISSIONS:** 8-speed automatic; 7-speed sequential

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) 176

Width (in.) 73

Height (in.) 65

Wheelbase (in.) 106

Weight (lb.) 3,530

% Weight Front/Rear 57/43

#### CARGO MEASUREMENT

Max. Load (lb.) 935

Cargo Volume, cu.ft. 31.5

Towing Capacity (lb.) NR

#### FUEL

Regular

CR Overall mpg 26

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



## Volkswagen Tiguan

**55** OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately 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 little engine noise when revved. Updates for 2022 included a new infotainment system with available wireless Apple CarPlay and Android Auto. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

**\$26,295-\$36,970**  
BASE PRICE RANGE

**84** ROAD TEST

⬆ ADAS  
⬇ RELIABILITY  
⬇ SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** S, SE, SEL R-Line, SE R-Line Black  
**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/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **1,215**  
 Cargo Volume, cu.ft. **33**  
 Towing Capacity (lb.) **1,500**

#### FUEL

Regular  
 CR Overall mpg **25**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇	⬇	⬇
Engine, Major	⬆	⬆	⬆
Engine, Minor		⬆	⬇
Engine, Cooling	⬆	⬆	⬆
Transmission, Major	⬆	⬆	⬆
Transmission, Minor	⬆		
Drive System	⬇		
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension			⬇
Brakes	⬇	⬇	⬆
Exhaust	⬆		⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬇	⬇	⬇
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬇	⬆
In-Car Electronics	⬆	⬆	⬇

## Volvo S60

**57** OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes as either front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road. The S60 comes standard with AEB that has the ability to recognize and respond to pedestrians and cyclists. BSW and RCTW are standard. The V60 Cross Country is a raised wagon version of the S60.

**\$39,250-\$64,800**  
BASE PRICE RANGE

**71** ROAD TEST

⬆ ADAS  
⬇ RELIABILITY  
| SATISFACTION



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Inscription, Momentum, Polestar, R-Design, Recharge  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (247 hp); 2.0-liter 4 hybrid (400 hp); 2.0-liter 4 hybrid (415 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

#### EXTERIOR DIMENSIONS

Length (in.) **187**  
 Width (in.) **73**  
 Height (in.) **57**  
 Wheelbase (in.) **113**  
 Weight (lb.) **3,740**  
 % Weight Front/Rear **57/43**

#### CARGO MEASUREMENT

Max. Load (lb.) **890**  
 Cargo Volume, cu.ft. **12**  
 Towing Capacity (lb.) **2,000**

#### FUEL

Premium  
 CR Overall mpg **26**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	⬇		*
Engine, Major	⬇	⬆	*
Engine, Minor	⬆	⬆	*
Engine, Cooling	⬆	⬆	*
Transmission, Major	⬆		*
Transmission, Minor	⬆		*
Drive System	⬆	⬆	*
Fuel System	⬆		*
Electrical	⬆	⬆	*
Climate System	⬇	⬆	*
Suspension	⬆	⬆	*
Brakes	⬇	⬇	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬇	*
In-Car Electronics		⬆	*



## Volvo S90

**58** **OVERALL SCORE** Though ornate inside, the S90 falls short of the refinement expected of a midsize luxury sedan because of the stiff ride and gruff-sounding engine. The standard engine is a 250-hp turbocharged four-cylinder. The 316-hp turbocharged T6 we measured 23 mpg overall in that one is discontinued. All-wheel drive is standard, and a plug-in hybrid is available. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves to be frustrating to use. AEB, with pedestrian and large animal detection, is standard. Volvo's optional driver assistance system combines steering assistance and adaptive cruise control, and it can reduce stress on a congested highway. The V90 Cross Country is a wagon version of the S90.

## Volvo XC40

**71** **OVERALL SCORE** The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes with all-wheel drive 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. 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. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW. An all-electric Recharge model is available as well as different electric version called the C40 Recharge.

**\$52,850-\$62,050**  
BASE PRICE RANGE

**73** **ROAD TEST** **ADAS**  
**RELIABILITY** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** sedan  
**TRIM LINES:** Inscription, Momentum, R-Design, Recharge  
**DRIVE WHEELS:** AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (400 hp)  
**TRANSMISSIONS:** 8-speed automatic

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **200**  
Width (in.) **74**  
Height (in.) **57**  
Wheelbase (in.) **121**  
Weight (lb.) **4,085**  
% Weight Front/Rear **56/44**

**CARGO MEASUREMENT**  
Max. Load (lb.) **950**  
Cargo Volume, cu.ft. **14**  
Towing Capacity (lb.) **3,500**

**FUEL**  
Premium  
CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

**\$35,100-\$58,150**  
BASE PRICE RANGE

**71** **ROAD TEST** **ADAS**  
**RELIABILITY** **SATISFACTION**



### OVERVIEW

**BODY STYLES:** 4-door SUV  
**TRIM LINES:** Inscription, Momentum, R-Design, Recharge  
**DRIVE WHEELS:** Front, AWD  
**SEATING:** 2 front, 3 rear  
**ENGINES:** Electric (402 hp); 2.0-liter 4 turbo (187 hp); 2.0-liter 4 turbo (248 hp)  
**TRANSMISSIONS:** 8-speed automatic; 1-speed direct

### FACTS & FIGURES

**EXTERIOR DIMENSIONS**  
Length (in.) **174**  
Width (in.) **73**  
Height (in.) **65**  
Wheelbase (in.) **106**  
Weight (lb.) **3,785**  
% Weight Front/Rear **58/42**

**CARGO MEASUREMENT**  
Max. Load (lb.) **925**  
Cargo Volume, cu.ft. **25.5**  
Towing Capacity (lb.) **3,500**

**FUEL**  
Regular or premium or electric  
CR Overall mpg **24**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	↓	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↓	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↓	↓	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↑	↑	↓





## Volvo XC60 ✔

**78**  
OVERALL SCORE

Volvo's 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 standard 2.0-liter turbocharged four-cylinder engine, known as B5, is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A more powerful 295-hp version comes in the B6. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's active safety system includes standard AEB with pedestrian detection, BSW, and RCTW.

**\$42,650-\$70,000**  
BASE PRICE RANGE

**79**  
ROAD TEST

▲ ADAS

▲ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Inscription, Momentum, Polestar, R-Design, Recharge

**DRIVE WHEELS:** Front, AWD

**SEATING:** 2 front, 3 rear

**ENGINES:** 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (400 hp); 2.0-liter 4 hybrid (415 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/Rear **55/45**

**CARGO MEASUREMENT**

Max. Load (lb.) **950**

Cargo Volume, cu.ft. **34**

Towing Capacity (lb.) **3,500**

**FUEL**

Premium

CR Overall mpg **23**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span style="color: green;">▲</span>	<span style="color: orange;">▼</span>	<span style="color: green;">▲</span>
Engine, Major	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Engine, Minor	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Engine, Cooling	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Transmission, Major	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Transmission, Minor	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Drive System	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Fuel System	<span style="color: green;">▲</span>	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>
Electrical	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Climate System	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Suspension	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Brakes	<span style="color: green;">▲</span>	<span style="color: yellow;"> </span>	<span style="color: green;">▲</span>
Exhaust	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Paint/Trim	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Noises/Leaks	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Body Hardware	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Power Equipment	<span style="color: green;">▲</span>	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>
In-Car Electronics	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>

## Volvo XC90

**56**  
OVERALL SCORE

This is a nicely appointed 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 engine, 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. The third row is tight, however. Audio, phone, and navigation functions are controlled through a touch-screen infotainment system that's frustrating to use. FCW, AEB, BSW, and RCTW are standard.

**\$50,900-\$72,600**  
BASE PRICE RANGE

**84**  
ROAD TEST

▲ ADAS

▼ RELIABILITY

| SATISFACTION



### OVERVIEW

**BODY STYLES:** 4-door SUV

**TRIM LINES:** Inscription, Inscription Expression, Momentum, R-Design, Recharge

**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/Rear **53/47**

**CARGO MEASUREMENT**

Max. Load (lb.) **1,210**

Cargo Volume, cu.ft. **35**

Towing Capacity (lb.) **5,000**

**FUEL**

Premium

CR Overall mpg **20**

### RELIABILITY HISTORY

	'19	'20	'21
<b>Overall Reliability</b>	<span style="color: red;">▼</span>	<span style="color: orange;">▼</span>	<span style="color: red;">▼</span>
Engine, Major	<span style="color: green;">▲</span>	<span style="color: yellow;"> </span>	<span style="color: yellow;"> </span>
Engine, Minor	<span style="color: yellow;"> </span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Engine, Cooling	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Transmission, Major	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Transmission, Minor	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Drive System	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Fuel System	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: yellow;"> </span>
Electrical	<span style="color: green;">▲</span>	<span style="color: red;">▼</span>	<span style="color: yellow;"> </span>
Climate System	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Suspension	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Brakes	<span style="color: yellow;"> </span>	<span style="color: red;">▼</span>	<span style="color: red;">▼</span>
Exhaust	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Paint/Trim	<span style="color: yellow;"> </span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>
Noises/Leaks	<span style="color: red;">▼</span>	<span style="color: green;">▲</span>	<span style="color: yellow;"> </span>
Body Hardware	<span style="color: red;">▼</span>	<span style="color: yellow;"> </span>	<span style="color: green;">▲</span>
Power Equipment	<span style="color: green;">▲</span>	<span style="color: yellow;"> </span>	<span style="color: green;">▲</span>
In-Car Electronics	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>	<span style="color: green;">▲</span>

# Road-Test Highlights

WE CONDUCT MORE than 50 objective tests and subjective evaluations on every vehicle we purchase. These charts list the results from our 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 bought and 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 or motor tested.
- **Engine** notes displacement, number of cylinders, and configuration we tested, or if the vehicle is electric.
- **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

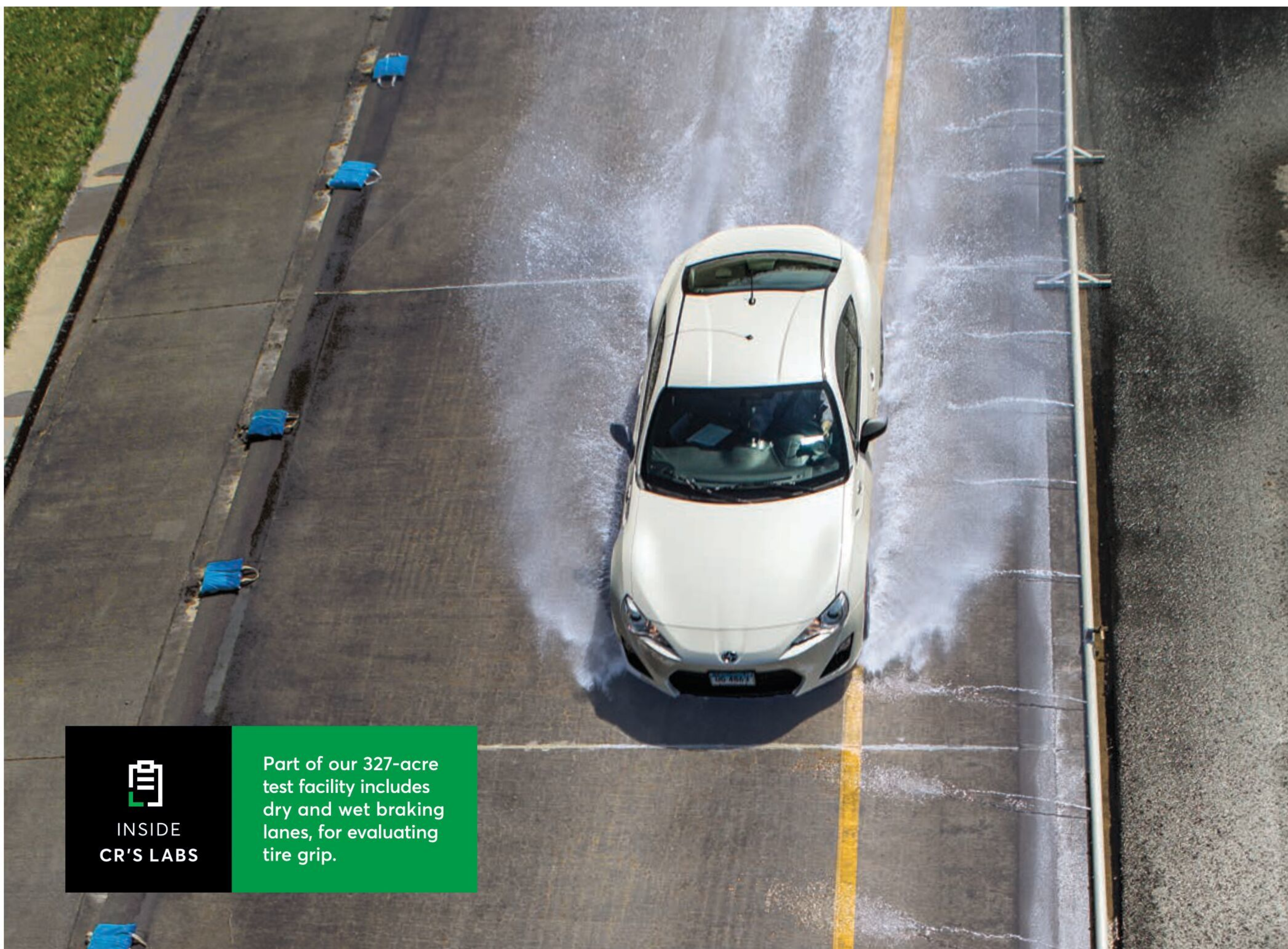
several tests. The 0-30 mph and 0-60 mph tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The ¼-mile test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the 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 successfully negotiated our avoidance-maneuver test course, which simulates swerving to avoid an obstacle without losing control. The faster the speed, the better.

■ **Turning circle** is the bumper clearance needed, in feet, to complete a U-turn.

For more comprehensive information on the vehicles we have tested and to continue your research, go to [CR.org](http://CR.org). Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.



  
INSIDE  
CR'S LABS

Part of our 327-acre test facility includes dry and wet braking lanes, for evaluating tire grip.

PHOTO: JOHN POWERS/CONSUMER REPORTS

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 MDX Tech	auto 10	290	3.5-liter V6	20	13	27	3.0	7.4	15.8 @ 92	139	139	53.5	42
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 TLX Tech	auto 10	272	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1 @ 98	136	148	54.0	42
Alfa Romeo Giulia Ti	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 Plus	auto 8	201	2.0-liter 4 turbo	31	20	44	2.6	6.8	15.2 @ 95	120	129	55.5	38
Audi A4 Premium Plus	seq 7	261	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 Premium Plus	seq 7	261	2.0-liter 4 turbo	26	17	39	2.8	6.8	15.3 @ 96	129	137	55.5	38
Audi A8 55 TFSI	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5 @ 101	133	142	53.5	43
Audi E-Tron Premium Plus	1-spd. dir.	355	electric	74**	73**	74**	2.9	6.3	14.8 @ 99	131	134	49.5	42
Audi Q3 Premium Plus	auto 8	228	2.0-liter 4 turbo	23	15	33	3.2	7.8	16.1 @ 91	126	135	52.5	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	335	3.0-liter V6 turbo	20	13	28	3.0	7.0	15.4 @ 97	133	141	50.5	43
Audi TT 2.0T	seq 7	228	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 228i xDrive Gran Coupe	auto 8	228	2.0-liter 4 turbo	27	17	45	3.2	7.2	15.6 @ 96	132	143	51.0	39
BMW 330i xDrive	auto 8	255	2.0-liter 4 turbo	29	19	44	2.6	6.4	14.8 @ 99	129	135	54.0	41
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 xDrive	auto 8	523	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 X7 xDrive40i	auto 8	335	3.0-liter 6 turbo	22	14	32	2.6	6.5	15.0 @ 97	136	141	52.5	44
BMW Z4 sDrive 30i	auto 8	255	2.0-liter 4 turbo	29	20	40	2.7	6.1	14.6 @ 101	111	122	56.0	37
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	155	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Encore GX Select	auto 9	155	1.3-liter 3 turbo	26	18	33	3.4	9.4	17.3 @ 82	126	138	54.5	38
Buick Envision Essence	auto 9	228	2.0-liter 4 turbo	23	15	33	3.1	7.5	15.9 @ 92	127	134	55.0	39
Cadillac CT4 Premium Luxury	auto 8	237	2.0-liter 4 turbo	25	16	38	2.9	7.4	15.7 @ 93	129	138	55.0	39
Cadillac CT5 Premium Luxury	auto 10	237	2.0-liter 4 turbo	24	15	36	3.0	7.7	15.9 @ 92	127	137	54.0	42
Cadillac Escalade Premium Luxury	auto 10	420	6.2-liter V8	16	10	23	2.4	6.5	15.0 @ 96	136	145	48.5	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 9	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XT6 Premium Luxury	auto 9	310	3.6-liter V6	18	12	26	3.0	7.1	15.6 @ 93	134	137	51.0	41
Chevrolet Blazer LT	auto 9	305	3.6-liter V6	19	13	27	2.7	6.4	15.0 @ 96	130	139	54.5	40
Chevrolet Bolt 2LT	1-spd. dir.	200	electric	120**	131**	109**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Bolt EUV Premier	1-spd. dir.	200	electric	115**	124**	105**	3.2	7.2	15.7 @ 92	137	141	53.0	38
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 2LT	seq 8	495	6.2-liter V8	19	12	29	1.5	3.4	11.8 @ 119	113	124	58.5	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 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 Diesel	auto 8	277	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
Chevrolet Silverado 1500 LT	auto 10	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
Chevrolet Suburban Premier	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Chevrolet Tahoe LT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
Chevrolet TrailBlazer LT	auto 9	155	1.3-liter 3 turbo	27	19	37	3.6	9.5	17.5 @ 82	133	135	54.0	36

\*\*Miles-per-gallon equivalent (MPGe).

CR'S TEST DATA & RATINGS 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.)
<b>Chevrolet Traverse Premier</b>	auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
<b>Chevrolet Trax LT</b>	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
<b>Chrysler 300 C</b>	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
<b>Chrysler 300 Limited</b>	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
<b>Chrysler Pacifica Limited</b>	CVT	260	3.6-liter V6 hybrid + electric	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
<b>Chrysler Pacifica Touring L</b>	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
<b>Dodge Challenger R/T Plus</b>	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
<b>Dodge Charger R/T</b>	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
<b>Dodge Charger SXT</b>	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
<b>Dodge Durango GT</b>	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
<b>Fiat 500X Pop</b>	auto 9	177	1.3-liter 4 turbo	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
<b>Ford Bronco Outer Banks</b>	auto 10	315	2.7-liter V6 turbo	18	13	24	3.1	7.0	15.6 @ 93	149	168	51.5	37
<b>Ford Bronco Sport Outer Banks</b>	auto 8	181	1.5-liter 3 turbo	25	17	35	3.3	8.9	16.9 @ 85	126	135	53.5	39
<b>Ford Edge SEL</b>	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0 @ 89	129	137	52.0	41
<b>Ford Escape SE</b>	auto 8	180	1.5-liter 3 turbo	26	17	37	3.3	8.9	16.9 @ 85	128	137	53.0	39
<b>Ford Escape SE Sport Hybrid</b>	CVT	198	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5 @ 90	128	135	51.0	39
<b>Ford Expedition MAX Limited</b>	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
<b>Ford Explorer XLT</b>	auto 10	300	2.3-liter 4 turbo	21	14	29	3.1	7.4	16.0 @ 89	136	139	51.5	40
<b>Ford F-150 Lariat</b>	auto 10	430	3.5-liter V6 turbo + electric	20	15	24	2.6	6.3	14.7 @ 100	141	143	48.0	49
<b>Ford F-150 XLT</b>	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.7	15.2 @ 96	143	148	47.5	49
<b>Ford Mustang GT</b>	man 6	460	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
<b>Ford Mustang Premium</b>	auto 10	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
<b>Ford Mustang Mach-E Premium</b>	1-spd. dir.	290	electric	90**	96**	84**	2.3	5.3	13.9 @ 101	136	142	52.0	39
<b>Ford Ranger XLT</b>	auto 10	270	2.3-liter 4 turbo	20	14	27	3.2	7.4	15.8 @ 92	143	150	47.0	43
<b>Genesis G70 Elite</b>	auto 8	252	2.0-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
<b>Genesis G80 Advanced</b>	auto 8	300	2.5-liter 4 turbo	24	16	34	2.9	6.8	15.2 @ 98	128	134	55.5	40
<b>Genesis G90 Premium</b>	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
<b>Genesis GV70 Advanced</b>	auto 8	300	2.5-liter 4 turbo	24	16	34	3.2	7.5	15.8 @ 95	135	143	54.5	39
<b>Genesis GV80 Advanced</b>	auto 8	375	3.5-liter V6 turbo	18	12	25	2.4	6.0	14.5 @ 100	129	139	51.5	41
<b>GMC Acadia Denali</b>	auto 9	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
<b>GMC Canyon SLE</b>	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
<b>GMC Canyon SLE Diesel</b>	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
<b>GMC Sierra 1500 SLE</b>	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
<b>GMC Sierra 1500 SLT Diesel</b>	auto 10	277	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
<b>GMC Yukon SLT</b>	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
<b>GMC Yukon XL SLT</b>	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
<b>Honda Accord Sport</b>	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
<b>Honda Accord Hybrid</b>	CVT	212	2.0-liter 4 hybrid	47	40	52	3.0	7.4	16.0 @ 88	139	140	52.5	39
<b>Honda Civic Si</b>	man 6	200	1.5-liter 4 turbo	32	21	44	3.0	7.3	15.4 @ 95	134	147	57.5	40
<b>Honda Civic Sport</b>	CVT	158	2.0-liter 4	33	23	44	4.1	9.7	17.6 @ 86	129	137	56.5	40
<b>Honda CR-V EX</b>	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
<b>Honda CR-V Hybrid EX</b>	CVT	212	2.0-liter 4 hybrid	35	32	37	3.4	8.5	16.9 @ 82	133	138	53.0	39
<b>Honda HR-V LX</b>	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
<b>Honda Insight EX</b>	CVT	151	1.5-liter 4 hybrid	54	44	62	3.2	8.7	16.8 @ 84	136	139	54.0	37
<b>Honda Odyssey EX-L</b>	auto 10	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
<b>Honda Passport EX-L</b>	auto 9	280	3.5-liter V6	21	14	28	2.5	6.4	15.0 @ 95	135	143	53.5	40
<b>Honda Pilot EX-L</b>	auto 9	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41

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.)
<b>Honda Ridgeline RTL</b>	auto 9	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
<b>Hyundai Accent SEL</b>	CVT	120	1.6-liter 4	33	22	47	3.7	9.9	17.5 @ 83	128	136	57.5	35
<b>Hyundai Elantra Hybrid Blue</b>	seq 6	139	1.6-liter 4 hybrid	48	40	55	3.2	8.7	16.8 @ 85	127	131	54.0	37
<b>Hyundai Elantra SEL</b>	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2 @ 90	128	139	55.5	37
<b>Hyundai Ioniq SE</b>	seq 6	139	1.6-liter 4 hybrid	52	40	63	3.4	9.1	17.1 @ 84	130	145	54.5	36
<b>Hyundai Kona SEL</b>	auto 6	147	2.0-liter 4	26	18	34	4.0	11.1	18.3 @ 80	129	131	56.0	36
<b>Hyundai Palisade SEL</b>	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4 @ 94	132	137	52.5	40
<b>Hyundai Santa Cruz SEL Premium</b>	seq 8	281	2.5-liter 4 turbo	24	16	34	2.6	6.6	15.0 @ 98	132	149	51.5	41
<b>Hyundai Santa Fe SEL</b>	auto 8	191	2.5-liter 4	24	17	32	3.6	10.0	17.6 @ 83	126	136	54.5	39
<b>Hyundai Santa Fe Hybrid SEL Premium</b>	auto 6	226	1.6-liter 4 turbo + electric	30	23	37	3.1	8.3	16.4 @ 88	130	134	51.0	39
<b>Hyundai Sonata Hybrid SEL</b>	auto 6	192	2.0-liter 4 hybrid	44	36	51	3.0	8.0	16.1 @ 90	135	142	54.0	37
<b>Hyundai Sonata SEL</b>	auto 8	191	2.5-liter 4	31	20	46	2.9	7.5	15.8 @ 93	127	138	56.0	37
<b>Hyundai Tucson Hybrid SEL</b>	auto 6	226	1.6-liter 4 turbo + electric	35	29	40	2.9	7.7	15.9 @ 90	132	135	53.0	40
<b>Hyundai Tucson SEL</b>	auto 8	187	2.5-liter 4	26	18	35	3.3	9.6	17.2 @ 84	130	131	53.0	40
<b>Hyundai Venue SEL</b>	CVT	121	1.6-liter 4	32	23	41	3.4	8.9	17.0 @ 83	125	138	55.5	34
<b>Infiniti Q50 Luxe</b>	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
<b>Infiniti QX50 Essential</b>	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
<b>Infiniti QX80 Luxe</b>	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
<b>Jaguar E-Pace S</b>	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
<b>Jaguar F-Pace R-Dynamic S</b>	auto 8	395	3.0-liter 6 turbo	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
<b>Jaguar I-Pace HSE</b>	1-spd. dir.	394	electric	76**	80**	72**	2.0	4.3	13.0 @ 108	136	142	52.0	40
<b>Jeep Cherokee Limited</b>	auto 9	270	2.0-liter 4 turbo	23	15	34	3.2	7.5	16.0 @ 91	129	139	53.0	38
<b>Jeep Compass Latitude</b>	auto 9	177	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
<b>Jeep Gladiator Sport</b>	auto 8	285	3.6-liter V6	18	13	23	2.8	7.8	16.1 @ 88	135	144	49.5	46
<b>Jeep Grand Cherokee L Limited</b>	auto 8	290	3.6-liter V6	19	13	28	3.0	8.8	16.7 @ 85	141	150	50.5	40
<b>Jeep Renegade Latitude</b>	auto 9	177	1.3-liter 4 turbo	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
<b>Jeep Wrangler Sahara</b>	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
<b>Kia Carnival EX</b>	auto 8	290	3.5-liter V6	21	13	32	3.4	8.4	16.5 @ 90	129	134	52.0	39
<b>Kia Forte LXS</b>	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
<b>Kia K5 LXS</b>	auto 8	180	1.6-liter 4 turbo	32	20	52	3.1	7.7	16.0 @ 92	130	140	53.5	37
<b>Kia Niro EX</b>	seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
<b>Kia Rio S</b>	CVT	120	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
<b>Kia Seltos S</b>	CVT	146	2.0-liter 4	28	20	35	3.6	9.0	17.1 @ 84	128	133	55.0	36
<b>Kia Sorento EX</b>	seq 8	281	2.5-liter 4 turbo	25	17	34	2.6	6.5	14.9 @ 99	133	143	52.5	39
<b>Kia Soul EX</b>	CVT	147	2.0-liter 4	28	21	35	3.5	8.8	16.9 @ 84	120	130	55.0	36
<b>Kia Sportage LX</b>	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
<b>Kia Stinger GT-Line</b>	auto 8	300	2.5-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
<b>Kia Telluride EX</b>	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5 @ 93	127	133	53.5	40
<b>Land Rover Defender SE</b>	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3 @ 96	147	150	49.0	43
<b>Land Rover Discovery HSE</b>	auto 8	340	3.0-liter 6 turbo	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
<b>Land Rover Discovery Sport SE</b>	auto 9	246	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
<b>Land Rover Range Rover Evoque SE</b>	auto 9	246	2.0-liter 4 turbo	20	13	29	3.2	8.3	16.6 @ 86	126	129	49.5	39
<b>Land Rover Range Rover Sport HSE</b>	auto 8	355	3.0-liter 6 turbo	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
<b>Land Rover Range Rover Velar S</b>	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
<b>Lexus ES350</b>	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4 @ 97	132	139	53.0	40

\*\*Miles-per-gallon equivalent (MPGe).

CR'S TEST DATA & RATINGS 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 GX460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS300	auto 6	260	3.5-liter V6	22	15	31	2.6	6.1	14.7 @ 98	129	141	55.0	37
Lexus LS500	auto 10	416	3.5-liter V6 turbo	20	12	32	2.4	6.0	14.4 @ 103	136	139	51.5	41
Lexus RX350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lexus RXL350	auto 8	290	3.5-liter V6	20	12	30	2.9	7.7	16.0 @ 90	136	139	51.5	41
Lexus UX250h	CVT	175	2.0-liter 4 hybrid	37	32	42	3.4	8.8	16.8 @ 86	137	143	54.0	35
Lincoln Aviator Reserve	auto 10	400	3.0-liter V6 turbo	19	12	28	2.5	6.2	14.8 @ 98	138	145	52.0	41
Lincoln Corsair Reserve	auto 8	250	2.0-liter 4 turbo	23	15	33	2.8	7.2	15.7 @ 90	128	139	54.5	38
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	450	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	424	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Select	auto 6	186	2.5-liter 4	30	20	44	3.0	7.7	16.1 @ 91	125	134	54.0	37
Mazda CX-30 Preferred	auto 6	186	2.5-liter 4	27	18	37	3.2	8.7	16.7 @ 88	133	147	54.0	37
Mazda CX-5 Preferred	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 A220	seq 7	188	2.0-liter 4 turbo	27	17	43	2.9	7.3	15.7 @ 92	130	134	53.0	38
Mercedes-Benz CLA250	seq 7	221	2.0-liter 4 turbo	27	17	42	2.7	6.6	15.1 @ 96	131	143	56.0	36
Mercedes-Benz E350	auto 9	255	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA250	seq 8	221	2.0-liter 4 turbo	27	17	40	2.7	6.8	15.3 @ 93	133	135	54.0	39
Mercedes-Benz GLB250	seq 8	221	2.0-liter 4 turbo	26	17	38	2.7	6.8	15.4 @ 93	125	135	54.5	38
Mercedes-Benz GLC300	auto 9	255	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE450	auto 9	362	3.0-liter 6 turbo	20	13	29	2.3	6.0	14.4 @ 100	132	138	51.5	39
Mercedes-Benz GLS450	auto 9	362	3.0-liter 6 turbo	20	13	30	2.4	6.4	14.8 @ 97	133	143	50.5	39
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 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 SE	CVT	181	2.5-liter 4	25	17	34	3.7	9.8	17.5 @ 83	133	136	51.0	38
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	400	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Frontier SV	auto 9	310	3.8-liter V6	18	12	24	3.0	7.5	15.8 @ 92	128	136	52.0	44
Nissan Kicks SV	CVT	122	1.6-liter 4	32	24	40	4.0	10.5	18.1 @ 79	137	143	51.5	35
Nissan Leaf SL Plus	1-spd. dir.	214	electric	104**	114**	94**	3.2	7.0	15.7 @ 92	139	142	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	auto 9	284	3.5-liter V6	21	14	30	3.0	7.6	16.0 @ 90	138	142	52.5	40
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	149	2.0-liter 4	32	22	44	3.5	8.5	16.7 @ 87	129	138	55.5	39
Nissan Titan SV	auto 9	400	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	122	1.6-liter 4	32	22	45	3.7	9.6	17.5 @ 81	130	143	52.5	36
Polestar 2 Standard	1-spd. dir.	408	electric	92**	96**	88**	2.0	4.4	13.1 @ 108	123	127	55.5	39
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
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	375	2.9-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Porsche Taycan 4S	1-spd. dir.	562	electric	69**	68**	71**	1.8	4.0	12.5 @ 115	130	139	52.5	36
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

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.)
Ram 1500 Big Horn Diesel	auto 8	260	3.0-liter V6 turbodiesel	23	16	31	3.3	8.8	16.8 @ 87	138	146	47.0	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 Crosstrek Hybrid	CVT	148	2.0-liter 4 hybrid + electric	33	28	37	3.4	9.0	17.1 @ 83	129	136	53.0	37
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 Premium	CVT	182	2.5-liter 4	28	19	39	3.4	8.9	16.9 @ 86	131	141	54.5	39
Subaru Outback Limited XT	CVT	260	2.4-liter 4 turbo	24	16	32	3.0	7.1	15.5 @ 95	132	143	54.0	38
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 Long Range	1-spd. dir.	670	electric	120**	101**	102**	1.6	3.2	11.1 @ 130	125	135	58.0	40
Tesla Model X Long Range	1-spd. dir.	670	electric	102**	107**	97**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Tesla Model Y Long Range	1-spd. dir.	384	electric	121**	127**	114**	2.3	4.7	13.1 @ 113	121	127	54.5	41
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 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 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 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 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 Corolla Hybrid LE	CVT	121	1.8-liter 4 hybrid	48	37	59	3.7	10.3	17.8 @ 81	142	148	53.0	37
Toyota Corolla LE	CVT	139	1.8-liter 4	33	23	45	4.5	10.4	18.1 @ 83	134	143	53.0	37
Toyota Corolla Cross LE	CVT	169	2.0-liter 4	28	21	35	3.6	9.3	17.2 @ 85	128	140	58.0	37
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 Hybrid XLE	CVT	243	2.5-liter 4 hybrid	35	27	41	2.9	8.0	16.2 @ 88	141	153	49.5	39
Toyota Highlander XLE	auto 8	295	3.5-liter V6	22	14	32	2.9	7.3	15.7 @ 93	132	141	50.0	38
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 Prime XLE	CVT	121	1.8-liter 4 hybrid + electric	69	56	81	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota RAV4 Hybrid XLE	CVT	219	2.5-liter 4 hybrid	37	32	41	2.9	7.8	16.0 @ 91	139	145	52.0	37
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 RAV4 Prime XSE	CVT	302	2.5-liter 4 hybrid + electric	34	29	39	2.4	6.3	14.8 @ 97	142	155	51.0	39
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	CVT	245	2.5-liter 4 hybrid	36	28	43	3.2	8.2	16.4 @ 89	148	155	50.0	40
Toyota Supra Premium	auto 8	382	3.0-liter 6 turbo	27	18	36	2.0	4.6	13.0 @ 112	115	138	56.0	35
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 Venza XLE	CVT	219	2.5-liter 4 hybrid	37	31	42	2.9	7.8	16.0 @ 91	137	147	51.0	39
Volkswagen Arteon SEL R-Line	seq 7	300	2.0-liter 4 turbo	24	16	36	3.3	7.9	16.1 @ 94	125	129	53.5	40
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 Atlas Cross Sport SE	auto 8	235	2.0-liter 4 turbo	21	14	30	3.7	8.7	16.8 @ 88	131	134	52.0	40
Volkswagen GTI SE	man 6	241	2.0-liter 4 turbo	28	19	39	2.8	6.4	14.9 @ 100	127	141	56.0	37
Volkswagen ID.4 Pro S	1-spd. dir.	295	electric	93**	98**	88**	2.5	5.8	14.5 @ 98	134	138	52.5	38
Volkswagen Jetta SE	auto 8	158	1.5-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Taos SE	seq 7	158	1.5-liter 4 turbo	26	17	39	3.7	9.4	17.3 @ 84	130	134	53.0	39
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 S60 Momentum	auto 8	247	2.0-liter 4 turbo	26	17	39	3.0	7.3	15.5 @ 95	125	139	53.5	38
Volvo S90 T6 Momentum	auto 8	295	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 Features 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 CR's Overall Score, we give additional consideration to certain active safety features—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 (IIHS) conducts a front small-overlap crash test that replicates a 40-mph crash in which 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 simulates a 40 percent overlap frontal crash test into a deformable barrier.

Overall, newly introduced vehicles that were designed



with the test in mind have performed much 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.** This

composite score is 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 NA indicates that the feature is not available.

■ **IIHS safety tests.** These include the driver- and passenger-side front 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. A dash (—) means the test hasn't been conducted.

■ **NHTSA safety tests.** These tests are conducted by the National Highway Traffic Safety Administration and measure full-frontal and side-impact performance, and they're 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. A dash (—) means the test hasn't been conducted.

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		FCW	AEB, city	AEB, highway	BSW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
<b>CARS: SUBCOMPACT</b>														
Hyundai Accent	⬆️	Opt.	Opt.	NA	NA	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Kia Rio	⬆️	Opt.	Opt.	Opt.	NA	Good	Accept.	Good	Good	Good	Good	—	—	—
Mitsubishi Mirage	⬇️	Std.	Std.	NA	NA	Marg.	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Nissan Versa	⬆️	Std.	Std.	Std.	Opt.	—	—	Good	Good	—	—	⬆️	⬆️ / ⬆️	⬆️ / —
<b>CARS: COMPACT</b>														
Chevrolet Bolt	⚠️	Std.	Std.	NA	Opt.	—	—	—	—	—	—	—	—	⬆️ / —
Chevrolet Bolt EUV	⚠️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Honda Civic	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Honda Insight	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Hyundai Elantra	⬆️	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Hyundai Ioniq	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Hyundai Nexo	—	Std.	Std.	Std.	Std.	—	—	—	—	—	Good	—	—	—



Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		Accident avoidance	FCW	AEB, city	AEB, highway	BSW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side

**CARS: COMPACT** *Continued*

Hyundai Venue	↑	Std.	Std.	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	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Mazda3	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Kicks	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Nissan Leaf	!	Std.	Std.	Std.	Std.	-	-	Good	Good	Good	-	↑	↑ / ↑	↑ / -
Nissan Sentra	↑	Std.	Std.	Std.	Std.	Good	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.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Toyota Mirai	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Toyota Prius	!	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volkswagen Jetta	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -

**CARS: COMPACT LUXURY**

Acura Integra	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Alfa Romeo Giulia	↑	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	-	-	-
Audi A3	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
BMW 2 Series Gran Coupe	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
BMW i4	-	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Cadillac CT4	↑	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Kia Stinger	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz A-Class	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz CLA	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Volkswagen Arteon	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-

**CARS: MIDSIZED**

Chevrolet Malibu	↑	Opt.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Honda Accord	↑ - ↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Hyundai Sonata	↑ - ↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Kia K5	↑	Std.	Std.	Std.	Opt.	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	↑	↑ / ↑	- / ↑
Toyota Camry	↑ - ↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Toyota Mirai	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-

**CARS: MIDSIZED LUXURY**

Acura TLX	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Audi A4	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
BMW 3 Series	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Cadillac CT5	↑	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	↑	↑ / ↑	↑ / ↑
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti Q50	↑	Std.	Std.	Std.	Std.	-	-	Good	Good	Good	Good	-	-	↑ / ↑
Lexus ES	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lexus IS	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz C-Class	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Polestar 2	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Tesla Model 3	↑	Std.	Std.	Std.	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volvo S60	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑

**CARS: LARGE/LUXURY**

Audi A6	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Audi A8	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
BMW 5 Series	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	-	-	-

CR'S TEST DATA & RATINGS Safety Features and Crash Tests

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		FCW	AEB, city	AEB, highway	BSW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
<b>CARS: LARGE/LUXURY</b> <i>Continued</i>														
BMW 7 Series	⬆️	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
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	—	—	—
Jaguar XF	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus LS	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lucid Air	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Maserati Ghibli	⬆️	Std.	Std.	Std.	Std.	—	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz CLS	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz E-Class	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Mercedes-Benz EQS	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz S-Class	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Maxima	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Porsche Panamera	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Porsche Taycan	⬆️	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Tesla Model S	⬆️	Std.	Std.	Std.	NA	—	—	—	—	—	—	—	—	— / ⬆️
Volvo S90	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
<b>CARS: SPORTS/CONVERTIBLE</b>														
Audi TT	⬆️	NA	NA	NA	Std.	—	—	—	—	—	—	—	—	—
BMW 2 Series	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
BMW Z4	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Camaro	⬆️	Opt.	NA	NA	Opt.	Good	—	Good	Good	Good	Accept.	⬆️	⬆️ / ⬆️	⬆️ / —
Chevrolet Corvette	⬆️	NA	NA	NA	Opt.	—	—	—	—	—	—	—	—	—
Dodge Challenger	⬆️	Opt.	NA	NA	Opt.	Marg.	—	Good	Good	Accept.	Accept.	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Ford Mustang	⬆️	Opt.	Opt.	Opt.	Opt.	Accept.	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Hyundai Veloster	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Lexus LC	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus RC	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata	⬆️	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Mini Cooper	⬆️	Std.	Std.	NA	NA	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Nissan Z	—	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	⬆️	Opt.	NA	NA	Opt.	—	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	NA	NA	Opt.	—	—	—	—	—	—	—	—	—
Porsche 911	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Subaru BRZ	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Subaru WRX	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Toyota GR86	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Toyota Supra	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Volkswagen GTI	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
<b>MINIVANS</b>														
Chrysler Pacifica	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Honda Odyssey	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Kia Carnival	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Toyota Sienna	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
<b>SUVs: SMALL</b>														
Chevrolet Equinox	⬆️	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Chevrolet TrailBlazer	⬆️	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Chevrolet Trax	⬆️	NA	NA	NA	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Fiat 500X	⬆️	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	Good	—	—	—
Ford Bronco Sport	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Ford Escape	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
GMC Terrain	—	Std.	Std.	NA	Opt.	Good	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	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side

**SUVs: SMALL** *Continued*

Honda CR-V	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Honda HR-V	↑	Opt.	Opt.	Opt.	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Hyundai Ioniq 5	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Kona	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Hyundai Tucson	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Jeep Cherokee	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Jeep Compass	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	! / !
Jeep Renegade	↑	Opt.	Opt.	Opt.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / !
Kia EV6	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Seltos	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Kia Sportage	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mazda CX-30	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mazda CX-5	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mazda CX-50	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mazda MX-30	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mitsubishi Eclipse Cross	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mitsubishi Outlander	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Outlander Sport	—	Std.	Std.	NA	Opt.	Accept.	—	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Ariya	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Rogue	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Rogue Sport	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	—	—	↑ / —	↑ / ↑
Subaru Crosstrek	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Subaru Forester	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Subaru Solterra	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota bZ4	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Corolla Cross	↑	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Toyota RAV4	! - ↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volkswagen ID.4	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	↑ / ↑	↑ / —
Volkswagen Taos	↑	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	Good	—	—	—
Volkswagen Tiguan	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	—	— / ↑	↑ / ↑

**SUVs: SMALL/LUXURY**

Audi Q3	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Audi Q4 E-Tron	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
BMW X1	↑	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
BMW X2	↑	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	—	—	—
Buick Encore	↑	Opt.	NA	NA	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Buick Encore GX	↑	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Genesis GV60	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Genesis GV70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Infiniti QX55	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	↑ / —	—
Jaguar E-Pace	↑	Std.	Std.	NA	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	↑	Std.	Std.	NA	Opt.	—	—	—	—	—	—	—	—	—
Lexus UX	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz GLA	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLB	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ↑	— / ↑
Mini Cooper Countryman	↑	Std.	Std.	NA	NA	Good	—	Good	Good	Good	Good	—	—	—
Volvo XC40	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑

**SUVs: MIDSIZED**

Chevrolet Blazer	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Chevrolet Traverse	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	↑ / ↑
Dodge Durango	!	Opt.	Opt.	Opt.	Std.	Marg.	—	Good	Good	—	Good	↑	↑ / ↑	↑ / !

CR'S TEST DATA & RATINGS Safety Features and Crash Tests

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		FCW	AEB, city	AEB, highway	BSW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
<b>SUVs: MIDSIZED</b> <i>Continued</i>														
Ford Bronco	⚠	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Accept.	Good	—	—	— / ⚠
Ford Edge	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Ford Explorer	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	— / ⬆	⬆ / ⬆
GMC Acadia	⬆	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Honda Passport	⬆	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Honda Pilot	⚠	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Hyundai Palisade	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Hyundai Santa Fe	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Jeep Grand Cherokee	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Grand Cherokee L	⚠	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Wrangler	⚠	Opt.	Opt.	Opt.	Opt.	—	—	Good	Good	Good	Good	—	⬆ / —	— / ⚠
Kia Sorento	⬆	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	—	— / ⬆	⬆ / ⬆
Kia Telluride	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Mazda CX-9	⚠	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Nissan Murano	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Nissan Pathfinder	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Accept.	Good	—	—	—
Subaru Ascent	⬆	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Subaru Outback	⬆	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Toyota 4Runner	⚠	Std.	Std.	Std.	Opt.	Marg.	—	Good	Good	Good	Good	⬆	⬆ / ⬆	⚠ / ⚠
Toyota Highlander	⚠ — ⬆	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Toyota Venza	⚠	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Volkswagen Atlas	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Volkswagen Atlas Cross Sport	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	⬆	⬆ / ⬆	⬆ / ⬆
<b>SUVs: MIDSIZED/LUXURY</b>														
Acura MDX	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Acura RDX	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Alfa Romeo Stelvio	⬆	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi E-Tron	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Audi Q5	⬆	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Audi Q7	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	— / ⬆
BMW iX	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
BMW X3	⬆	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
BMW X5	⬆	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	— / ⬆
Buick Envision	⬆	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	⬆	⬆ / ⬆	⬆ / ⬆
Cadillac Lyriq	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Cadillac XT4	⬆	Std.	Std.	Opt.	Opt.	—	—	Good	Good	—	—	⬆	⬆ / ⬆	⬆ / ⬆
Cadillac XT5	⬆	Std.	Std.	Opt.	Opt.	Good	—	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Ford Mustang Mach-E	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Genesis GV80	⬆	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆	⬆ / ⬆	⬆ / ⬆
Infiniti QX50	⬆	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	⬆	⬆ / ⬆	⬆ / ⬆
Infiniti QX60	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	—	Good	—	—	—
Jaguar F-Pace	⬆	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Jaguar I-Pace	⬆	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Land Rover Defender	⚠	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery	⚠	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	⚠	Std.	Std.	NA	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	⬆	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	⬆	Std.	Std.	NA	Std.	—	—	—	—	—	—	—	—	—
Lexus GX	⚠	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus NX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus RX	⚠ — ⬆	Std.	Std.	Std.	Std.	Good	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	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side
<b>SUVs: MIDSIZED/LUXURY</b> <i>Continued</i>														
Lincoln Aviator	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lincoln Corsair	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lincoln Nautilus	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Maserati Levante	—	Opt.	Opt.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz GLE	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Porsche Cayenne	↑	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Porsche Macan	↑	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Rivian R1S	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Tesla Model X	↑	Std.	Std.	Std.	NA	—	—	—	—	—	—	↑	↑ / ↑	— / ↑
Tesla Model Y	↑	Std.	Std.	Std.	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Volvo XC60	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volvo XC90	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
<b>SUVs: LARGE</b>														
Chevrolet Suburban	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↓
Chevrolet Tahoe	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↓
Ford Expedition	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	— / ↑	↓ / ↑
GMC Yukon	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↓
Jeep Wagoneer	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Nissan Armada	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	↓ / ↓
Toyota Sequoia	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	↑ / ↑
<b>SUVs: LARGE/LUXURY</b>														
BMW X7	↑	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Buick Enclave	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	—	—	↑ / ↑
Cadillac Escalade	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↓
Cadillac XT6	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Infiniti QX80	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	↓ / ↓
Land Rover Range Rover	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lincoln Navigator	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	— / ↑	↓ / ↑
Mercedes-Benz GLS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
<b>PICKUPS: SMALL</b>														
Ford Maverick	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Hyundai Santa Cruz	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
<b>PICKUPS: MIDSIZED</b>														
Chevrolet Colorado	↓	Opt.	NA	NA	NA	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↓ / ↓
Ford Ranger	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	—	Good	↑	↑ / ↑	↓ / ↓
GMC Canyon	↓	Opt.	NA	NA	NA	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↓ / ↓
Honda Ridgeline	↑	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Jeep Gladiator	↓	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	↑ / —	— / ↓
Nissan Frontier	↑	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Toyota Tacoma	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
<b>PICKUPS: FULL-SIZED</b>														
Chevrolet Silverado 1500	↓	Std.	Std.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	—	— / ↑	↑ / ↑
Ford F-150	↓	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
GMC Hummer EV	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
GMC Sierra 1500	↓	Std.	Std.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	—	— / ↑	↑ / ↑
Nissan Titan	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↓
Ram 1500	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Rivian R1T	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Tundra	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—

# SAFETY SYSTEMS EXPLAINED

With so many names out there for important new safety technology, CR stepped in to clarify things.

ACTIVE SAFETY FEATURES are becoming common on new vehicles, but the terminology used by automakers to describe them varies widely—and often seems to prioritize marketing over meaning.

That's why CR worked with AAA, J.D. Power, the National Safety Council, PAVE, SAE International, and others to come up with simple, standard names to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to

reduce driver and buyer confusion.

The U.S. Department of Transportation has endorsed this effort to bring about standardized names for common safety features. These names are what we use in CR's print and web content, and the list will be continually refined as new systems are developed.

No matter what they're called, it's important to remember that these systems are designed to assist—not replace—an engaged driver.

## DRIVING CONTROL ASSISTANCE

### Active Driving Assistance

Simultaneous use of Lane Centering Assistance and Adaptive Cruise Control. The driver must constantly supervise this feature and maintain responsibility for driving. This is an SAE Level 2 feature.

### Adaptive Cruise Control (ACC)

Assists with acceleration and/or braking to maintain a driver-selected gap to the vehicle in front. The better systems can come to a stop and then continue.

### Lane Keeping Assistance (LKA)

Provides steering support to assist the driver keep the vehicle in the lane. The system reacts only when the vehicle approaches or crosses a lane line or road edge.

### Lane Centering Assistance (LCA)

Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

## COLLISION WARNINGS

### Blind Spot Warning (BSW)

Detects vehicles in adjacent lanes and notifies the driver to their presence. Some systems provide a warning if the turn signal is activated.

### Forward Collision Warning (FCW)

Detects a potential collision with a vehicle ahead and alerts the driver. Better systems alert for a pedestrian or a cyclist.

### Lane Departure Warning (LDW)

Monitors the vehicle's position within the lane and alerts the driver as the vehicle approaches or crosses lane markers.

### Parking Collision Warning

Detects objects close to the vehicle during parking maneuvers and notifies the driver.

### Rear Cross Traffic Warning (RCTW)

Detects vehicles approaching from the side and rear while in Reverse and alerts the driver. Some systems warn for pedestrians.

## COLLISION INTERVENTION

### Automatic Emergency Braking (AEB)

Detects potential collisions with a vehicle ahead and automatically brakes to avoid a collision or lessen the severity of impact. Some systems also detect pedestrians or other objects.

### Reverse Automatic Emergency Braking

Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some systems also detect pedestrians or other objects.

### Automatic Emergency Steering

Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some systems also detect pedestrians or other objects.

## PARKING ASSISTANCE

### Active Parking Assistance

Assists with steering and other functions during parking maneuvers. The driver may be required to accelerate, brake, and/or select reverse or drive. Some systems can parallel and/or perpendicular park.

### Remote Parking

Parks the vehicle without the driver being physically present inside the vehicle. Automatically controls acceleration, braking, steering, and/or gear selection.

### Surround-View Camera

Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

### Backup Camera

Displays the area behind the vehicle when in Reverse. Some include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.

## DRIVER MONITORING

### Indirect Driver Monitoring System

Estimates driver distraction, inattention, or misuse by various means, including monitoring steering wheel input, vehicle sway within the lane, or a combination of other factors. Some systems may provide a warning and/or limit the use of other features.

### Direct Driver Monitoring System (DDMS)

Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

### Driver Reengagement

A series of warnings and interventions to engage the driver. If the driver does not respond, the system brings the vehicle to a full stop while maintaining steering control. Some systems may steer the vehicle to the side of the road and/or make an emergency call if the driver fails to respond.

# Vehicle Dimensions

THESE CHARTS ALLOW you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, mostly compiled from measurements taken during our testing. Data for vehicles that have not been tested by us or are not yet on sale were provided by the manufacturers.

## Exterior Dimensions and Weight

■ **Length, width, height,** and **wheelbase** data come from the manufacturer.

■ **Weight** of tested vehicles is measured on our scales.

## Cargo

■ **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

■ **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded.

We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

■ **Towing capacity** is the maximum for the vehicle we tested. For 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 comfort-

ably, 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 legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura Integra	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Acura MDX	198	79	67	114	4,495	1,175	37	5,000	62.0	41.5	4.5	60.5	29.0	2.5	55.0	24.5	1.0
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 TLX	195	75	56	113	3,965	840	14	NR	58.5	42.5	3.0	54.5	25.5	2.0	-	-	-
Alfa Romeo Giulia	183	73	57	111	3,695	905	12	NR	55.0	42.5	2.5	53.0	28.0	1.5	-	-	-
Alfa Romeo Stelvio	185	75	66	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	-	-	-
Audi A3	177	72	56	104	3,495	860	11	NR	54.0	43.0	3.5	51.5	28.0	2.0	-	-	-
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 A6	195	74	57	115	4,015	1,100	14	3,500	57.0	43.0	4.5	55.0	30.0	3.0	-	-	-
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	177	73	63	106	3,880	1,090	24.5	1,500	57.0	42.0	4.5	53.5	26.5	4.0	-	-	-
Audi Q4 E-Tron	181	73	64	109	4,705	NA	NA	NA	56.5	NA	NA	55.0	NA	NA	-	-	-
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	199	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
Audi E-Tron	193	76	66	115	5,795	1,060	28	3,970	58.5	42.5	4.5	55.5	30.0	4.0	-	-	-
BMW 2 Series	179	72	55	108	3,440	755	10	NR	55.0	45.5	2.5	51.0	27.5	0.0	-	-	-
BMW 2 Series Gran Coupe	179	71	56	105	3,475	930	12	NR	55.0	41.5	3.5	53.0	27.0	0.0	-	-	-
BMW 3 Series	186	72	57	112	3,640	825	17	NR	55.0	43.0	3.0	54.0	29.5	2.0	-	-	-
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 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	23.5	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 X5	194	79	69	117	4,740	950	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	-	-	-
BMW X7	203	79	71	122	5,285	1,200	26	7,500	59.5	42.0	6.0	57.0	29.5	3.5	46.0	26.0	2.0
BMW Z4	171	73	51	97	3,290	465	10	NR	54.5	42.0	3.5	-	-	-	-	-	-
BMW i4	189	73	57	112	5,020	925	10	NR	55.0	NA	NA	54.5	NA	NA	-	-	-
BMW iX	195	77	67	118	5,660	1,055	NA	NA	61.5	NA	NA	58.5	NA	NA	-	-	-
Buick Enclave	205	79	70	121	4,690	1,625	48.5	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 Encore GX	171	71	64	102	3,310	945	23	1,000	55.0	42.5	4.0	52.0	25.5	4.0	-	-	-

**CR'S TEST DATA & RATINGS** Vehicle 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 legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick Envision	183	74	63	109	3,965	1,175	28	1,500	56.5	44.0	4.5	56.0	29.0	2.5	-	-	-
Cadillac CT4	187	72	56	109	3,625	875	11	1,000	55.0	43.0	3.0	53.5	26.0	2.0	-	-	-
Cadillac CT5	194	74	57	116	3,865	875	12	1,000	56.5	43.0	4.0	56.0	29.5	2.0	-	-	-
Cadillac Escalade	211	81	77	121	5,950	1,580	56	8,000	65.5	43.0	5.5	64.5	30.5	3.5	63.0	26.0	4.0
Cadillac Lyriq	197	78	64	122	5,610	NA	NA	NA	59.0	NA	NA	58.5	NA	NA	-	-	-
Cadillac XT4	181	77	63	109	3,930	970	26.5	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 XT6	199	77	70	113	4,585	1,320	41	4,000	57.5	42.5	6.0	56.5	29.5	4.0	54.5	27.0	2.5
Chevrolet Blazer	191	77	67	113	4,235	1,705	34.5	4,500	58.0	42.5	6.5	57.5	30.0	4.5	-	-	-
Chevrolet Bolt	163	70	63	102	3,590	875	17	NR	54.5	43.5	3.5	50.0	31.0	2.0	-	-	-
Chevrolet Bolt EUV	170	70	64	105	3,775	875	16	NR	54.5	43.5	3.5	50.0	31.0	2.0	-	-	-
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	182	76	49	107	3,625	425	13	NR	53.5	42.5	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 Suburban	226	81	76	134	6,000	1,655	70	8,100	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Chevrolet Tahoe	211	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
Chevrolet TrailBlazer	174	71	66	104	3,275	945	24	1,000	55.0	42.0	5.5	52.5	27.5	3.5	-	-	-
Chevrolet Traverse	206	79	71	121	4,695	1,450	54.5	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	201	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
Fiat 500X	167	71	64	101	3,280	1,080	19.5	2,000	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford Bronco	189	76	73	116	4,795	1,275	40	3,500	54.5	42.5	6.5	52.5	28.5	4.0	-	-	-
Ford Bronco Sport	173	74	70	105	3,515	1,100	30.5	2,200	57.5	43.0	8.0	55.5	27.0	7.5	-	-	-
Ford Edge	189	76	68	112	4,250	950	39	3,500	58.0	41.5	3.5	59.0	29.0	2.5	-	-	-
Ford Escape	181	74	69	107	3,530	910	30.5	2,000	57.0	41.5	5.0	54.5	29.5	3.5	-	-	-
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	119	4,565	1,255	44.5	5,600	61.0	42.0	5.0	61.0	28.5	3.0	49.0	25.0	3.0
Ford F-150	232	80	77	145	5,070	1,475	-	7,700	66.5	43.0	4.5	66.0	34.0	3.0	-	-	-
Ford Maverick	200	78	69	121	3,735	1,445	-	4,000	57.0	42.5	6.0	55.5	27.5	5.0	-	-	-
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 Mustang Mach-E	186	74	64	118	4,835	920	29.5	NR	57.5	43.0	5.0	55.0	30.0	3.0	-	-	-
Ford Ranger	211	73	72	127	4,505	1,460	-	7,500	56.5	42.0	6.5	56.0	28.0	3.5	-	-	-
GMC Acadia	193	75	67	113	4,395	1,585	40.5	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 Hummer EV	217	87	81	136	9,045	1,300	NA	7,500	64.0	NA	NA	64.0	NA	NA	-	-	-
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	1,500	56.5	42.5	4.5	53.5	30.0	2.5	-	-	-
GMC Yukon	210	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
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	76	58	119	4,245	880	13	NR	57.5	42.0	4.0	56.0	29.0	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	-	-	-
Genesis GV60	178	74	62	114	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Genesis GV70	186	75	64	113	4,310	935	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	-	-	-
Genesis GV80	195	78	68	116	4,915	900	39	6,000	60.0	42.0	3.0	57.5	28.5	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	182	73	67	105	3,450	850	36	1,500	59.0	41.5	4.0	54.5	31.0	4.5	-	-	-
Honda Civic	183	71	56	108	2,885	850	15	NR	57.0	43.0	6.5	55.5	30.5	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	-	-	-



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 legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	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	39	5,000	61.0	41.0	5.5	60.5	30.0	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	184	72	56	107	2,765	850	14	NR	55.5	43.0	6.0	53.5	28.5	1.5	-	-	-
Hyundai Ioniq	176	72	57	106	3,055	850	19	NR	56.0	43.5	5.5	54.0	27.5	2.0	-	-	-
Hyundai Ioniq 5	183	74	63	118	4,560	859	28.5	2,000	57.5	43.0	6.0	57.5	31.0	4.0	-	-	-
Hyundai Kona	164	71	61	102	3,145	860	22.5	NR	54.5	42.0	4.0	52.0	25.0	3.0	-	-	-
Hyundai Nexø	184	73	64	110	4,115	NA	30	NR	57.0	NA	NA	55.5	NA	NA	-	-	-
Hyundai Palisade	196	78	69	114	4,395	1,175	47.5	5,000	60.5	42.0	5.0	60.0	31.0	4.5	55.0	23.0	2.5
Hyundai Santa Cruz	196	75	67	118	4,045	1,410	-	5,000	57.0	42.5	5.5	55.0	26.0	5.5	-	-	-
Hyundai Santa Fe	188	75	66	109	3,935	1,060	35.5	2,000	58.0	42.5	4.5	56.0	30.0	3.5	-	-	-
Hyundai Sonata	193	73	57	112	3,175	905	16	NR	57.0	43.0	4.0	55.0	30.5	3.5	-	-	-
Hyundai Tucson	182	73	66	109	3,605	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	-	-	-
Hyundai Veloster	168	71	55	104	2,795	700	20	NR	55.5	42.5	4.0	51.0	27.0	0.0	-	-	-
Hyundai Venue	159	70	62	99	2,645	840	19	NR	53.5	41.0	5.5	50.5	25.5	3.5	-	-	-
Infiniti Q50	190	72	57	112	3,875	900	14	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	-	-	-
Infiniti QX55	186	75	64	110	4,020	NA	NA	NR	58.0	NA	NA	57.0	NA	NA	-	-	-
Infiniti QX60	198	78	70	114	4,560	1,150	41	6,000	60.5	43.0	5.5	59.0	33.0	2.5	50.0	28.5	2.0
Infiniti QX80	210	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	-	-	-
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar I-Pace	184	75	61	118	4,920	860	25.5	NR	57.5	42.0	5.5	54.0	29.5	3.5	-	-	-
Jaguar XF	195	78	57	117	4,175	960	19	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jeep Cherokee	183	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	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	-	-	-
Jeep Gladiator	218	74	75	137	4,650	1,450	-	7,650	56.0	41.5	4.5	56.0	29.0	6.5	-	-	-
Jeep Grand Cherokee	194	78	71	117	4,480	1,050	36	6,200	59.5	44.5	4.0	58.0	29.5	2.0	-	-	-
Jeep Grand Cherokee L	205	78	72	122	4,840	1,200	45	6,200	59.0	43.5	4.5	58.0	27.5	4.5	51.5	29.0	2.0
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wagoneer	215	84	76	123	6,150	1,510	63.5	10,000	66.0	NA	NA	65.0	NA	NA	64.5	NA	NA
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	-	-	-
Kia Carnival	203	79	69	122	4,595	1,325	72	3,500	64.0	41.5	8.0	63.0	31.0	4.0	59.0	27.0	2.0
Kia EV6	184	74	61	114	4,660	NA	NA	2,300	58.0	NA	NA	55.5	NA	NA	-	-	-
Kia Forte	183	71	57	106	2,805	850	15	NR	55.0	42.0	5.0	52.0	28.0	2.5	-	-	-
Kia K5	193	73	57	112	3,150	905	16	NR	57.0	43.0	5.0	55.5	31.0	3.0	-	-	-
Kia Niro	172	71	60	106	3,155	850	19	NR	55.0	42.5	5.0	53.0	28.5	4.5	-	-	-
Kia Rio	173	68	57	102	2,575	850	14	NR	53.5	42.0	4.5	51.5	25.0	2.0	-	-	-
Kia Seltos	172	71	64	104	3,120	860	28	NR	54.5	42.0	6.0	52.5	27.0	4.0	-	-	-
Kia Sorento	189	75	67	111	3,985	1,030	39.5	3,500	58.5	42.0	6.0	57.5	30.0	3.0	50.5	24.0	0.0
Kia Soul	165	71	63	102	2,995	860	24	NR	54.5	42.5	6.0	52.0	28.0	5.0	-	-	-
Kia Sportage	183	73	65	109	3,540	NA	NA	2,000	57.5	NA	NA	55.5	NA	NA	-	-	-
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	4,300	1,325	47.5	5,000	62.5	43.0	5.5	59.0	32.0	5.5	54.5	25.0	0.0
Land Rover Defender	198	79	77	119	5,435	1,985	43	7,700	61.0	42.5	7.5	59.0	28.5	5.5	-	-	-
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	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	199	81	74	118	5,240	960	NA	8,200	NA	NA	NA	NA	NA	NA	NA	NA	NA
Land Rover Range Rover Evoque	172	79	65	106	4,235	825	25	3,700	56.5	41.5	5.5	55.0	27.0	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
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	-	-	-

CR'S TEST DATA & RATINGS Vehicle Dimensions

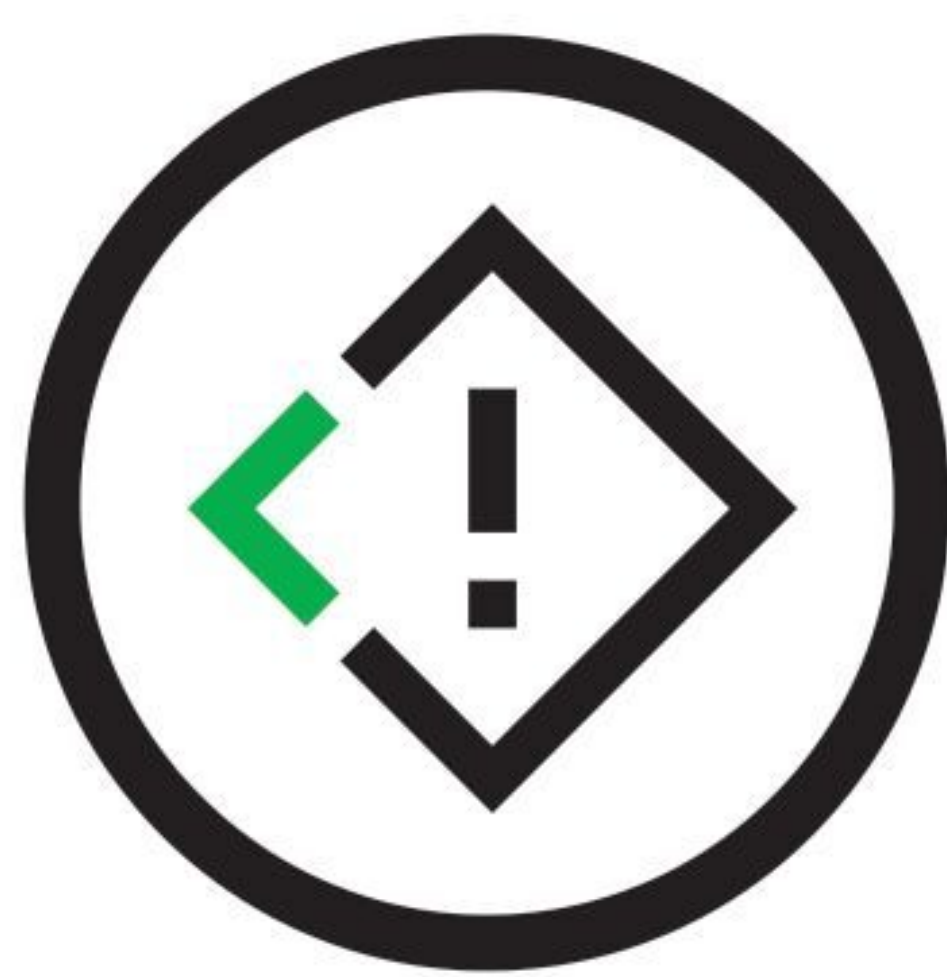
Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	185	72	56	110	3,900	825	14	NR	55.0	43.5	2.5	52.0	28.5	1.5	-	-	-
Lexus LC	187	76	53	113	4,280	720	5	NR	56.5	NA	NA	49.0	NA	NA	-	-	-
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	201	78	74	112	5,665	NA	NA	8,000	61.5	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus NX	184	73	65	106	4,035	NA	NA	2,000	56.5	NA	NA	54.0	NA	NA	-	-	-
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	18	NR	54.5	42.5	3.0	51.0	27.0	3.0	-	-	-
Lincoln Aviator	199	80	70	119	5,065	1,415	49	6,700	61.0	41.0	5.0	61.0	29.0	3.0	50.0	21.0	3.0
Lincoln Corsair	181	76	64	107	3,910	850	27.5	3,000	56.5	41.0	5.0	55.5	28.0	3.0	-	-	-
Lincoln Nautilus	190	76	66	112	4,560	900	32.5	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
Lucid Air	196	76	56	117	NA	NA	16	NA	58.0	NA	NA	54.5	NA	NA	-	-	-
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	-	-	-
Mazda3	184	71	57	107	3,025	860	13	NR	55.0	42.0	4.0	52.0	27.0	2.0	-	-	-
Mazda CX-30	173	71	62	105	3,280	850	21.5	NR	55.0	41.5	4.5	51.5	25.0	3.0	-	-	-
Mazda CX-50	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Mazda CX-5	179	73	66	106	3,590	850	30.5	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-30	173	71	62	104	3,655	NA	21	NR	55.5	NA	NA	52.5	NA	NA	-	-	-
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	3,425	950	9	NR	55.0	43.0	2.5	53.0	27.5	2.5	-	-	-
Mercedes-Benz C-Class	187	72	57	113	NA	NA	18	NR	56.0	NA	NA	55.5	NA	NA	-	-	-
Mercedes-Benz CLA	185	72	57	107	3,485	950	16	NR	54.5	43.0	3.0	53.0	27.0	1.0	-	-	-
Mercedes-Benz CLS	199	74	57	116	4,255	NA	12	NR	58.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	195	74	58	116	4,030	1,070	16	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz EQS	207	76	60	126	5,595	NA	22	NR	59.5	NA	NA	59.5	NA	NA	-	-	-
Mercedes-Benz GLA	174	72	63	107	3,630	915	26.5	NR	55.0	44.0	5.5	50.5	29.0	4.0	-	-	-
Mercedes-Benz GLB	182	72	65	111	3,785	935	28.5	NR	55.5	42.5	5.0	53.0	30.0	3.5	-	-	-
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	77	71	118	5,145	980	36.5	7,700	59.0	43.0	5.0	56.0	32.0	5.0	-	-	-
Mercedes-Benz GLS	205	77	72	123	5,495	1,300	42.5	7,715	59.0	43.0	5.5	57.5	31.5	5.0	50.0	21.5	3.5
Mercedes-Benz S-Class	208	77	59	127	4,775	NA	13	NR	59.5	NA	NA	59.0	NA	NA	-	-	-
Mini Cooper	153	68	56	98	2,813	770	9	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Countryman	170	72	61	105	3,690	925	23.5	NR	55.0	42.5	3.5	53.0	29.0	2.0	-	-	-
Mitsubishi Eclipse Cross	179	71	67	105	3,515	825	22.5	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	75	69	107	3,845	1,155	32	2,000	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	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 Ariya	183	75	65	109	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
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	210	73	76	126	4,510	1,290	-	6,330	58.5	42.0	5.0	58.0	28.5	2.0	-	-	-
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	3,850	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	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	198	78	70	114	4,600	1,150	44.5	6,000	61.0	43.0	6.5	59.0	30.5	3.5	58.0	23.5	3.5
Nissan Rogue	183	72	67	107	3,605	900	36.5	1,350	57.0	42.0	5.0	54.5	30.5	5.0	-	-	-
Nissan Rogue Sport	173	72	63	104	3,365	900	24.5	NR	56.0	41.5	5.0	53.0	27.0	4.0	-	-	-
Nissan Sentra	183	72	57	107	3,000	880	14	NR	55.5	42.0	5.5	52.0	28.0	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	177	69	57	103	2,670	840	15	NR	53.0	41.5	4.5	52.0	27.0	1.5	-	-	-

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Nissan Z	172	73	52	100	NA	NA	NA	NR	54.0	NA	NA	-	-	-	-	-	-
Polestar 2	181	71	58	108	4,730	925	14	2,000	55.0	42.0	5.5	52.0	28.0	1.5	-	-	-
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	178	73	51	97	3,380	995	5	NR	50.0	NA	NA	47.0	NA	NA	-	-	-
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	4,415	1,150	29	4,410	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	78	56	116	4,125	990	18	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Porsche Taycan	195	78	54	114	5,095	830	14	NR	56.0	43.0	5.0	52.0	28.0	1.0	-	-	-
Ram 1500	233	82	78	145	5,355	1,690	-	11,340	65.0	42.0	6.0	65.0	33.5	5.5	-	-	-
Rivian R1S	202	82	72	121	5,840	1,805	NA	7,700	NA	NA	NA	NA	NA	NA	NA	NA	NA
Rivian R1T	218	79	71	136	5,885	1,765	-	11,000	NA	NA	NA	NA	NA	NA	-	-	-
Subaru Ascent	197	76	72	114	4,550	1,160	40.5	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	168	70	52	101	2,815	NA	6	NR	53.5	NA	NA	51.5	NA	NA	-	-	-
Subaru Crosstrek	176	71	64	105	3,190	900	27.5	1,500	56.0	42.0	5.5	53.5	29.5	3.5	-	-	-
Subaru Forester	182	72	68	105	3,485	900	36.5	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	191	72	59	108	3,510	850	15	NR	57.5	42.5	6.5	56.5	30.0	2.0	-	-	-
Subaru Outback	191	73	66	108	3,915	900	37	3,500	57.0	42.5	4.5	57.5	30.0	5.0	-	-	-
Subaru Solterra	185	73	65	112	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Subaru WRX	184	72	58	105	3,390	NA	11	NR	NA	NA	NA	NA	NA	NA	-	-	-
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
Tesla Model Y	187	76	64	114	4,375	830	25	3,500	56.0	42.5	6.0	53.5	29.5	4.0	-	-	-
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota bZ4X	185	73	65	112	4,420	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Toyota C-HR	171	71	62	104	3,290	835	19.5	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	182	70	57	106	2,960	825	13	NR	54.0	42.0	2.5	53.0	29.5	1.5	-	-	-
Toyota Corolla Cross	176	72	65	104	3,320	940	26	1,500	51.5	42.0	3.5	53.0	28.5	3.5	-	-	-
Toyota GR86	168	70	52	101	2,770	NA	7	NR	53.5	NA	NA	51.5	NA	NA	-	-	-
Toyota Highlander	195	76	68	112	4,365	1,390	41	5,000	58.5	42.0	4.5	57.5	31.0	4.5	49.0	22.0	1.5
Toyota Mirai	196	74	58	115	4,255	NA	10	NR	58.5	NA	NA	54.5	NA	NA	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota RAV4	181	73	67	106	3,510	900	30.5	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	204	79	69	121	4,585	1,420	48	NR	62.5	42.0	4.0	62.0	34.0	2.0	58.0	25.5	2.0
Toyota Supra	173	73	51	97	3,385	465	10	NR	54.0	42.5	4.0	-	-	-	-	-	-
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	234	80	78	146	5,500	1,820	-	11,160	65.0	NA	NA	62.5	NA	NA	-	-	-
Toyota Venza	187	73	66	106	3,850	900	26.5	NR	57.5	42.0	4.5	56.5	29.0	4.5	-	-	-
Volkswagen Arteon	191	74	57	112	3,865	850	27	4,850	55.5	42.5	3.0	53.5	32.5	1.5	-	-	-
Volkswagen Atlas	204	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Atlas Cross Sport	196	78	68	117	4,425	1,090	37.5	5,000	61.0	42.5	5.0	60.0	32.0	2.0	-	-	-
Volkswagen GTI	167	71	58	104	3,205	915	24	NR	52.0	43.5	3.5	52.5	29.0	4.0	-	-	-
Volkswagen ID.4	181	73	65	109	4,905	950	31	2,700	57.5	42.0	6.0	55.0	29.0	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 Taos	176	73	65	106	3,530	935	31.5	NR	56.5	42.0	5.5	54.5	30.0	3.5	-	-	-
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	48.0	NA	NA
Volvo S60	187	73	57	113	3,740	890	12	2,000	55.5	42.0	3.0	53.5	28.0	2.5	-	-	-
Volvo S90	200	74	57	121	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	25.5	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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