



Steering You Straight on Cars Since 1936

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. CR's got you covered!

[cr.org/everythingcars](https://www.consumerreports.org/everythingcars)





New Cars™

252
Models
Rated &
Reviewed

CARS • SUVs • TRUCKS

BEST & WORST



NOW TESTING

- ◀ Ford Bronco Sport
- Kia Sorento
- Toyota Sienna

JUNE 2021 CR.ORG

\$12.99US \$13.99CAN



0 74470 08253 8 05>

+ TOP-RATED TIRES FOR EVERY BUDGET

Please display until June 29, 2021

Trusted Advice Delivered Straight to Your Inbox

Sign up for our FREE email newsletters.



From Money, Home, and Cars to Food, Health, and Shopping, CR's **FREE** email newsletters are packed with the information you need to shop smart and stay informed.

Go to
cr.org/getnewsletters

to sign up today!

Money • Home • Cars • Shopping • Health • Food • What's New • Salud y Bienestar





TOYOTA SUPRA
A standout model among sporty cars.

P. 38

3 Ask Our Experts

We answer questions about EV maintenance, testing run-flat tires, and when children are ready to move out of booster seats.

START YOUR ENGINES

4 Owner Satisfaction

Results from CR's exclusive surveys on which cars, SUVs, and trucks most satisfy their owners. **RATINGS**

10 How to Buy Your First New or Used Car

CR's auto experts explain the ins and outs of buying a first car, from budgets and research to test drives and negotiating the final price.



P. 32

ON THE ROAD

14 Coming Soon

We look at seven new models arriving in 2021, from SUVs to EV pickup trucks.

18 At Our Test Track

Our impressions of the Ford Mustang Mach-E, Kia Sorento, Toyota Sienna, and more.

24 Best Midsize Sedans

These six recommended models performed well in our tests, and deliver comfort, fuel economy, and safety features for less than you'd expect.

RATINGS

CR'S TEST DATA & RATINGS

32 Top-Rated Tires

Our exclusive data help point to the best tires for your vehicle. **RATINGS**

38 Standout Models

The top-rated cars, SUVs, and trucks from our tests.

43 Vehicle Ratings

We rank all the vehicles tested for the 2021 model year.

56 Vehicle Profiles

CR's expert reviews of 252 cars, minivans, sports cars, SUVs, and trucks.

184 Road-Test Highlights

Performance data from all the vehicles in our test program.

190 Safety Features and Crash-Test Ratings

Crucial crash-test data and safety system information for every model in this issue.

196 Safety Glossary

New advanced driver assist and safety technology that you should know about.

197 Vehicle Dimensions

Key interior and exterior measurements.

FROM THE EDITORS



The CR Difference

WHEN YOU'RE BUYING a new car, it can feel like everyone you encounter just wants to sell you something and there's nobody out there you can trust.

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 329,000 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 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

CONNECT WITH US



FACEBOOK
fb.com/
consumerreports



YOUTUBE
/consumerreports



INSTAGRAM
@consumerreports



TWITTER
@consumerreports



PINTEREST
/consumerreports

ConsumerReports®

New Cars™

President and CEO Marta L. Tellado

Senior Vice President, Chief Operating Officer Leonora Wiener
Vice President, Chief Content Officer Gwendolyn Bounds

Editorial Director, Print Ellen Kunes

Design Director Matthew Lenning **Creative Director, Brand** Young Kim
Associate Design Director Sheri Geller
Art Directors Lisa Slater, Tracy Stora
Photo Editors Emilie Harjes, Karen Shinbaum

Vice President, Research, Testing & Insights Liam McCormack
Senior Director, Content Development Glenn Derene
Deputy Director, Content Development Christopher Kirkpatrick
Associate Directors, Content Development Scott Billings, Althea Chang
Enterprise Editor Kevin Doyle
Senior Director, Content Impact & Corporate Outreach Jen Shecter
Editorial Director, Digital Erle Norton
Senior Director, Product Testing Maria Rerecich
Associate General Counsel Camille Calman
Director, Lab Operations Lilian Kayizzi

AUTO TEST CENTER: Editors/Writers: Jeff S. Bartlett, Managing Editor; Jonathan Linkov, Deputy Editor; Mike Monticello, Road Test & Reviews Manager; Keith Barry, Benjamin Preston, Multimedia Content Creators
Auto Test Center: Jake Fisher, Senior Director; Jennifer Stockburger, Director; Michael Bloch, Child Seat Project Leader; Frank Chamberlain, Track Maintenance Specialist; Erik Dill, Facilities Manager; Steve Elek, Senior Auto Data Analyst; Kelly Funkhouser, Program Manager, Vehicle Interface; John Ibbotson, Chief Auto Services Manager; Michael Jascot, Maintenance Specialist; Chris Jones, Auto Tire Technician; Alex Knizek, Auto Engineer; Steve Kuczynski, Facilities Technician; Anita Lam, Associate Director; Gene Petersen, Tire Program Manager; Ryan Pszczolkowski, Auto Tire Technician; Mike Quincy, Auto Content Specialist; Mary Reed, Business Manager; Gabriel Shenhar, Associate Director; Shawn Sinclair, Automotive Engineer; Emily A. Thomas, Auto Safety Engineer; Joe Veselak, Senior Testing Technician

Chief Scientific Officer James H. Dickerson

Content Operations Robert Kanell, Director
Copy Editing Leslie Monthan, Copy Chief; Noreen Browne, Alison France, Wendy Greenfield
Fact Checking & Research David Schipper, Associate Director; Tracy Anderman, Sarah Goralski, Christine Gordon, Karen Jacob, Jamison Pfeifer
Premedia William Breglio, Associate Director; Eugene Chin, William Hunt, Anthony Terzo
Production Nancy Crowfoot, Associate Director; Eric W. Norlander, Manager; Letitia Hughes, Terri Kazin, Aileen McCluskey

Photography John Powers, John Walsh
Imaging Francisco Collado, Mark Linder

Chief Research Officer Kristen Purcell
Consumer Engagement Testing Charu Ahuja, Director; Linda Greene, Dana Keester
Statistics & Data Science Michael Saccucci, Director; Debasmita Das, Kristen Dorrell, Dina Haner, Keith Newsom-Stewart
Survey Research Karen Jaffe, Simon Slater, Associate Directors; Dave Gopoian, Kendra Johnson, Debra Kalensky, Martin Lachter, Jane Manweiler, John McCowen, Adam Troy, Tian Wang, Tess Yanisch

Consumer Insight Selina Tedesco, Frank Yang

Marketing Dawn Nelson, Senior Director
Procurement Operations Steven Schiavone, Associate Director

Administration Decarris Bryant, Dawn Yancy Elleby, Donna Johnson

VICE PRESIDENTS: Financial Planning & Analysis JoAnne Boyd;
Chief Digital Officer Jason Fox; **Advocacy** David Friedman;
Chief Intelligence Officer Esther Han; **General Counsel** Michael Hubner;
Chief Human Resources Officer Rafael Pérez; **Chief Marketing Officer** Lauren Stanich; **Chief Social Impact Officer** Shar Taylor; **SVP, Chief Financial Officer** Eric Wayne

CR™ CONSUMER REPORTS NEW CARS (ISSN 1556-2158) is published by Consumer Reports, Inc., 101 Truman Ave., Yonkers, NY 10703. CONSUMER REPORTS NEW CARS is registered in the U.S. Patent Office. Contents of this issue copyright © 2021 by Consumer Reports, Inc. All rights reserved under international and Pan-American copyright conventions.

The information in NEW CARS is intended solely for the use of its readers and may not be used in advertising or for any other commercial purpose. For information on how Consumer Reports content can be used, go to CR.org/nocommercialuse. Reproduction of this publication in whole or in part is forbidden without prior written permission (and is never permitted for advertising purposes).

CR's staff operates under a contract between CR and The NewsGuild of New York Local 31003, CWA. Printed in U.S.A.

Ask Our Experts

We address servicing EVs, testing run-flat tires, and when a child can travel without a booster seat.



Q. Is it true that EVs are less expensive to maintain than internal combustion vehicles?

Most electric vehicles have lower maintenance costs because they have fewer components and don't require engine-specific maintenance. For example, the Hyundai Kona Electric and Kia Niro EV only need the cabin air filter changed at 15,000 miles and 30,000 miles, and the brake fluid changed at 30,000 miles, which is a very long maintenance interval.

CR's chief mechanic, John Ibbotson, says the Hyundai or Kia will probably cost an owner about \$300 at most in service over the first 30,000 miles.

But he also notes that some EVs require maintenance that you might not expect. The Audi E-Tron's maintenance schedule, for example, includes

checking the coolant in the front- and rear-drive motors every 20,000 miles.

Q. With many cars lacking a spare tire, why don't you test run-flat tires?

Run-flats provide limited range once the tire loses air so you can drive to a service station for help. But replacements tend to be pricey and harder to find, especially while traveling.

Our tire program focuses on the most popular replacement tires for sedans, SUVs, and full-sized pickup trucks. Run-flats tend to be targeted to premium vehicles, and there are fewer choices for tire replacement.

The Bridgestone DriveGuard is the only replacement run-flat we've tested, and it ranks in the

lower half of our performance all-season tire ratings, though its capability may be appealing to drivers who don't want to be stuck with a roadside flat.

Q. As my child grows, when will it be safe for him to use the car's three-point seat belt without a booster seat?

The role of a booster seat is to properly position the adult seat belt against the bony parts of a child's body, such as the collarbone, sternum, and pelvis. They are stronger and can better withstand the forces from the seat belt in a crash than soft tissue like the abdomen or neck.

Use this checklist when your child is seated in your vehicle without a booster:

- Can he sit with his back fully against the seatback?
- Do his knees bend comfortably over the front edge of the seat cushion?
- Is the lap belt across his hip bone or upper thighs?
- Is the shoulder belt centered on the collar bone, between

11

YEARS OLD

is the age at which most children will typically fit an adult seat belt properly.

SOURCE: American Academy of Pediatrics.

his neck and shoulder?

- Is he able to comfortably stay this way for a full trip?

If the answer to any of these is no, then it's best to keep your child in a booster seat. Also, check the laws in your state or province to see when you're legally allowed to let your child travel without a booster.

START YOUR ENGINES

Exclusive owner satisfaction ratings and tips on how to buy your first car.

The Most Satisfying New Cars

We asked CR members how they feel about their cars. The survey results offer shoppers important insights as they search for their perfect vehicle match.



**KIA
TELLURIDE**
It scores well
in testing and
with owners.



**FORD
ECOSPORT**
Unhappy trails
for owners of this
small SUV.

K

Knowing how much you might like—or even love—your next vehicle would be a pretty valuable insight as you go about researching your next car purchase.

Enter Consumer Reports’ predicted owner satisfaction scores. Every year, as part of our Annual Auto Surveys, we ask our members whether they’d buy their same car again if given the chance.

The survey also queries owners about their satisfaction with several specific aspects of their car ownership experience, such as comfort, driving, and ease of use when it comes to in-car electronics.

Based on the responses, we calculate a predicted owner satisfaction score each year for new models. We believe our findings—which come from the experiences of car owners with 1- to 3-year-old vehicles—offer invaluable insight to help you make a successful match with your next new car.

“You want to know how owners like living with a car,” says Jake Fisher, senior director of auto testing at CR, “and how they feel about the qualities and features after the initial excitement of a new car wears off.”

The following pages contain the results of our most recent survey, including the 2021 models predicted to be the most and least satisfying overall, as well as brand-level satisfaction scores, some of which might surprise you.

Owners Love Their Cars, Flaws and All

Over the many years that CR has assessed cars and conducted surveys

about them, we’ve observed some fairly clear patterns. For one, owners are almost always delighted with cars that come with a distinct promise, such as stellar fuel economy (or not using any fuel, in the case of EVs), then consistently deliver on it. The Toyota Prius, Hyundai Kona Electric, and Chevrolet Bolt are good examples of this.

Another is that owner satisfaction usually mirrors CR’s own testing and our reliability survey results. In other words, people generally like cars that perform well and don’t like cars that come with headaches.

Sports cars are another type of vehicle that often puts smiles on owners’ faces. For example, the Mazda MX-5 Miata scores in the top five overall for vehicles that owners would buy again. And models such as the Ford Mustang, Volkswagen GTI, BMW 2 Series, and Porsche 718 Boxster and Cayman have very high scores.

This is pretty intuitive stuff. But there are also models that buck these trends and simply don’t line up as you’d expect. We sometimes come across owners who say they’re very satisfied with their vehicle even while telling us about the significant reliability problems they’ve experienced.

You might say some of these models have cultlike followings—owners who find some unique feature or quality compelling enough that they’re willing to overlook the vehicle’s subpar reliability or other concerns.

The Jeep Wrangler, for example, has below-average reliability in our most recent Annual Auto Surveys. In our tests, we’ve found that it has a stiff, uncomfortable ride and isn’t very agile. Owners are equally dissatisfied with

those qualities in other Jeep models. Yet they tell us time and again that they love the Jeep “experience” so much that they would buy the Wrangler (and some other Jeeps) again—even if they have to put up with the headaches and shortcomings.

The entire Tesla lineup falls firmly into this category. The Model S, Model Y, and Model X register among the highest owner satisfaction scores, despite being among the least reliable models in our survey. Tesla owners point to the quick acceleration, nimble handling, and pure-electric drive to explain their passion and justify putting up with unreliable doors (Model X) and improperly applied paint (Model Y), among other problems across the lineup.

Lincoln has two models that fall into this category. The Aviator and Corsair

MOST & LEAST SATISFYING OVERALL

- | | |
|---------------------|----------------------|
| 91 Tesla Model 3 | 52 Mazda CX-3 |
| 91 Kia Telluride | 52 Nissan Kicks |
| 89 Tesla Model S | 51 Infiniti QX60 |
| 89 Tesla Model Y | 49 Infiniti QX50 |
| 88 Mazda MX-5 Miata | 48 Jeep Compass |
| 84 Lincoln Aviator | 47 Nissan Pathfinder |
| 83 Lincoln Corsair | 46 Chevrolet Trax |
| 83 Toyota Prius | 44 Infiniti Q50 |
| 83 Jeep Gladiator | 39 Ford EcoSport |
| 82 Tesla Model X | 34 Toyota C-HR |

SUVs have well-below-average reliability ratings. In fact, the Aviator has one of the lowest reliability predictions in our survey, and the Corsair isn't much better. Yet Aviator and Corsair owners are extremely happy with their SUVs, and the two vehicles' owner satisfaction ratings put them on a par with or ahead of the Toyota Prius.

Of course, we understand the impulse: Some of Consumer Reports' testers own unreliable vehicles

because they feel passionate about their other qualities, such as acceleration and handling.

Still, based on our testing and reliability surveys, we advise shoppers to carefully consider whether they should purchase these vehicles, particularly if they are going to rely on them for primary transportation.

"While owners of these vehicles may be satisfied with their purchases, it doesn't always mean you will be happy

with the car, too," Fisher says. "This is especially true if they bought it primarily for a specific quality or feature that might not be very important to you."

It's also important to keep in mind that the models that fall into this category are still under warranty when we ask owners each year about their satisfaction—so they're generally not paying out of pocket for repairs.

Note that many owners who buy a vehicle in its first model year tend to

WHAT QUALITIES IN A CAR MATTER MOST TO YOU?

A high overall owner satisfaction score—based on whether owners said they would buy the same car over again—is a good indication that a car does a lot right in the eyes of its owners. But you may give certain factors more weight than others. Maybe styling is especially important to you. Or perhaps you care about value above all else. It could be worth giving an extra-close look to cars that satisfy in the specific ways that matter most to you.



VALUE

Jetta owners spoke of the "reasonable price, fairly good number of features." A G70 owner summed up many member comments: "Great value for the money, with maximum safety and convenience features included." But multiple 3 Series owners reported being unhappy with the price of their vehicle.



COMFORT

Mazda3 owners told us their car was "comfortable and quiet" and "fun (and the) right size." Similarly, Legacy owners noted "the comfort (and) the room" of their cars. Many Bolt owners noted "the front-seat comfort could be improved" and "terrible front seats."

MOST SATISFYING

COMPACT CAR

▲ Volkswagen Jetta

LUXURY COMPACT CAR

▲ Genesis G70

SPORTY CAR

▲ Dodge Challenger

COMPACT SUV

▲ Mitsubishi Outlander

MOST SATISFYING

COMPACT CAR

▲ Mazda3

MIDSIZE/LARGE CAR

▲ Subaru Legacy

COMPACT SUV

▲ Mitsubishi Outlander

MIDSIZE TWO-ROW SUV

▲ Nissan Murano

THREE-ROW SUV

▲ Kia Telluride

LEAST SATISFYING

COMPACT CAR

▼ Toyota C-HR

LUXURY COMPACT CAR

▼ BMW 3 Series

SPORTY CAR

▼ Porsche 718 Boxster/Cayman

COMPACT SUV

▼ Jeep Compass

LEAST SATISFYING

COMPACT HYBRID/ELECTRIC CAR

▼ Chevrolet Bolt

MIDSIZE/LARGE CAR

▼ Nissan Maxima

COMPACT SUV

▼ Jeep Compass

MIDSIZE TWO-ROW SUV

▼ Jeep Wrangler

THREE-ROW SUV

⚠ Nissan Pathfinder

be very happy with their purchase. We often see that in the second or third year of a model its owner satisfaction score better lines up with how the vehicle performed in our road tests and reliability survey.

A good example of this is the previous-generation Mercedes-Benz GLA. When that small SUV debuted, it didn't stand out in Consumer Reports' testing. And its first-year reliability, as reported by owners, was below average. But

owners told us they were happy with their purchase.

However, in subsequent years, the GLA's satisfaction rating kept dropping as owners had to deal not only with reliability concerns but also with feeling that the GLA wasn't quite the "affordable luxury" value that they expected. And only 50 percent of owners of 3-year-old GLAs would buy it again, a fairly low score among luxury compact SUVs.

Even so, we've found that this owner allegiance can extend to used-car versions, owners of which often continue to pay for maintenance and repairs long after the warranty has expired.

Owners of 5-year-old Volkswagen Touaregs are very satisfied, although that SUV doesn't have a very good reliability rating. And, just like the new versions, the 3- and 5-year-old Tesla Model X's continue to make owners happy, reliability headaches and all.



DRIVING

Blazer owners noted the "overall driving experience and handling" and "when I need to accelerate rapidly ... (it) gets up and goes, without hesitation." One Wrangler owner said the vehicle "wanders on the (highway) to the degree that it is fatiguing and requires almost constant corrections."



CABIN STORAGE

Model Y owners praised the storage. Conversely, a Q5 owner told us it "needs more storage space front and rear." Another respondent elaborated further, noting that they would like more "storage around driver's seat. More cup holders, storage compartments."



IN-CAR ELECTRONICS

Multiple Palisade owners praised the touch screen, with one saying that it's "easy to learn display features." QX50 owners lambasted the system, with one owner saying "the navigation system is so user UNFRIENDLY, I routinely navigate using Google Maps on my iPhone."



STYLING

Many owners of the CX-5 and CX-30 listed "the styling" or "looks" as the first attribute they liked about their SUVs, as did owners of the Telluride. One Bolt owner asked for a "better, more stylish design," and another noted that "it's cute but not very sexy."

MOST SATISFYING

COMPACT CAR

⬆️ Mini Cooper/Clubman

MIDSIZE/LARGE CAR

⬆️ Chrysler 300

COMPACT SUV

⬆️ Mazda CX-5

MIDSIZE TWO-ROW SUV

⬆️ Chevrolet Blazer

THREE-ROW SUV

⬆️ Ford Expedition

LEAST SATISFYING

COMPACT CAR

⬇️ Nissan Kicks

MIDSIZE/LARGE CAR

⚠️ Honda Clarity

COMPACT SUV

⬇️ Jeep Compass

MIDSIZE TWO-ROW SUV

⬇️ Jeep Wrangler

THREE-ROW SUV

⚠️ Volkswagen Atlas

MOST SATISFYING

COMPACT SUV

⬆️ Volkswagen Tiguan

MIDSIZE/LARGE CAR

⬆️ Chrysler 300

THREE-ROW SUV

⬆️ Toyota Sequoia

LUXURY COMPACT SUV

⬆️ Tesla Model Y

LUXURY THREE-ROW SUV

⬆️ Lincoln Navigator

LEAST SATISFYING

COMPACT SUV

⬇️ Jeep Compass

MIDSIZE/LARGE CAR

⬇️ Chevrolet Malibu

THREE-ROW SUV

⬇️ GMC Acadia

LUXURY COMPACT SUV

⬇️ Audi Q5

LUXURY THREE-ROW SUV

⬇️ Lexus GX

MOST SATISFYING

MIDSIZE/LARGE CAR

⬆️ Dodge Charger

LUXURY MIDSIZE/LARGE CAR

⬆️ Tesla Model S

THREE-ROW SUV

⬆️ Hyundai Palisade

LUXURY COMPACT SUV

⬆️ Lincoln Corsair

COMPACT PICKUP

⬆️ Jeep Gladiator

LEAST SATISFYING

MIDSIZE/LARGE CAR

⬇️ Honda Clarity

LUXURY MIDSIZE/LARGE CAR

⬇️ Lexus LS

THREE-ROW SUV

⬇️ Honda Pilot

LUXURY COMPACT SUV

⬇️ Infiniti QX50

COMPACT PICKUP

⬇️ Honda Ridgeline

MOST SATISFYING

COMPACT HYBRID/ELECTRIC CAR

⬆️ Honda Insight

SUBCOMPACT SUV

⬆️ Mazda CX-30

COMPACT SUV

⬆️ Mazda CX-5

THREE-ROW SUV

⬆️ Kia Telluride

LUXURY THREE-ROW SUV

⬆️ Lincoln Navigator

LEAST SATISFYING

COMPACT HYBRID/ELECTRIC CAR

⬇️ Chevrolet Bolt

SUBCOMPACT SUV

⬇️ Ford EcoSport

COMPACT SUV

⬇️ Mitsubishi Outlander

THREE-ROW SUV

⬇️ Nissan Pathfinder

LUXURY THREE-ROW SUV

⚠️ Infiniti QX60



THE MOST AND LEAST LIKED BRANDS

It's great news for car shoppers when an individual model stands out for high owner satisfaction. It's even better when an automaker manages to carry that magic across an entire brand lineup.

We asked owners whether they'd buy their same car again if given the chance. Then we sorted those responses by vehicle brand, and we present them here by overall brand average. The results show which brands' models are most and least

satisfying to owners. Car shoppers can use this information to make more informed choices when deciding which 2021 models to consider. (Note that some brands, such as Toyota, offer many models, and others, such as Chrysler and Ram, have just a couple.)

Tesla once again tops the list, joined by Lincoln, truck-only brand Ram, Chrysler, and Subaru in the top five. Genesis, one of our top-rated brands last year, did not have enough models with sufficient sample size to be counted this time.

For almost all brands, most owners said they would buy their vehicle again. But owner satisfaction is just one factor that goes into Consumer Reports' Overall Score for each tested model we rate, along with safety, reliability, and road-test score.

Some of the brands that score high for owner satisfaction don't rate well on other measures. For example, Tesla and Lincoln are near the top for owner satisfaction but at the bottom of our reliability ratings.

The reverse is true for brands such as Buick, which has models that are reliable but relatively unsatisfying to their owners. And a few brands—such as Cadillac and Mercedes-Benz—are toward the bottom for both.

Keep in mind that the least satisfying models or brands aren't necessarily the worst on the market. Rather, they didn't match the customers' expectations.

On the facing page is a chart of the brands offering vehicles that most satisfied owners, and a few that didn't get as much love.

Brand	Would Buy Again	Model Count	Owner Satisfaction Factors				
			Driving	Comfort	In-car electronics	Cabin storage	Value
Tesla	88	4	↑↑	↑	↑	↓	↓↓
Lincoln	79	4	↑↑	↑↑	↓	↑↑	↓↓
Ram	76	2	↑↑	↑↑	↓	↑↑	↓
Chrysler	76	2	↑↑	↑↑	↓	↑	↓
Subaru	75	6	↑	↑	↓↓	↓	↓
Hyundai	75	5	↑	↓	↓	↓	↓
Porsche	74	3	↑↑	↑↑	↓	↓↓	↓↓
Dodge	74	3	↑↑	↑	↓	↑	↓
Mazda	72	7	↑↑	↓	↓↓	↓↓	↓
Toyota	71	13	↑	↓	↓↓	↓	↓
Kia	71	8	↑	↓	↓	↓	↓
Mini	70	2	↑↑	↓	↓↓	↓↓	↓↓
BMW	70	6	↑↑	↑	↓	↓	↓↓
Ford	70	9	↑	↓	↓	↓	↓↓
Audi	70	7	↑↑	↑↑	↓↓	↓↓	↓↓
Honda	69	10	↓	↓	↓↓	↓	↓
Volvo	69	5	↑↑	↑↑	↓	↓	↓↓
Volkswagen	68	5	↑	↑	↓	↓	↓
Lexus	67	6	↑	↑	↓↓	↓	↓↓
Jeep	66	5	↓	↓	↓	↓	↓↓
GMC	65	5	↑	↓	↓	↓	↓↓
Chevrolet	65	9	↑	↓	↓	↓	↓↓
Mercedes-Benz	64	4	↑↑	↑	↓↓	↓	↓↓
Buick	61	2	↓	↑	↓	↓	↓
Cadillac	59	2	↑	↑	↓	↓	↓↓
Nissan	58	7	↓	↓	↓	↓	↓
Infiniti	48	3	↓	↓	↓↓	↓	↓↓

HOW WE RATE SATISFACTION: Results are from the 2020 Annual Auto Surveys on 369,000 vehicles. Data from the 2018 to 2020 model years (plus a few 2021 models) were used, provided a vehicle wasn't significantly changed over that time. Some ratings might be based on a single model year. The

Would Buy Again score is based on the percentage of owners who responded "definitely yes" to the question of whether they would buy the same vehicle if they had it to do all over again (considering price, performance, reliability, comfort, enjoyment, etc.). **Owner Satisfaction Factors**

ratings were determined based on the percentage of owners who said they were "very satisfied." **Driving** reflects acceleration and handling; **comfort** includes seats, noise, and ride; **value** determines whether owners felt they got what they wanted relative to the

purchase price; **in-car electronics** refers to the ease of using the infotainment systems and Bluetooth; **cabin storage** is storage spaces between seats, cup holders, dashboard, and other storage, not including trunk space. For more information, go to [CR.org/reliability](https://www.caresearch.com/reliability).

START YOUR ENGINES

How to Buy Your First New or Used Car

What you need to know when there's a new driver in the family.

PHOTO: GETTY IMAGES

New drivers might love the freedom a first car can bring, but it also comes with a lot of responsibility. They need to be ready for significant expenses even after figuring out how to pay for the car. There's fuel, maintenance, repairs, insurance, taxes, and more. Here are some strategies for getting behind the wheel as painlessly as possible.

It's critical to establish a reasonable budget. For teens, that usually means working with their parents. Figure out how much you've saved for a down payment and what monthly loan payment you can afford, then determine which cars fit in that range.

One key consideration is whether the car is meant to be driven locally for a couple of years or kept for the long haul. That will determine how new and reliable it needs to be.

The best way to save money is to buy used. A new car loses almost half its value in the first five years, so go for one that's a few years old yet still has contemporary safety features and many useful years ahead of it.

Buying a new car may be an option for some families. It allows them to put the least experienced driver in a car with the newest safety features, and one that is less likely to break down than a used model. But it probably means higher insurance costs.

Financing can be a challenge for any buyer. Lenders typically look for adults with a good credit score, a steady employment history, and financial assets. A parent may have to co-sign, take the loan in their name, or buy the car outright.

Many finance companies have specific programs for college students and

graduates that ease some requirements, and even offer special rebates.

Do Your Homework

With a budget in mind, you can start on the fun part: creating a short list of vehicles. You should focus on practical choices—cars that minimize ownership costs and suit the driver's needs.

Research your options online by going to dealer websites. Large franchised dealers will have both new- and used-car listings. Independent used-car dealers may have a smaller selection.

You can also turn to general used-car websites, which have listings from across the country. They typically ask you to submit the make and model in which you're interested, your price range, and the region to search in.

You'll get a list of vehicles that fit your criteria, along with a way to contact the seller. Because many sellers are car dealerships, most sites provide direct links to the dealership websites. Many services also let you place an ad for selling your old car.

Facebook Marketplace and Craigslist are good places to shop for used cars. The Consumer Reports Used Car Marketplace (CR.org/usedcarmarketplace) lets you sort and filter models, and show their reliability and owner satisfaction

scores, based on CR member surveys. The listings are available to everyone, but subscribers need to be logged in to view the ratings.

Combining expertise and data, CR and the Insurance Institute for Highway Safety provide simple lists of new and used cars, SUVs, and minivans that balance accident avoidance, crash protection, performance, and reliability. You can find those vehicles, plus other safety-related information, by going to CR.org/teen.

Parents should resist the temptation to get a sporty, luxury, or large vehicle. A high-horsepower car or one with the latest high-tech features isn't practical.

Insurance companies penalize young drivers with sporty cars, big engines cost more to fuel and maintain, and extra features tend to carry reliability risks. Car insurance will already be a major expense; don't make it worse.

For a car loan, most banks require full-coverage insurance. Families should get an insurance quote ahead of time to get a full picture of the costs.

To reduce the risk of buying a lemon (a car with never-ending problems), identify models with a good reliability record by looking at the vehicle profiles, starting on page 56.

Get Your Financing in Order

If you're financing, prearrange the loan with a lender so that you know the interest rate. If the dealership can beat that rate, great. If not, then you're still covered. Once that's settled, you can use an online calculator to figure out what your payments will be based on the expected purchase price, your down payment, and taxes.

Many used-car dealerships can arrange financing for you. Some of these loans are handled by traditional banks and

lenders, but other independent dealers may specialize in working with customers with a shaky or unproven credit history. Such financing may carry a very high interest rate, extra fees, or stiff penalties. Be careful. Whether the financing is easy to arrange or not, don't sign something you don't understand or buy a car you know you can't afford even if you're approved for a loan.

Inspect and Test-Drive

Parents and teens should go online to read professional reviews of cars. Pay the most attention to areas you're most concerned about (mpg, reliability, infotainment features) and balance the

writer's perspective with your preferences. For instance, complaints about seat comfort or ride quality can be checked out during your test drive. Your opinions might be different.

New cars are presumed to be consistent performers. (For example, each new Honda Civic is expected to drive like any other.) A casual inspection can confirm whether a car is truly in "new" condition.

Conversely, each used car has led a unique life. Some may have been pampered, others abused. The best used cars tend to be owned by a trusted friend or family member who can share details of the car's history. No matter

where the car is from, make sure there's a car-savvy companion on hand to give a second opinion.

Carefully look the car over inside and out, top to bottom. Always inspect it during daylight hours, when you can spot paint flaws that might indicate repairs or other troubles.

For any used car, it's important to have it inspected by a certified professional mechanic. They typically charge \$75 to \$150 for this, but it might save you from expensive repairs down the road.

Negotiate Like a Pro

If the car looks good, then it's time to talk numbers. No matter whether you are buying new or used, it's essential to have an experienced adult to assist when negotiating a purchase.

Professional car salespeople have been trained to push sales and get the most money for a car. Many shoppers are outgunned during this phase of car buying, and a first-time buyer usually doesn't stand a chance going solo.

Research online what people have paid for the car. For new cars, consider a money- and time-saving service like CR's Build & Buy (CR.org/buildandbuy). If the car is used, look at the wholesale (aka trade-in) price for the car based on its condition, mileage, and location.

Your goal should be to get as close to the wholesale price as possible, though you'll probably end up between that and the retail price.

The salesperson will probably focus on monthly payments, which enables him or her to sneak in added profit. Instead, negotiate the total amount of the car rather than monthly payments.

Negotiate one element of the deal at a time. Establish the purchase price, then move on to discussing financing. Don't be talked into unnecessary



BE PREPARED
Plan your purchase strategy well before you head to the dealership.

PHOTO: GETTY IMAGES

Buying When Socially Distant

extras, such as VIN (vehicle identification number) etching on the windows, rustproofing the undercarriage, a fabric protector, paint protection, an extended warranty, or even disability and life insurance.

If you can't agree on a fair price, walk away. Rest assured, there are plenty of other cars out there to choose from.

Must-Have Safety Features

Standard on all new and late-model cars, these features are readily available on older cars. Be sure when considering a model from before 2012 that you check what features it has. These are must-haves:

- **ANTILOCK BRAKE SYSTEM (ABS)**

Readily available, antilock brakes prevent the wheels from stopping completely during hard braking. Because the wheels don't lock up even during emergency braking on slippery surfaces, the driver retains steering control.

- **ELECTRONIC STABILITY CONTROL (ESC)**

This feature prevents a car from rotating when going through a turn a bit too fast for the conditions, like bad weather. All new cars and light-duty trucks now have ESC. On older cars, ESC may have been optional. Make sure the used car you're buying has it.

- **HEAD-PROTECTING SIDE AIRBAGS**

Side and side-curtain airbags provide protection against side impact, such as when a car is T-boned by another vehicle crossing an intersection.

- **BACKUP CAMERA** The backup camera is activated when the vehicle is placed in Reverse. The rear view is displayed on a center console screen, aiding parking and helping to avoid accidents with pedestrians or other cars.

These advanced features reduce injuries and fatalities. They are readily available on new cars and can be

As the novel coronavirus continues its spread, many people are buying as much as they can online. But it's not very common—and in many states it's impossible—to buy a car that way.

Concierge services for buying used cars, such as Carvana and TRED, allow buyers to handle most aspects of a used-car sale without meeting with the seller. There are also automotive brokers that could buy and deliver a new car to your home—in exchange for a big fee.

But for most consumers looking to purchase a new or used car, the dealership is the only practical option.

Of course, you should minimize close contact with others (including refraining

from hand shaking), stay at least 6 feet apart, wash your hands, and avoid touching your face.

"By doing as much as possible remotely, the dealership can basically become just a venue for the delivery," says Gabe Shenhar, associate director of CR's auto testing program.

Here are some strategies for reducing your time at the dealership:

- Reach out to the dealer by phone, email, or text—whatever works best for you and the dealer.

- Figure out which model, trim level, and features best suit your needs. Then search online to see which dealerships have vehicles with your preferred specifications.

- Try to set up test drives ahead of time, over email or the phone, and minimize your time at the dealership. Keep notes regarding what you like and don't like.

- Make sure you ask about incentives, such as customer loyalty (owning the same brand of vehicle) or conquest (switching from a competing brand). These are easy ways to shave a few thousand dollars off the price, even on just-released vehicles.

- Communicate how much time you will have to complete the entire transaction, as well as your expectations regarding price. Be ready to walk away if the dealer insists on upselling or adding on extras you don't want.

found on late-model used cars. If your budget permits, they are smart investments to help protect new drivers:

- **FORWARD COLLISION WARNING (FCW)**

This system uses cameras, radar, or laser (or a combination) to scan for cars ahead and alert the driver if he or she is approaching a vehicle ahead too fast and a crash is imminent. Most systems alert the driver with some sort of visual and/or audible signal. Better systems include automatic emergency braking, enabling the car to hit the

brakes if the driver fails to do so.

- **AUTOMATIC EMERGENCY BRAKING (AEB)** The vehicle stops independently when it senses a crash is imminent or to reduce the severity of a crash that can't be avoided.

- **BLIND SPOT WARNING (BSW)**

Drivers get an audible and/or visual alert that there's a vehicle in their blind spot. The system may provide another warning if the turn signal is activated when it's unsafe to merge or change lanes.

ON THE ROAD

The new 2021 & 2022 models, cars and SUVs we're evaluating, and the best midsize sedans.



Coming Soon

CR's experts weigh in on the intriguing cars, trucks, and SUVs that might be worth waiting for.

2022 Jeep
Grand Cherokee L

In just a few pages, you'll find our exclusive list of the top-rated vehicles you can buy today. But what if you plan to buy a car a few months from now? Here's our guide to new (or redesigned) models coming out later this year and in early 2022.

Jeep Grand Cherokee L

SPRING 2021
\$40,000 TO \$55,000 (ESTIMATED)

JEEP IS USHERING in the next-generation Grand Cherokee starting with the Grand Cherokee L, a three-row version that can seat up to seven. It will be followed by a two-row version that replaces the current model, which has been on sale for more than a decade.

The core powertrains carry over: a 290-hp, 3.6-liter V6 and a 5.7-liter V8. Each is mated with an eight-speed automatic transmission. A plug-in hybrid version, called the 4xe, will be added later.

Jeep says that an expanded use of lightweight aluminum and steel throughout the body and components

should help improve fuel economy.

Rear-wheel drive is standard, and three four-wheel-drive systems with varying degrees of capability will be available.

Although the exterior design is familiar, the modern interior comes equipped with many luxury and convenience features, and a long list of active safety systems will be standard. A night-vision camera for pedestrian detection is optional.

CR'S TAKE: This is a much-needed update. The Grand Cherokee is showing its age, and Jeep hasn't offered a three-row SUV since the forgettable Commander.



Audi A3

FALL 2021
\$33,500 TO \$40,000 (ESTIMATED)

ALREADY ON SALE in Europe, the next generation of Audi's smallest sedan will hit U.S. shores as a 2022 model.

This A3 is longer and wider than its predecessor, but it rides on the same wheelbase and promises just under an inch more headroom, thanks to a higher roofline and lower front seats. The new look also improves the car's aerodynamics.

The automaker says that the A3's suspension has been tuned for more agile handling. A dynamic suspension allows the driver to choose between a firmer, more sporty ride quality and a more pliant ride setting.

The A3's exterior styling moves in line with the latest generation of A6 and A8 sedans, and the interior gets the newest version of

Audi's MMI infotainment interface and a fully digital gauge cluster behind the steering wheel. Unlike other Audi models, the A3 still has hard buttons for certain climate and vehicle controls.

Engine choices aren't yet finalized for the U.S. market, but we'd expect a 2.0-liter turbo four-cylinder, with both front- and all-wheel drive offered. A 48-volt mild-hybrid system will probably be available, too.

CR'S TAKE: The A3 has plenty of competition, but we predict that the Audi's updated, sleeker look will make it a very appealing choice for buyers of small, sporty sedans. We got 27 mpg overall in the FWD A3 we tested, although larger, AWD cars equalled or bettered that figure.



Jeep Wagoneer & Grand Wagoneer

FALL 2021
\$60,000 TO \$100,000 (ESTIMATED)

JEEP BROUGHT BACK a well-known name for its upcoming large three-row SUV. It will not only compete with mainstream three-row models like the Chevrolet Suburban/Tahoe, Ford Expedition, and GMC Yukon/Yukon XL but also go up against the Audi Q7, BMW X7, Cadillac Escalade, Lincoln Navigator, and Mercedes-Benz GLS.

Fitting above the also-redesigned Grand Cherokee, the big, flat-sided Wagoneer will be based on the same underpinnings as the full-size Ram pickup truck, and it will use an independent rear suspension for a more refined ride and handling. Three different all-wheel drive versions will be offered.

The luxe Grand Wagoneer

promises to pamper with optional touch screens specifically for the front- and second-row passengers, a 23-speaker sound system, and lots of leather. A plug-in hybrid version will be offered.

One thing we know is that the new Grand Wagoneer won't come cheap, because well-equipped models will sell for north of \$100,000.

CR'S TAKE: SUV buyers have been demanding three-row vehicles full of luxurious touches for some time, but Jeep didn't have anything available for them—until now. Whether the nostalgia for the Grand Wagoneer name is strong enough to lure buyers away from today's more established competitors remains to be seen.

Nissan Ariya

FALL 2021
\$40,000 TO \$50,000 (ESTIMATED)

A NISSAN ROGUE-SIZED SUV, the all-new Ariya promises to be a fresh competitor to other battery-powered SUVs, such as the Tesla Model Y and the Ford Mustang Mach-E.

Though it's more luxurious and substantial than the Chevrolet Bolt, Hyundai Kona, and Kia Niro EVs, the Ariya will be less

expensive than the Model Y.

The screen-filled, minimalist cabin feels futuristic, and Nissan's ProPilot Assist 2.0 system uses driver-monitoring to allow hands-off-the-wheel operation on highways.

Nissan will offer two powertrains: a front-wheel-drive one-motor model with 215 hp and an



Volkswagen GTI & Golf R

FALL 2021
\$30,000 TO \$40,000 (ESTIMATED)



THE GOLF IS about to be gone from the U.S., leaving behind a pair of sporty VW hatchbacks.

The redesigned GTI promises to blend sophistication

and practicality in a sporty package, with the turbo four-cylinder getting a 14-hp power boost to 242 hp.

Offered only as a four-door

model, the new GTI is said to receive handling improvements, a lower and more aggressive stance, and sleeker sheet metal.

Inside, the upgraded interior gets luxurious touches, like a standard heated steering wheel and optional ventilated seats. Tartan plaid seat surfaces are also available, in homage to the original GTI from 1976.

The all-wheel drive Golf R also returns for 2022. It has 315 hp,

all-wheel-drive, two-motor model with 389 hp.

Two batteries will be available: one with a 63-kWh capacity and one with 87 kWh.

Nissan says that the FWD model equipped with a long-range battery has an estimated range of 300 miles. This fits in between the range of the Tesla Model Y, which has versions that can travel 244 and 326 miles on a charge.

CR'S TAKE: The Nissan Leaf was one of the world's first mainstream EVs. Now, the Ariya promises to be truly competitive.



stability control tuned for sporty driving, and details that differentiate it from the GTI. Both cars come with a six-speed manual transmission standard. A seven-speed dual-clutch automatic is optional.

CR'S TAKE: The GTI matures a little more with every update. We're sad to see the regular Golf go but welcome the arrival of these two new hot hatchbacks.



Rivian R1S & R1T

JUNE 2021 (R1T) AND AUGUST 2021 (R1S)
\$67,500 TO \$77,500 (ESTIMATED)

STARTUP AUTOMAKER
Rivian is launching with two EVs designed for utility and play: The R1T pickup has a promised range of up to 400 miles, up to 750 hp, and 11,000 pounds of towing capacity, and the R1S is a three-row, seven-passenger luxury SUV.

Both have futuristic styling, streamlined interiors, and a high-tech look.

The R1T has a claimed 0 to 60 mph acceleration time of 3 seconds. It has a transverse tunnel between the bed and the cab for storage, a trunk under the hood, and a sealed battery

compartment that makes it capable of driving through 3 feet of water.

An electric motor on each wheel delivers power and traction that adjusts to the road conditions, useful for snow or off-road excursions. Multiple drive shafts, multilink rear suspension, and height-adjustable air springs add to off-road capabilities.

CR'S TAKE: A high-end, all-electric pickup is unique right now. But Rivian will soon have competition from Ford, Tesla, and the GMC Hummer.

Genesis GV70

SUMMER 2021
\$38,000 TO \$50,000
(ESTIMATED)



THIS NEW STYLISH SUV offers the same engines as the larger GV80.

The base powerplant is a 2.5-liter turbo four-cylinder engine, which is one of the better engines in its class. The

optional 3.5-liter turbo V6 delivers effortless acceleration in the GV80.

The GV70 is based on a rear-drive platform, and it will be available in all-wheel drive.

The modern interior

offers unique color options and a design that organizes controls into specific clusters.

CR'S TAKE: Genesis' new models impress in terms of driving dynamics and interior quality.

ON THE ROAD



INSIDE
CR'S LABS

For the most
up-to-date
results from
our ongoing
testing, go to
[CR.org/cars](https://www.cars.com).

What We're Testing at Our Track

With the 2021 model year in full swing, we've been adding new and redesigned models to our test program. Here is a preview of the all-electric Ford Mustang Mach-E that we rented from the automaker, plus our first impressions of the Kia Sorento, Ford Bronco Sport, Hyundai Elantra, and Toyota Sienna Sport that we bought.

FORD MUSTANG MACH-E

Ford's first purpose-built EV is a thrilling new breed

THE MUSTANG MACH-E is Ford's first electric vehicle designed to be an EV from the outset. It wears the Mustang name and adapts a few styling cues from the iconic muscle car, but this is really an all-new animal.

It's available with rear- or all-wheel drive. A 68-kWh battery is standard, and an 88-kWh battery, promising a range of up to 300 miles, is optional.

We rented from Ford an extended range, Premium AWD version, which has a claimed range of 270 miles. These are our first impressions, as we wait to buy our own Mach-E to test.

What We Like

Acceleration is decisive, smooth, and linear. There are three driving modes: Whisper is the quietest and most efficient; Engage balances efficiency and responsiveness; and Unbridled unleashes a quicker throttle response, adds heft to the steering, and brings a (simulated) growl that ramps up as you accelerate. There is never any shortage of power in any mode. Ford claims that this particular version can sprint from 0-60 mph in 4.8 seconds.

The Mach-E corners with exuberance. The body feels stable, and the lack of lean adds to the feeling of control. Turn-in response is quick without being too fast or feeling twitchy. The car's RWD bias and low center of gravity contribute to the sporty feel.

The faux leather seats are comfortable and supportive, and the driving position is well sorted out, thanks to a range of seat adjustments and plenty of room around the driver.

Rear-seat room is ample, even for passengers who are 6 feet tall. There's generous room for luggage, and the hatchback versatility is handy for loading



large items. We also appreciated the flexible, yet sturdy cargo shade. Plus, the absence of an engine means there's a front trunk for additional storage.

FCW, AEB, BSW, and RCTW are standard, part of Ford's CoPilot360 Active 2.0 system.

What We Don't

There isn't a dedicated interior button for opening and closing the rear hatch. Rather, you must use the infotainment screen and go through a three-step sequence to open the hatch from the driver's seat, which isn't very conducive to curbside pickups.

We found it tricky to stop smoothly in some situations. The brake pedal is either too touchy at low speeds or requires a hefty foot on the pedal for scrubbing off speed quickly.

Depending on the version, driving range spans 230 to 300 miles. While the 270 miles in our version is robust, the standard 230-mile range is about half that of a typical gas car. That may not be enough to convince buyers to jump on the EV bandwagon.

As is still endemic of EVs, charging time is slow. It would take more than 10 hours to fully charge the extended range version from empty. Granted,

that won't happen very often. Even bringing the battery from a 40 to 70 percent level takes 4 hours on a 240-volt connector, and that equates to only 70 miles' worth of driving range. Owners who charge overnight at home won't have a problem.

CR's Take

We are thoroughly impressed. The Mach-E is quick, agile, quiet, and fun to drive. As with other EVs, long trips require extra planning. Ford says owners can use DC-fast charging on the Electrify America and Greenlots networks and bring the battery from 10 to 80 percent in 40 minutes, but these venues are still few and far between.

WHAT WE RENTED

MODEL Mach-E Premium AWD

PRICE \$56,200

ENGINE 346-hp, dual electric motors; 88-kWh battery

TRANSMISSION 1-speed direct drive

DRIVE WHEELS All

KIA SORENTO

Redesigned SUV gains new powertrains, including a hybrid version



THE 2021 SORENTO could be a good option for buyers who want three rows but a smaller SUV. Although it's capable and mostly pleasant to live with, we believe the Kia lost some of the previous model's charm.

This Sorento is built on an all-new platform that has a 1.4-inch longer wheelbase. Sharper lines give it a rectangular look. A 191-hp four-cylinder engine is standard, and higher trims get a 281-hp, turbo four-cylinder that has a rating of 24 mpg combined by the Environmental Protection Agency. The Hybrid gets an EPA-rated 37 mpg combined.

We bought an EX AWD turbo for our test program and rented a Hybrid from Kia to add to our first impressions.

WHAT WE BOUGHT

MODEL Sorento EX AWD

PRICE \$38,725

ENGINE 281-hp, 2.5-liter turbo four-cylinder

TRANSMISSION 8-speed dual-clutch automatic

DRIVE WHEELS All

What We Like

The turbo four-cylinder makes a prodigious amount of low-end torque. As a result, the Sorento merges onto highways and passes slower vehicles with ease. The transmission shifts quickly and, most of the time, pretty smoothly.

The Hybrid uses an electric motor with a small 1.6-liter turbo four-cylinder and a six-speed automatic. This combo provides more than enough power for most situations. Though the engine can sound gritty, it doesn't get very loud. The transmission shifts smoothly, and the switch between the electric drive and gas engine is barely noticeable.

Most controls are logical and well-placed for easy use. The infotainment system's 8-inch touch screen works well, and we appreciate the helpful buttons on both sides of the screen. Mild annoyances include small volume and tuning knobs, which can be hard to operate while driving.

So far our drivers have found the front seats to be reasonably comfortable. There's a decent view out over the hood and plenty of headroom, though the plastic center console cuts into right-knee space.

Second-row captain's chairs

are standard on the EX trim and above. The two passengers seated there get comfortable seats with plenty of adjustments and lots of space, including good headroom. The seats fold down to create a flat cargo floor.

It's easy to get in and out of the front cabin, thanks to chair-height seats and wide door openings.

What We Don't

In the Hybrid, you are given a small amount of electric power when you press the throttle initially. When you press down on the pedal for more power, there's a brief delay before the gas engine kicks in and power arrives suddenly.

The 2.5-liter turbo has its own quirks. We noticed some vibrations from the transmission when creeping along in stop-and-go traffic, and downshifts at low speeds aren't that smooth.

Our drivers so far have noted that the ride is too stiff and jumpy. Bigger bumps punch through into the cabin too abruptly, and the ride tends to jostle occupants around.

The third-row seat is low to the floor and provides zero leg support. Plus, headroom, knee room, and foot space are all tight. It's best suited for kids.

Note that BSW isn't standard on all trim lines.

CR's Take

The Sorento remains a good option for buyers who are on the fence between a small or midsize SUV. We're happy that most controls are pretty easy to figure out and use.

But the Kia's ride is no longer as comfortable, and both our non-hybrid test model and the Hybrid version we rented suffer from some low-speed drivability issues.



FORD BRONCO SPORT

An extroverted small SUV for drivers who love the great outdoors

FORD IS BLAZING a trail with the compact Bronco Sport. This all-new entry squeezes in between the Escape and Edge, bringing an adventure-ready personality and trail-friendly dimensions.

Sharing common powertrains and underpinnings with the Escape, the car-based Bronco Sport is styled like an off-roader.

We recently bought our own Bronco Sport Outer Banks, an urbane version with a 1.5-liter, turbo three-cylinder engine. In addition, we rented a Bronco Sport Badlands—the most off-road-oriented trim—with a 2.0-liter turbo four-cylinder engine, from Ford. Between the two examples, we've been able to sample much of what this new model has to offer.

What We Like

Ford has the fun-loving, outdoorsy vibe down pat. Drivers will appreciate details like tie-down anchors, rear power outlets, and lights inside the liftgate.

There is a certain throwback simplicity to the interior. Buttons abound, and the clear controls are neither crowded nor confusing.

The visibility is pretty good by modern standards. The side

glass is a bit larger and more square than in some small SUVs. The windshield is fairly upright, and the large, flat hood lets the driver clearly see the edges of the fender and front of the hood—a real aid for parking and negotiating tight trails.

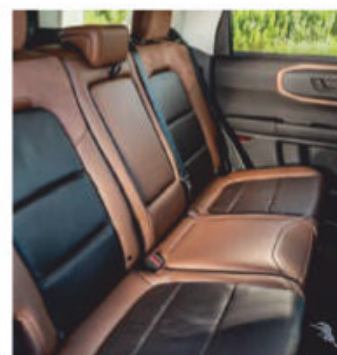
All Bronco Sports come standard with Ford's well-organized and easy-to-use Sync 3 infotainment system with an 8-inch touch screen, along with Android Auto and Apple CarPlay compatibility.

All Bronco Sports get four-wheel drive that can automatically route 50 percent of the power to the rear wheels. The Badlands and First Edition have a more advanced rear differential that can divert virtually all rear axle torque to either wheel or lock them together for more traction.

Front headroom is exceptional, which has us wishing the windshield was an inch taller to better accommodate the sightlines of taller drivers. The stepped-roof gives second-row passengers plenty of headroom and aids cargo capacity, as well.

What We Don't

The wheels on the rented Badlands look like simple



steelies, but they are painted aluminum alloy. The plain look may appeal to some buyers, but the bummer is they cost about \$800 extra. Yikes!

The Badlands steering wheel seems like it's the simplest, cheapest-feeling wheel on the market. Were it not for all its electronic controls, the wheel seems like surplus from an old Escort. The optional (standard on Outer Banks) leather-wrapped wheel is much nicer.

Drivers who like to tilt the cushion upward for better thigh support will be disappointed. Only the rear portion of the seat can be raised, which reduces thigh support. Larger drivers may feel too big for this seat; the bottom cushion feels short, and there isn't enough bolstering to hold you in place well.

CR's Take

The Bronco Sport dares to be different in a sea of cookie-cutter SUVs. The exterior styling announces its adventurous intent, and even the interior has a welcomed simplicity in form. Its greatest commodity is personality, and buyers now have a fresh alternative to a sea of bland small SUVs.



WHAT WE BOUGHT

MODEL Bronco Sport Outer Banks

PRICE \$33,655

ENGINE 181-hp, 1.5-liter turbo three-cylinder

TRANSMISSION 8-speed automatic

DRIVE WHEELS Four

HYUNDAI ELANTRA

This mature sedan is stylish, roomy, and high-tech

THE REDESIGNED 2021 Hyundai Elantra feels like a more grown-up car than the model it replaces. It offers buyers a new, higher-tech infotainment system and possesses capable handling. The Elantra is also considerably more stylish than the previous version.

Most Elantras are powered by a 147-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission (CVT), driving the front wheels. In addition, a 201-hp, 1.6-liter turbo four-cylinder powers the sporty N-Line version, and an all-new hybrid is available, rated at 54 mpg combined by the EPA. These are our first impressions on the SEL trim Elantra we bought for our test program.

What We Like

The 8-inch infotainment touch screen is easy to use, as is the configurable digital instrument cluster that's part of the optional Convenience package. The large icons are simple to decipher, and there are helpful shortcut buttons on the sides. It's great that there are volume and tuning knobs, but some drivers found them to be a bit of a reach. The CVT mimics the shifts and operation of a traditional



automatic so well that we think most buyers won't even realize it's a CVT. It rarely lets the engine rev disproportionately high compared with the car's acceleration.

We found that the Elantra feels pretty nimble through corners, thanks to responsive—albeit overly light—steering, a taut suspension, and good tire grip. Part of this feel is due to its small size, but it also resists body roll when tackling corners. Handling isn't sporty, but it is predictable.

Impressively, FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

What We Don't

It's not easy to get in and out of the Elantra because it sits low to the ground, which makes it feel like you're dropping down into the front seats when you get in. The rear seat is even more difficult, due to the sloping roofline that forces occupants to duck dramatically when getting in and out.

When a driver is looking for real acceleration—such as merging onto a highway or climbing a steep hill—the engine gets loud, particularly noticeable when it gets above 4,000 rpm. Wind and road noise levels are about average

for the class, but better sound insulation would help.

The center dashboard air vents are situated too low, an all-too-common problem in Hyundais of late. The vents end up warming or cooling your arms more than your face.

Though views out of the front are decent, things get more difficult toward the rear. The back pillars are quite thick—a small, third side window would help eliminate the blind spots. Also, the shelf behind the rear seats is quite tall, which lessens the driver's field of vision through the rearview mirror.

CR's Take

So far we've been impressed with the new Elantra's driving experience. The car feels solid and competent through corners, delivers class-competitive ride comfort, and has one of the best-tuned CVTs we've experienced.

The cabin makes a strong first impression, especially when fitted with the optional 10.25-inch digital instrument cluster. We're also quite happy that the controls remain easy to use. Plus, it's a bonus that rear-seat legroom has been increased and proves class-competitive even with the sharper styling.

WHAT WE BOUGHT

MODEL Elantra SEL

PRICE \$23,000

ENGINE 147-hp, 2.0-liter four-cylinder

TRANSMISSION Continuously variable

DRIVE WHEELS Front

TOYOTA SIENNA

A compelling and efficient SUV alternative

YOU MIGHT SAY the 2021 Sienna is all-in on hybridization. That's because all versions come with a 2.5-liter four-cylinder hybrid engine and an electronic continuously variable transmission. This combination promises EPA-estimated fuel economy of 36 mpg combined for the FWD Sienna and 35 mpg combined for AWD ones. It's one way the Sienna truly distinguishes itself in a world of SUVs.

By moving to partial electric power and delivering gains in fuel economy, Toyota aims to keep loyal Sienna fans happy, and even siphon minivan fans from competitors.

Our first drive impressions are based on the XLE version that we bought and are testing.

What We Like

You don't climb into the Sienna as much as you step in. The low doorsill and wide, tall door openings make it a snap to get into or out of the van. Accessing the second row is even easier, given the giant expanse of foot space, and slipping into the third-row seat isn't difficult.

The interior layout is very straightforward, with the various controls within easy

reach for drivers no matter how they position the seat. There are comfortable armrests on the sides of the center console and a deep storage space between them. There's storage and cup holders in the center console. A surplus of USB ports are peppered throughout all three rows to keep devices charged.

We like the traditional gear selector, which seems to be on the endangered-features list at many automakers. The large 9-inch touch screen in our XLE trim is ringed by physical buttons to hop from task to task, and there are knobs for both volume and tuning—a big plus in our book. Plus, the climate system controls are in their own dedicated spot below the infotainment screen.

The hybrid powertrain can propel the van along on electric power alone at low speeds. The powertrain supplies sufficient go when called upon. Every trim level can be equipped with AWD, and this system operates at all speeds.

We like the Sienna's responsive steering, and the van can be hustled along winding roads. The van's ability to shrug off bumps and broken pavement is impressive.

The comprehensive list of



standard active safety features includes FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Even the base LE trim comes with automatic high-beam headlights, dual power sliding doors, and a power driver's seat as standard equipment.

What We Don't

The engine comes on with a roar during the transition from electric power to the gas engine. It also gets quite loud when the driver tries to hurry the Sienna along, particularly on the highway.

We noticed that the brakes are tricky to modulate at low speeds. It feels as if the first 30 percent of pedal travel isn't doing anything to slow the Sienna, so the driver naturally pushes down harder. This results in a more abrupt stop that can catch the driver and passengers off guard.

CR's Take

Toyota has taken a bold step by making the Sienna exclusively a hybrid. It promises impressive overall fuel economy in a large, super-versatile vehicle that's available with AWD. But the four-cylinder engine lacks the refinement of the old V6.



WHAT WE BOUGHT

MODEL Sienna XLE

PRICE \$45,075

ENGINE 245-hp, 2.5-liter four-cylinder hybrid

TRANSMISSION Electronic continuously variable

DRIVE WHEELS Front

ON THE ROAD

The Best Mid-sized Sedans

These six models performed well in our tests, have good crash-test ratings, and are available for less than \$30,000



HONDA ACCORD

This roomy sedan gets excellent fuel economy.



Don't give up on the midsize sedan quite yet. While SUV popularity continues to expand, midsize sedans are still the vehicle of choice for many people. The best ones are fuel-efficient, reliable, and can fit five adults and their luggage. Plus, some are available with all-wheel drive, making them suitable when inclement weather arrives.

TOYOTA CAMRY



VITAL STATS

90/88	89/86	\$28,949/ \$26,364
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

TRIM LINE	47/ 32	DRIVETRAIN
HYBRID LE (SHOWN ABOVE) /LE	MPG	208-hp, 2.5-liter hybrid 4-cyl.; 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
- Reliability
- 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

THE CAMRY HAS long held the distinction of being a competent, well-rounded, pleasant family sedan—and unexciting. To address that last perception, Toyota gave it snazzier styling and slightly nimbler handling as part of a 2018 redesign.

Further refreshed for 2021, the car is light on its feet in the corners, but the lower stance compromises cabin access.

That improved agility is 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. The transmission suffers from some rough shifts, and the engine sounds at high revs. An all-wheel-drive version is newly 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, thanks to slim pillars and lots of side glass. Drivers get a wide, nicely padded front seat that delivers plenty of support.

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 last generation,

headroom and legroom are reasonable.

A 7-inch touch screen is standard, and a 9-inch version is available on higher trims. Controls are easy to use. We appreciate the physical knobs for audio volume and tuning. Non-hybrid 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.

BEST VERSION TO GET

Go for the LE hybrid with its 47 mpg, strong acceleration, roomy trunk, and quieter engine, plus the standard automatic climate control and heated seats. The regular LE with the Convenience package is also a smart, efficient, and affordable choice.



SUBARU LEGACY



VITAL STATS

84 OVERALL SCORE	89 ROAD TEST	\$27,609 PRICE AS TESTED
TRIM LINE TOURING	28 MPG	DRIVETRAIN 182-hp, 2.5-liter 4-cyl. engine; CVT; AWD

REASONS TO BUY

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

REASON TO SKIP

- Some controls require multiple steps to complete 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.

WITH ITS 2020 redesign, the Legacy remains sensible, comfortable, quiet, and easy to live with.

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 uplevel 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 AWD 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 rising more quickly than the speed of the car.

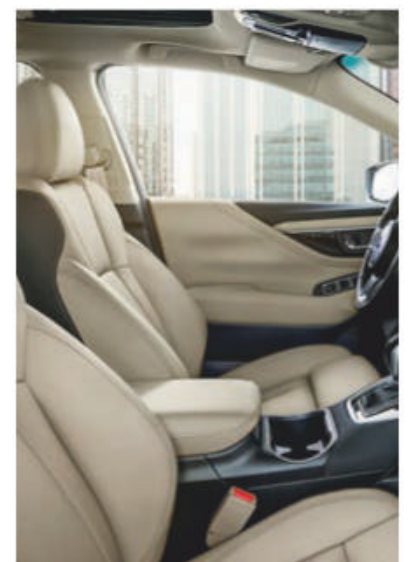
The Legacy tackles corners with restrained body lean, feeling responsive and secure,



but it isn't as sporty as the Mazda6. 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.

HONDA ACCORD



VITAL STATS

84/83 OVERALL SCORE	89/89 ROAD TEST	\$28,345/ \$29,780 PRICE AS TESTED
TRIMLINE EX/ HYBRID EX	31/ 47 MPG	DRIVETRAIN 192-hp, 1.5-liter 4-cyl. turbo; 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
- Unintuitive gear selector in hybrid versions

BEST VERSION TO GET

We would opt for an EX 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.

WITH ITS 2018 redesign, the Accord gained turbo engines, an available hybrid powertrain, comprehensive changes to the controls, and standard active safety features, all wrapped in a coupelike body.



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 radios. Still, there's a definite learning curve for the infotainment system's more involved tasks. The configurable instrument cluster is clear and easy to use, but it's frustrating that you can't display the tachometer and fuel-economy information at the same time.

Equally annoying, 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 it used to. We found the front seats comfortable and supportive. Slide into the rear seat and you're greeted with plenty of legroom, though headroom is limited for taller people.

It may not look like it from the outside, but the trunk is more spacious than before. But the exposed wires and cheap lining material are disappointing.

Standard active safety features include FCW and AEB, but BSW isn't standard on the base trim.



MAZDA6



VITAL STATS

83

OVERALL SCORE

79

ROAD TEST

\$26,590

PRICE AS TESTED

TRIM LINE
TOURING

28
MPG

DRIVETRAIN
187-hp, 2.5-liter
4-cyl. engine;
6-speed
automatic
transmission;
FWD

REASONS TO BUY

- Ride comfort
- Agile handling
- Interior fit and finish

REASONS TO SKIP

- Relatively tight interior
- Acceleration from base engine



BEST VERSION TO GET

The Touring is the clear choice if buyers don't want the uplevel engine, especially since active safety features are standard on the 6.

THE MAZDA6 IS a bit long in the tooth, having gone without any major changes since a freshening for the 2016 model year. But after a number of revisions, the sedan is significantly more comfortable and quiet. Yet it retains much of the driving exuberance that distinguishes it from its midsized sedan competition.

Even though the base four-cylinder engine and responsive automatic transmission make the sedan feel quick, it takes 9.2 seconds to go from 0 to 60 mph, among the slowest acceleration numbers for midsized sedans. In our tests we got 28 mpg overall, about average for the class. We

rented a 6 with the optional turbocharged engine and found it both zippier and quieter.

The 6's fast-reacting steering contributes to its agile handling. And its steady, absorbent ride and quiet cabin make it feel substantial.

Like many of its competitors, the sedan's low stance may challenge some trying to get into the car. The interior is a bit snug, but the front seats are comfortable. We found the rear seat has enough leg, foot, and hip room for taller passengers, but headroom is tight.

The 6 feels more expensive than it is. The cabin

design is understated, and the fit and finish is impressive. The stitching on the padded dashboard and center console, as well as how the controls precisely click into position, create an upscale feel.

It takes practice to master the infotainment system, which uses a rotary knob to interact with the screen. Some tasks entail more than one step. Android Auto and Apple CarPlay are compatible.

All trim levels get standard FCW, AEB with pedestrian detection, BSW, and RCTW, which is impressive.

A redesigned Mazda6 debuts soon, so look for discounts on current ones.

NISSAN ALTIMA



VITAL STATS

80 **81** **\$29,330**

OVERALL
SCORE

ROAD
TEST

PRICE AS
TESTED

TRIMLINE
2.5 SV

31
MPG

DRIVETRAIN
188-hp, 2.5-liter
four-cylinder
engine; CVT;
front-wheel
drive

REASONS TO BUY

- Handling agility
- Braking distances
- Easy-to-use controls
- Available all-wheel drive

REASONS TO SKIP

- Agility
- Ease of entry

BEST VERSION TO GET

The SV trim is the most logical choice since it comes with Nissan's ProPilot Assist partial automation system. In addition, automatic climate control, heated front seats and steering wheel, and a sunroof are included.



THE ALTIMA'S FINER points include a quiet cabin, easy controls, a big trunk, and a roomy rear seat.

Like many competitors, the Altima is no longer available with a V6 engine. Instead, the top engine is now a turbo four cylinder.

Acceleration and fuel economy are improved with the base 2.5-liter engine. The Altima is quick for its class, and its engine has a more refined sound than many competitors'. We got 31 mpg overall, a 2-mpg improvement over the previous model.

It also has one of the better CVTs we've tested, with artificial shifts that mimic a traditional automatic.

In addition, all-wheel drive is optional with the base engine.

But the Altima falls behind its rivals in several areas. Its vague steering feels disconnected through corners, leaving it without the eagerness of the Honda Accord and Toyota Camry, and quite short of the precision of a Mazda6.

The ride initially feels smooth, but driving on rough roads pokes through that superficial veneer. Most road and wind noises are nicely squelched, though.

The Altima's low stance makes getting in and out a chore. Once inside, the standard power driver's seat feels basic, with a bottom

cushion that's short on thigh support. The rear seat is spacious.

The hard plastic surfaces throughout the cabin make the interior look and feel bland, although we appreciate the leather-wrapped steering wheel.

The infotainment screen and controls are refreshingly simple to use.

FCW and AEB with pedestrian detection are standard, but BSW is optional on the base trim. The SV trim level adds the ProPilot Assist system, which includes LKA and adaptive cruise control. This can be helpful in slow, congested traffic conditions.

**KIA
K5**
✓



VITAL STATS

73 OVERALL SCORE

82 ROAD TEST

\$25,610 PRICE AS TESTED

TRIMLINE LXS

32 MPG

DRIVETRAIN 180-hp, 1.6-liter 4-cyl. turbo; eight-speed automatic; FWD

REASONS TO BUY

- Easy-to-use controls
- Good fuel economy
- Roomy interior
- Strong braking performance

REASONS TO SKIP

- Hesitates when starting up from a rolling stop
- Cabin access
- LXS lacks a power seat

BEST VERSION TO GET

Go for the LXS, which brings BSW. Buyers who seek a more comfortable and supportive driver's seat should opt for the GT-Line (not the GT), even though it has wider, low-profile 18-inch tires that hurt ride comfort.

THE K5 IS competitively priced, roomy, fuel-efficient, and user-friendly. Plus, the availability of all-wheel drive should broaden its appeal in snowy regions.

The standard 1.6-liter turbo four-cylinder delivers impressively robust power from such a small engine, yet the car gets a commendable 32 mpg overall. The eight-speed automatic is responsive, but we noted a slight hesitation from a rolling stop.

The K5's ride is steady and compliant, and a notch better than its platform mate, the Hyundai Sonata.

We found that the K5 did a good job quelling most road and wind noise. But the engine gets loud during acceleration, even when the car isn't pushed very hard.

While the Kia's handling is capable, and it remains under control even when at its limits, it doesn't stand out in any way.

The cabin has a conventional layout, with a traditional gear selector. Lower trims get an 8-inch infotainment display screen, while EX and higher trims have a 10.25-inch touch screen. Both screens

respond quickly to inputs, and it's easy to figure out various menus.

Even with its snazzy styling, the K5 has a good amount of room inside the cabin and decent outward visibility. The car is rather low slung, however, which makes getting in and out a bit of a chore.

The driver's seat on the LX and LXS trims is fairly comfortable, but for a more supportive seat with more adjustments, buyers must either add all-wheel drive or step up to the GT-Line. For a touch of luxury, the EX trim brings an attractive mix of interior materials that wouldn't be out of place in a luxury car, with lots of

padded surfaces and some fake wood trim.

FCW, AEB with pedestrian detection, LDW, and LKA are standard. But BSW and RCTW only come on the LXS trim and above.



CR'S TEST DATA & RATINGS

Top-rated tires, standout vehicles, detailed ratings, vehicle profiles, and test data

Top Tires for Cars, SUVs & Trucks

The comprehensive ratings from our extensive testing program will help you get the best-performing tire for your budget.



INSIDE
CR'S LABS

In 2020 we tested more than 550 tires at our 327-acre facility. That's a lot of tire changes.

Do I Have to Replace All Four Tires?

IT'S HARD TO overstate how important tires are to safe driving. After all, they are the only part of the car that touches the road. That's why so many consumers in colder climates spend the time and expense to swap winter/snow tires twice a year to ensure that their vehicles have the best grip possible.

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

"The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance," says Gene Petersen, Consumer Reports' tire-program manager. "Some can cost more than performance all-seasons, but they represent a good value."

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

Among family car tires, CR evaluated six all-weather models, including the Goodyear Assurance WeatherReady, Michelin CrossClimate+, and Vredestein Quatrac 5. From this category, the Michelin shined as the top-rated all-weather tire, thanks to its uncompromising grip. This tire is impressive on the road, but it has a few practical drawbacks. Not only is it pricey but it's also sold only in limited

Owners of AWD vehicles may need to replace all four tires even if only one is damaged. This is so the tire diameters match, which ensures even traction and prevents damage to the AWD system. This turns an inconvenience into a major expense. But there's a less costly option: shaved tires. Owners can buy one tire from Tire Rack and the company will shave it to match the tread of your other three tires. The service costs about \$25 to \$35, which is a lot cheaper than buying four new tires. Still, shaving a tire is likely to nullify its treadwear warranty. Shaving a replacement tire makes the most financial sense if the remaining tread on your tires is no more than about half-worn, at approximately $\frac{1}{32}$ -inch. Other retailers may offer a similar service, but the equipment required to properly shave a tire's tread isn't common. Consult the owner's manual for how to replace tires on your AWD vehicle.

sizes. We recently tested two all-weather SUV tires—the impressive Michelin CrossClimate SUV and the lower-scoring Nokian WRG4 SUV.

CR's Unique Testing

As the tire market evolves, so do Consumer Reports' testing methods. We replaced our basic cornering test with a more dynamic evaluation of acceleration, braking, and handling on

a 2-plus-acre course over wet asphalt. This all-in-one test better reflects real-world challenges drivers face.

Over the past three years, CR has tested more than 170 tire models. This last year, our testing focused on SUV and truck tires across several categories.

We test tires at our Connecticut track for wet and dry braking and handling, ride comfort and quietness, and resistance to hydroplaning.

Our testers evaluated each tire's grip on ice at a nearby skating rink and snow traction. (We didn't conduct ice testing on SUV and truck tires because of COVID-19 restrictions.)

We also commissioned an outside lab to measure each tire's rolling resistance, which affects fuel economy. In addition, we conducted extensive treadwear tests on public roads in western Texas.

Warranty Worries

Tires commonly have a workmanship warranty, covering manufacturing defects. This warranty generally protects the 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 have found issues with workmanship to be rare.

Most 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 a small amount.

"Our treadlife mileage estimates are a way of directly comparing different brand tires, unlike treadwear warranties that are assigned by manufacturers," says Petersen.

Winter/snow tires don't carry a mileage warranty and are intended for limited, seasonal use, so we don't assess their tread life.

Tire Strategies for Car Buyers

When you are 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. They 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. (The size is on the tire sidewall and a sticker

on the driver-side doorjamb.) Among other drawbacks, tires on large wheels with short sidewalls can be expensive to replace and give a rougher ride.

- **Tires that are part of a luxury** or sports package might be higher-performance ones that are typically more expensive to replace and can wear out faster. Make sure you know what you're buying, and check whether 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.

CON: 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: Pricy, limited treadwear, compromised winter grip.

3. WINTER/SNOW

These provide optimum grip in 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.

CON: Noisy.



Ratings > **Top Tires** This is where the rubber meets the road, from all-season to 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)
ALL-SEASON CAR TIRES												
✓ General Altimax RT43 (T)	70	\$87	↑	↓	↑	↑	↑	↑	↓	↑	↑	80,000
✓ Michelin Defender T+H	67	\$115	↑	↓	↑	↑	↑	↓	↓	↑	↓	90,000
Continental TrueContact Tour	66	\$97	↓	↓	↓	↑	↑	↓	↓	↑	↑	95,000
Falken Sincera SN201 A/S	66	\$79	↑	↓	↓	↑	↑	↑	↓	↑	↑	80,000
Falken Sincera SN250 A/S (T)	66	\$81	↑	↓	↓	↑	↑	↓	↓	↑	↑	80,000
Nexen Aria AH7 (T)	66	\$91	↑	↓	↓	↑	↑	↓	↓	↑	↑	90,000
Yokohama Avid Ascend (T)	65	\$92	↑	↓	↓	↑	↑	↓	↑	↑	↑	100,000
BFGoodrich Advantage T/A Sport (T)	63	\$88	↑	↓	↓	↑	↑	↓	↓	↓	↓	75,000
Hankook Kinergy PT	63	\$92	↑	↓	↑	↑	↑	↓	↓	↑	↓	80,000
Kumho Solus TA11	61	\$79	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
Pirelli P4 Four Seasons Plus	60	\$107	↑	↓	↓	↑	↑	↑	↓	↑	↑	85,000
Bridgestone Ecopia EP422 Plus	60	\$113	↑	↓	↓	↑	↓	↓	↓	↑	↑	70,000
Toyo Versado Noir	60	\$99	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
PERFORMANCE ALL-SEASON CAR TIRES												
✓ Michelin CrossClimate +	75	\$171	↑	↑	↑	↑	↑	↑	↑	↑	↑	75,000
✓ Continental PureContact LS	71	\$128	↑	↓	↑	↑	↑	↑	↓	↑	↓	90,000
General Altimax RT43 (V)	66	\$99	↑	↓	↑	↑	↑	↑	↓	↑	↑	70,000
Goodyear Assurance WeatherReady	64	\$142	↓	↓	↑	↑	↑	↓	↓	↑	↓	75,000
Michelin Premier A/S	64	\$158	↑	↓	↑	↑	↓	↓	↓	↑	↓	80,000
Pirelli Cinturato P7 All Season Plus	64	\$140	↑	↓	↑	↑	↓	↓	↓	↑	↑	70,000
Vredestein Quatrac 5	62	\$104	↓	↓	↓	↑	↑	↓	↓	↑	↑	50,000
Firestone WeatherGrip	61	\$144	↓	↓	↓	↑	↑	↓	↓	↑	↑	60,000
Atlas Force HP	61	\$52	↑	↓	↑	↑	↓	↓	↓	↓	↑	65,000
Bridgestone Turanza QuietTrack	61	\$171	↓	↓	↓	↑	↑	↓	↓	↑	↑	70,000
Falken Sincera SN250 A/S (V)	61	\$94	↑	↓	↓	↑	↑	↓	↓	↑	↓	75,000
BFGoodrich Advantage T/A Sport (V)	60	\$106	↑	↓	↑	↑	↓	↓	↓	↑	↓	80,000
Firestone Firehawk AS	60	\$92	↑	↓	↓	↑	↓	↓	↓	↑	↓	60,000
Nokian WRG4	59	\$159	↓	↓	↓	↑	↑	↑	↑	↑	↓	60,000
Yokohama Avid Ascend (V)	59	\$117	↑	↓	↓	↑	↓	↓	↑	↑	↓	75,000
UHP ALL-SEASON TIRES												
✓ 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
✓ Vredestein Quatrac Pro	66	\$151	↑	↓	↑	↑	↑	↑	↓	↑	↓	60,000
Pirelli P Zero All Season Plus	64	\$144	↑	↓	↑	↑	↓	↓	↓	↑	↓	55,000

PHOTO: JOHN POWERS/CONSUMER REPORTS

☐ 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)
UHP ALL-SEASON TIRES <i>Continued</i>												
Continental ExtremeContact DWS06	64	\$148	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000
Bridgestone Potenza RE980AS	63	\$172	↑	↑	↑	↑	↓	↓	↓	↑	↓	40,000
Kumho Ecsta PA51	62	\$134	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
Cooper Zeon RS3-G1	61	\$119	↑	↓	↑	↑	↓	↑	↓	↓	↓	55,000
Yokohama ADVAN Sport A/S	60	\$120	↑	↓	↓	↑	↓	↓	↓	↑	↓	75,000
Hankook Ventus S1 noble 2	57	\$128	↑	↓	↓	↑	↓	↓	↓	↓	↓	55,000
Nexen N'fera AU7	56	\$114	↑	↓	↓	↑	↓	↓	↓	↑	↓	45,000
Nitto Motivo	54	\$124	↑	↓	↓	↑	↓	↓	↓	↓	↓	60,000
UHP SUMMER TIRES												
✓ 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	\$118	↑	↓	↓	↑	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
ALL-SEASON SUV TIRES												
✓ Michelin CrossClimate SUV	74	\$206	↑	↑	↑	↑	↑	NA	↑	↑	↑	40,000
✓ Vredestein HiTrac	69	\$169	↑	↓	↑	↑	↑	NA	↓	↑	↑	55,000
✓ 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

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)

ALL-SEASON SUV TIRES *Continued*

Sumitomo HTR Enhance CX2	65	\$146	↑	↓	↑	↑	↑	NA	↓	↑	↑	75,000
Continental CrossContact LX25	64	\$169	↑	↓	↓	↑	↑	NA	↑	↑	↑	85,000
Michelin Defender LTX M/S [H]	64	\$191	↓	↓	↑	↑	↑	NA	↓	↓	↑	90,000
Sentury Crossover	63	\$80	↑	↑	↑	↑	↓	NA	↓	↑	↑	50,000
Nokian WR G4 SUV [□]	63	\$185	↑	↓	↓	↑	↑	NA	↑	↑	↑	55,000
Nokian eNTYRE C/S	62	\$159	↑	↓	↓	↑	↑	NA	↓	↑	↑	60,000
Hankook Dynapro HP2	61	\$159	↑	↓	↑	↑	↑	NA	↓	↑	↑	85,000

ALL-SEASON TRUCK TIRES

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	\$151	↓	↓	↓	↑	↑	NA	↑	↑	↑	60,000
Hankook Dynapro HT	54	\$155	↑	↓	↓	↑	↑	NA	↓	↑	↑	60,000

ALL-TERRAIN TRUCK TIRES

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

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

HOW WE TEST: Overall Score is based on more than 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.

Standout Models

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

TOYOTA SUPRA
The smooth engine and agility make this coupe fun to drive.

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 charging infrastructure.

Best EVs

- Chevrolet Bolt
- Hyundai Kona Electric
- Nissan Leaf

Best Hybrids/ Plug-In Hybrid

- Toyota Prius
- Honda Insight
- Toyota Corolla Hybrid
- Toyota Prius Prime



Chevrolet Bolt

78

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

- Toyota Corolla Hatchback



Toyota Corolla Hatchback

67

OVERALL SCORE

SMALL SEDANS \$17,000-\$25,000

PROS

Easy to park and maneuver, fuel economy.

CONS

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

Best Overall

- Nissan Sentra
- Toyota Corolla
- Subaru Impreza
- Mazda3
- Honda Civic
- Hyundai Elantra



Nissan Sentra

77

OVERALL SCORE

Cars

MIDSIZE SEDANS

\$25,000-\$35,000

PROS

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

CONS

Limited cargo flexibility.

Best Overall

- Toyota Camry
- Subaru Legacy
- Honda Accord
- Mazda6
- Nissan Altima
- Kia K5
- Volkswagen Passat

Fuel-Efficient

- Toyota Camry Hybrid
- Honda Accord Hybrid
- Honda Clarity Plug-In Hybrid
- Hyundai Sonata Hybrid



Toyota Camry Hybrid

90

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

- Toyota Avalon Hybrid
- Nissan Maxima
- Dodge Charger
- Chrysler 300



Toyota Avalon Hybrid

88

OVERALL SCORE

LUXURY SEDANS

\$30,000-\$115,000

PROS

Quiet cabin, power, fit and finish, handling.

CONS

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

Best Compact

- Audi A4
- Infiniti Q50
- BMW 3 Series
- Mercedes-Benz C-Class
- Volkswagen Arteon
- Tesla Model 3

Best Midsize & Large

- BMW 7 Series
- Lexus ES
- BMW 5 Series
- Audi A6
- Mercedes-Benz E-Class



Audi A4

87

OVERALL SCORE

SUVs

Small SUVs blend fuel economy and versatility, and offer easier cabin access and a more upright seating position than sedans. Midsized 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

Noisy, stiff ride, cost more than a comparable sedan or hatchback.

Best Overall

- Subaru Forester
- Subaru Crosstrek
- Mazda CX-5
- Honda CR-V
- Kia Sportage

Fuel-Efficient

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



Subaru Forester

89
OVERALL SCORE

MIDSIZE \$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 (Two-Row)

- Subaru Outback
- Ford Edge
- Nissan Murano

Best Overall (Three-Row)

- Kia Telluride
- Hyundai Palisade
- Toyota Highlander
- Mazda CX-9
- Honda Pilot



Kia Telluride

97
OVERALL SCORE

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

PROS

Versatility, cargo space, room for passengers, towing abilities.

CONS

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

Best Overall

- Ford Expedition MAX
- Toyota Sequoia



Ford Expedition MAX

69
OVERALL SCORE

LUXURY \$30,000-\$50,000

PROS

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

CONS

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

Best Compact

- Lexus NX
- BMW X2
- Buick Encore
- Volvo XC40
- BMW X1
- Mini Cooper Countryman

Fuel Efficient

- Lexus NX300h
- Lexus UX250h



Lexus NX

82
OVERALL SCORE

SUVs

LUXURY
\$50,000-\$90,000

PROS

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

CONS

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

Best Compact

- Audi Q5
- Porsche Macan
- Mercedes-Benz GLC
- Cadillac XT5

Best Midsize

- BMW X5
- Lexus RX
- Porsche Cayenne

Best Large

- BMW X7
- Toyota Land Cruiser



BMW X5

84

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.

Best Overall

- BMW M240i

Roadsters

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

Fun Coupes

- Toyota Supra
- Hyundai Veloster
- Toyota 86
- Ford Mustang GT



Mazda MX-5 Miata

87

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 Overall

- Honda Ridgeline

Off-Road Fun

- Jeep Gladiator



Honda Ridgeline

80

OVERALL SCORE



Vehicle Ratings

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

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

■ **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 partnership with the Environmental

Protection Agency, indicates which cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from their model year. Green Choice vehicles are tagged in our ratings with a green leaf icon 🌿.

■ **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Surveys; the availability of frontal

Why Some Vehicles Aren't Rated

Some models are new, have been redesigned, or are updated, and will be in future road tests. These include the Acura MDX; Audi A3; Buick Envision; Cadillac Escalade; Chevrolet Corvette; Ford Bronco, Bronco Sport, F-150, and Mustang Mach-E; Genesis G80 and GV80; Hyundai Santa Fe and Tucson; Infiniti QX55; Kia Sorento; Mercedes-Benz S-Class; Mitsubishi Outlander; Nissan Pathfinder and Rogue; Polestar 2; Subaru BRZ; Toyota Mirai; and Volkswagen ID.4 and Taos. For more, check future issues of CR Cars or CR.org.

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 Consumer Reports members. **Predicted reliability** is our forecast of how well a new model is likely to hold up. **Owner satisfaction** is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine

the predictions, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all new or redesigned, we use our expert judgment based on 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 rating (MPGe).

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

The Meaning Behind the Green Choice Designation

CHOOSING A FUEL efficient car or electric vehicle is a great way to reduce or eliminate trips to the pump and emissions of carbon dioxide, a greenhouse gas that contributes to climate change. But when it comes to smog-forming pollutants, some cars emit a lot more than others.

Although the sheer number of cars on America's roads makes them a key culprit in fouling the air, advances in vehicle technology are increasingly

providing cleaner, greener choices, even for consumers shopping for gas-powered vehicles.

To help you make a more informed decision, Consumer Reports is now identifying the least polluting new vehicles with our new Green Choice designation, indicated in CR ratings charts with a green leaf icon 🍃.

Green Choice cars, SUVs, and minivans are among the 20 percent lowest contributors to smog-forming and

greenhouse gas emissions for their model year, based on EPA ratings.

"EVs are best for the environment, but you can still meaningfully reduce your impact by choosing the right gas-powered car or truck," says Jake Fisher, senior director of auto testing at CR. "About a quarter of CR's recommended cars earn the Green Choice designation, including mid-sized vehicles and even some larger hybrid SUVs and minivans."



Low/No Greenhouse Gas Emissions



Low/No Smog-Forming Emissions



Green Choice

OUR NEW GREEN Choice designation highlights the top 20 percent of vehicles on the market with the cleanest emissions. Green Choice cars, SUVs, and minivans are indicated in our ratings by a green leaf icon and include gas-powered,

hybrid, and electric vehicles. The new rating was developed in collaboration with the EPA's SmartWay program, which rates vehicles for their levels of greenhouse gas and smog-forming emissions. Green Choice allows consumers to

make a more informed decision when they are shopping for a new vehicle. In addition to the charts here, we also indicate which cars meet the Green Choice standard in our online ratings and model pages at cr.org/cars

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

CARS: COMPACT ELECTRICS

Chevrolet Bolt Premier	78	\$43,155			76	119 ¹	Low running costs, acceleration, agility, quietness, no emissions, reliability.	Charging times, brake pedal feel, ride, seat comfort, gear selector.
Hyundai Kona Electric Limited	74	\$42,330			76	120 ¹	Acceleration, handling, range, low running costs, no emissions.	Charging times, gear selector.
Nissan Leaf SL Plus	72	\$44,330			73	104 ¹	Low running costs, no emissions, quick and quiet acceleration.	Charging times, range still limited, driving position, lack of agility.
BMW i3 Giga Rex	64	\$51,095			70	113 ¹ / 29 ²	Agility.	Short range, seats only four, rear-seat access, cargo space, stingy instrumentation, gear selector.
Kia Niro EV EX Premium	55	\$47,270			81	112 ¹	Robust range for an EV, no emissions, acceleration, quietness, practicality.	Reliability, charging times.

CARS: COMPACT HYBRIDS AND PLUG-INS

Toyota Prius LE	80	\$27,323			75	52	Fuel economy, hatchback versatility, ride, reliability.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd gear selector and gauges, too easy to turn off DRL.
Honda Insight EX	79	\$24,955			73	54	Fuel economy, ride, reliability.	Controls, front-seat comfort, low stance hurts access.
Toyota Corolla Hybrid LE	77	\$24,129			69	48	Fuel economy, ride, controls, reliability.	Acceleration, rear seat, access.
Toyota Prius Prime Premium	77	\$29,889			74	133 ¹ / 50 ²	Fuel economy, no range anxiety, ride, hatchback versatility, reliability.	Complex infotainment screen, no rear wiper, too easy to turn off DRL.
Hyundai Ioniq SEL	64	\$25,035			67	52	Fuel economy, controls, cargo versatility.	Braking, agility, hesitation off the line, too easy to turn off DRL.
Kia Niro EX	62	\$26,805			65	43	Fuel economy, controls, cargo versatility.	Braking, agility, hesitation off the line, front-seat comfort, ride.

CARS: SMALL SEDANS

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.
Toyota Corolla LE	77	\$23,530			68	33	Fuel economy, ride, controls, reliability.	Acceleration, rear seat, access.
Subaru Impreza Premium	75	\$23,410			85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Front-seat comfort.
Mazda3 Select	75	\$24,115			75	30	Fit and finish, quietness, braking, fuel economy.	Controls.
Honda Civic LX	75	\$20,275			76	32	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort.
Hyundai Elantra SEL	75	\$23,000			76	33	Fuel economy, secure handling, braking, controls.	Engine noise, ride, access.
Honda Civic EX-T	74	\$23,035			75	31	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
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	58	\$18,435			64	33	Controls, fuel economy, braking.	Stiff ride, loud cabin, seat comfort, interior room.
Kia Rio S	55	\$17,220			61	33	Controls, fuel economy.	Stiff ride, loud cabin, seat comfort, interior room.

¹ Miles-per-gallon equivalent (MPGe). ² 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		
CARS: SMALL SEDANS <i>Continued</i>								
Volkswagen Jetta SE	50	\$23,325	⬇️	⬇️	78	34	Fuel economy, controls, relatively roomy cabin.	Reliability, low dash vents.
Kia Forte LXS	43	\$20,165	⬇️	⬇️	67	34	Controls, fuel economy.	Reliability, ride, noise, seat comfort, fit and finish.
CARS: SMALL HATCHBACKS								
✔️ Toyota Corolla Hatchback SE	67	\$24,263	⬇️	⬇️	66	36	Handling, fuel economy, controls, braking.	Ride, engine noise, tight rear-seat.
Nissan Kicks SV	64	\$21,050	⬇️	⬇️	64	32	Fuel economy, controls, visibility.	Acceleration, fit and finish, front-seat comfort, agility.
Toyota C-HR XLE	64	\$23,892	⬇️	⬇️	64	29	Controls.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat.
Hyundai Venue SEL	59	\$20,720	⬇️	⬇️	61	32	Controls, fuel economy, braking.	Ride, noise, fit and finish, rear seat, no adjustable seat-belt anchors.
Kia Soul EX	48	\$25,320	⬇️	⬆️	76	28	Braking, controls, access, braking, passenger space.	Reliability, ride, loud engine.
Chevrolet Spark 1LT	45	\$16,660	⬇️	⬇️	47	33	Fuel economy, easy to park, braking.	Acceleration, ride, noise, seat comfort, driving position.
Mitsubishi Mirage ES	32	\$16,050	⬇️	⬇️	29	37	Fuel economy, turning circle, rear-seat room, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap.
CARS: MIDSIZED								
✔️ Toyota Camry Hybrid LE	90	\$28,949	⬆️	⬆️	89	47	Fuel economy, ride, controls, reliability.	Low stance hurts access, too easy to cancel DRL.
✔️ Toyota Camry LE (4-cyl.)	88	\$26,364	⬆️	⬆️	86	32	Fuel economy, braking, ride, controls, reliability.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.
✔️ Subaru Legacy Premium	84	\$27,609	⬇️	⬆️	89	28	Ride, transmission.	Some controls require multiple steps.
✔️ Honda Accord EX (1.5T)	84	\$28,345	⬇️	⬆️	89	31	Ride, handling, fuel economy, controls.	Low stance hurts access.
✔️ Honda Accord Hybrid EX	83	\$29,780	⬇️	⬆️	89	47	Fuel economy, ride, trunk space.	Low stance hurts access, unintuitive gear selector.
✔️ Mazda6 Touring (2.5L)	83	\$26,590	⬆️	⬆️	79	28	Handling, ride.	Relatively tight quarters.
✔️ Nissan Altima 2.5 SV	80	\$29,330	⬆️	⬇️	81	31	Controls, fuel economy, rear seat room.	Agility, ride, ease of entry.
✔️ Honda Clarity Plug-in Hybrid	80	\$34,290	⬆️	⬆️	74	110 (11) / 39 (12)	Acts as an EV for short distances, ride, interior room, reliability.	Clumsy handling, front-seat comfort, confusing controls, small gas tank for long trips.
✔️ Kia K5 LXS	73	\$25,860	⬇️	⬆️	82	32	Controls, fuel economy, interior room, braking.	Hesitation from rolling stop, access, no power seat on LXS.
✔️ Volkswagen Passat SE	72	\$28,080	⬇️	⬇️	77	28	Controls, rear seat, visibility.	Abrupt launch, on-limit handling.
✔️ Hyundai Sonata SEL (2.5L)	71	\$26,670	⬇️	⬆️	81	31	Fuel economy, trusty handling, braking, available tech features.	Ride, gear selector.
✔️ Hyundai Sonata Hybrid SEL	67	\$31,515	⬇️	⬆️	76	44	Fuel economy, trusty handling, available tech features.	Ride, gear selector, rough shifts.
Chevrolet Malibu LT (1.5T)	45	\$26,790	⬇️	⬇️	80	29	Ride, quietness, controls.	Reliability, raspy turbo, front-seat comfort, so-so visibility, no standard AEB.

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

CARS: LARGE

Toyota Avalon Hybrid XLE	88	\$38,643			93	42	Fuel economy, ride, interior room, controls, trunk space.	Lower stance hurts getting in and out, too easy to cancel DRL.
Nissan Maxima Platinum	81	\$41,995			81	25	Acceleration, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
Dodge Charger R/T Plus (V8)	79	\$40,375			85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Visibility, access, optional active safety features.
Chrysler 300 C (V8)	78	\$45,650			84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Expensive optional active safety features.
Chrysler 300 Limited (V6)	78	\$38,335			83	22	Transmission, ride, quietness, seat comfort, fit and finish.	Expensive optional active safety features.
Dodge Charger SXT (V6)	78	\$34,510			82	22	Transmission, quietness, ride, interior room, feature content.	Visibility, access, optional active safety features.

CARS: LUXURY SMALL

Audi A4 Premium Plus	87	\$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.
Infiniti Q50 Luxe (AWD)	85	\$48,775			85	22	Acceleration, agility, braking, visibility, reliability.	Cumbersome infotainment system, small trunk.
BMW 330i xDrive	83	\$52,995			86	29	Handling, acceleration, braking, transmission, fuel economy, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assist.
Mercedes-Benz C300 (4MATIC)	83	\$47,560			85	26	Ride, handling, acceleration, quietness, front-seat comfort, fit and finish.	Controls including gear selector.
Volkswagen Arteon SEL (AWD)	81	\$43,475			91	24	Handling, braking, fit and finish, controls, hatchback versatility.	Engine noise.
Tesla Model 3 Long Range	78	\$59,000			82	130 ¹	Instant acceleration, handling agility, front-seat comfort, no emissions, driving range.	Stiff ride, distracting controls, rear seat, long charging times, lacks a true blind spot warning system.
Volvo S60 T5 Momentum	75	\$47,110			71	26	Braking, quietness, front-seat comfort, fit and finish.	Ride, controls.
BMW 228i xDrive Gran Coupe	72	\$41,345			75	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, rear seat, ride.
Lexus IS300 (AWD)	70	\$45,345			69	22	Acceleration, braking, fit and finish.	Controls, tight quarters, driving position, fuel economy.
Kia Stinger Premium (2.0T, AWD)	68	\$40,400			75	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear-seat, difficult access, visibility.
Cadillac CT4 Luxury Premium (2.0T, AWD)	65	\$49,215			78	25	Handling, braking, front-seat comfort, fit and finish	Rear-seat room and access, scant in-cabin storage.
Cadillac CT5 Luxury Premium (2.0T, AWD)	65	\$53,520			78	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
Genesis G70 Elite (2.0T, AWD)	64	\$43,115			74	23	Handling, controls, fit and finish.	Reliability, tight quarters, gear selector, stopping distance.
Acura ILX Premium	57	\$30,820			61	28	None.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
Acura TLX Tech (AWD)	56	\$45,025			67	23	Acceleration, transmission, front-seat comfort.	Infotainment system, engine and road noise, rear seat.

¹ Miles-per-gallon equivalent (MPGe). ² 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: LUXURY SMALL *Continued*

Mercedes-Benz CLA250 (4MATIC)	56	\$44,390	↓	↓	65	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, rear seat, wimpy AC.
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 AC.
Alfa Romeo Giulia Ti (AWD)	43	\$48,890	↓	↑	70	27	Agility, steering.	Reliability, controls, rear seat, limited driver's seat adjustments.

CARS: LUXURY MIDSIZED/LARGE

✓ BMW 750i xDrive	88	\$110,645	↓	↓	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish.	Narrow trunk, learning curve for the controls.
✓ Lexus ES350	82	\$48,855	↑	↑	84	25	Ride, quietness, front-seat comfort, fit and finish, reliability.	Controls, rear seat.
✓ BMW 530i xDrive	81	\$65,210	↓	↑	94	26	Ride, quietness, transmission, seat comfort, fit and finish.	Learning curve for the controls.
✓ Audi A6 Premium Plus (2.0T)	77	\$59,390	↓	↓	93	26	Handling, braking, quietness, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.
✓ Mercedes-Benz E350 (4MATIC)	74	\$69,585	↓	↓	85	24	Agility, braking, quietness, front-seat comfort, fit and finish.	Controls, tight rear-seat, rear access.
Tesla Model S Long Range	70	\$100,200	↓	↑	97	102	Acceleration, handling, luggage capacity, no emissions.	Reliability, long charge times, access, rear-seat, visibility, controls.
Audi A8 3.0T	70	\$97,595	↓	↑	96	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Reliability, controls require a learning curve, scant in-cabin storage.
Genesis G90 Premium (3.3T, AWD)	68	\$71,550	↓	↓	89	18	Powertrain, ride, quietness, interior room.	Fuel economy, unintuitive gear selector, low dash vents.
Porsche Taycan 4S	63	\$128,520	↓	↑	86	69	Acceleration, ride, handling, front-seat comfort, no emissions.	Reliability, controls, price, long charging time, limited range, visibility.
Volvo S90 T6 Momentum (AWD)	50	\$61,855	↓	↓	73	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
Lexus LS500 (AWD)	46	\$103,899	↓	↓	72	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Reliability, controls, rear seat space for class, small trunk.
Maserati Ghibli S Q4	42	\$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

✓ BMW M240i	88	\$50,400	↓	↑	98	25	Acceleration, handling, braking, front-seat comfort, quietness.	Rear seat room, some controls.
✓ Mazda MX-5 Miata Club	87	\$29,905	↑	↑	80	34	Agility, manual shifter, fuel economy, easy manual top, reliability.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓ Porsche 718 Boxster (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.
✓ Toyota Supra Premium	83	\$56,115	↓	↑	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise.
✓ Hyundai Veloster Turbo R-Spec	80	\$23,785	↑	↑	83	29	Handling, braking, manual shifter, controls.	Ride, noise, visibility.
✓ BMW Z4 sDrive30i	79	\$59,195	↓	↑	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, controls, overzealous lane keeping assist.
✓ Toyota 86	77	\$25,025	↑	↑	78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating, no active safety features offered.

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

SPORTS CARS *Continued*

✓ Ford Mustang GT Premium (V8)	76	\$43,295	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust sound.	Fuel economy, rear seat, ride.
✓ Dodge Challenger R/T Plus (V8)	73	\$40,860	↑	↑	70	20	Braking, exhaust sound, infotainment system, habitable rear-seat, brawn, reliability.	Ride, noise, visibility.
✓ Audi TT 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, AEB not offered.
✓ Nissan 370Z Touring	73	\$38,565	↓	↓	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access, no active safety features offered.
✓ Ford Mustang Premium (2.3T)	70	\$33,080	↓	↑	76	25	Handling, braking, interior details.	Rear seat, noise, raspy engine sound.
Volkswagen GTI Autobahn	63	\$31,730	↓	↑	82	29	Agility, seat comfort, quiet cabin, hatchback versatility.	Reliability.
Chevrolet Camaro SS (V8)	63	\$47,020	↓	↑	85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents.
Mini Cooper S	59	\$29,945	↓	↓	80	30	Handling, fuel economy, manual shifter, engine sound.	Reliability, rear seat, some controls, premium fuel.
Subaru WRX Premium	58	\$29,742	↓	↓	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Reliability, ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.

MINIVANS

✓ Toyota Sienna XLE	77	\$43,570	↓	↑	79	36	Fuel economy, interior room and versatility.	Long stopping distance, touchy brake pedal.
Chrysler Pacifica Hybrid Platinum	70	\$48,380	↓	↑	88	84 ⁽¹⁾ / 27 ⁽²⁾	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
Honda Odyssey EX-L	68	\$40,300	↓	↓	85	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Reliability.
Chrysler Pacifica Touring L	68	\$38,245	↓	↑	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Reliability, coarse-sounding engine.
Kia Sedona EX	61	\$34,795	↓	↓	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility.

SUVs: SMALL

✓ Subaru Forester Premium	89	\$29,341	↑	↑	90	28	Fuel economy, roomy interior, great visibility, easy controls.	Engine noise.
✓ Subaru Crosstrek Premium	84	\$25,905	↑	↑	87	29	Ride, braking, controls, fuel economy.	Acceleration, engine noise, driver's seat short on lumbar support.
✓ Mazda CX-5 Touring	83	\$29,530	↑	↑	78	24	Ride, quietness, handling, reliability.	So-so rear visibility, controls.
✓ Honda CR-V EX	82	\$28,935	↑	↓	82	28	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
✓ Subaru Crosstrek Hybrid Premium	81	\$36,685	↑	↑	82	90 ⁽¹⁾ / 33 ⁽²⁾	Ride, braking, fuel economy.	Acceleration, engine noise, cargo.
✓ Kia Sportage LX (2.4L)	81	\$26,720	↑	↓	78	23	Handling, powertrain, room, easy controls, reliability.	Rear visibility.
✓ Honda CR-V Hybrid EX	81	\$31,380	↑	↓	80	35	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
✓ Toyota RAV4 Prime XSE	79	\$45,923	↓	↑	85	94 ⁽¹⁾ / 34 ⁽²⁾	Acceleration, part-time electric driving, fuel economy, ride, controls.	Long stopping distance, high pitch warning signal in Reverse.
✓ Hyundai Kona SEL (2.0L)	77	\$25,025	↑	↓	71	26	Agility, braking, controls, fuel economy, reliability.	Ride, noise, acceleration.

Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
SUVs: SMALL <i>Continued</i>								
✓ Mazda CX-30 Preferred	75	\$28,645	↑	↑	64	27	Fit and finish, fuel economy, reliability.	Controls, engine noise, tight quarters, visibility.
✓ Chevrolet Equinox LT (1.5T)	74	\$33,730	↓	↓	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
✓ Mazda CX-3 Touring	73	\$25,800	↑	↓	64	28	Handling, fuel economy, reliability.	Noise, tight rear-seat and cargo room, visibility, ride.
✓ Toyota RAV4 Hybrid XLE	72	\$34,193	↓	↓	76	37	Fuel economy.	Ride, fit and finish.
✓ Honda HR-V LX	71	\$22,045	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling, reliability.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓ Toyota RAV4 XLE (2.5L)	69	\$32,109	↓	↓	72	27	Fuel economy.	Engine noise, ride, fit and finish.
GMC Terrain SLE (2.0T)	66	\$36,950	↓	↓	67	22	Acceleration, braking.	Loud cabin, stiff ride, agility, visibility, fit and finish, unintuitive gear selector.
Volkswagen Tiguan SE	65	\$31,645	↓	↓	84	25	Generous interior, easy controls, access, visibility.	Reliability, not as quick as its competitors.
Kia Seltos S	63	\$24,820	↓	↓	72	28	Fuel economy, braking, controls, visibility.	Ride, noise, active safety features not standard.
Nissan Rogue Sport SV	59	\$25,655	↓	↓	72	26	Access, fuel economy, controls.	Reliability, acceleration, rear-seat comfort, rear visibility.
Chevrolet Trailblazer LT (1.3T)	55	\$27,560	↓	↓	66	27	Interior room, mid-range torque, controls, fuel economy.	Rear and side visibility, agility, front-seat comfort.
Mitsubishi Outlander SEL (4-cyl.)	55	\$28,405	↓	↓	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
Jeep Cherokee Limited (2.0T)	54	\$37,655	↓	↓	68	23	Interior room, controls, braking.	Reliability, sluggish off the line, uncooperative transmission, ride, agility, engine noise.
Mitsubishi Eclipse Cross SE	53	\$28,470	↓	↓	57	24	Access, rear seat.	Controls, agility, visibility, front-seat comfort, acceleration, cargo space.
Ford Escape Hybrid SE Sport	50	\$34,740	↓	↓	82	34	Fuel economy, agility, stopping distance, controls.	Reliability, overly sensitive brake pedal.
Chevrolet Trax LT	48	\$25,560	↓	↓	55	25	Easy to park, decent room within a small footprint.	Acceleration, ride, engine noise, rear visibility, front seats, fussy to use touch-screen radio.
Ford Escape SE (1.5T)	46	\$32,600	↓	↓	73	26	Fuel economy, agility, stopping distance, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
Ford EcoSport SES (2.0L)	45	\$28,130	↓	↓	61	24	Handling agility, easy controls, access.	Reliability, ride, noise, acceleration, transmission, cargo space, no AEB offered.
Jeep Compass Latitude	39	\$30,870	↓	↓	56	24	Controls, access.	Reliability, underpowered, touchy brake pedal, agility, ride, engine noise, rear seat.
Jeep Renegade Latitude	37	\$27,525	↓	↓	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
Fiat 500X Pop	31	\$26,600	↓	↓	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

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)

✓ Subaru Outback Limited XT	86	\$39,572	↓	↑	91	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars.	Some controls require multiple steps.
✓ Ford Edge SEL (2.0T)	83	\$42,610	↑	↓	84	22	Quietness, handling, braking, interior room.	Driving position.
✓ Nissan Murano SL	79	\$42,065	↑	↓	77	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
✓ Toyota Venza XLE	78	\$40,160	↑	↑	75	37	Fuel economy, ease of access..	Controls, visibility, road noise, cargo capacity.
Jeep Grand Cherokee Limited (V6)	67	\$41,375	↓	↑	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy infotainment system.	Fuel economy.
Chevrolet Blazer Leather (V6)	67	\$43,290	↓	↓	83	19	Acceleration, braking, transmission, quietness, controls.	Visibility, fuel economy, low dash vents, reliability.
Toyota 4Runner SR5	64	\$37,425	↑	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.
Honda Passport EX-L	64	\$39,937	↓	↓	79	21	Acceleration, Interior room, quietness.	Reliability, ride.
Volkswagen Atlas Cross Sport SE (2.0T)	64	\$40,580	↓	↓	81	21	Interior room, access, controls.	Too wide for tight spaces.
Jeep Wrangler Sahara (4-door)	29	\$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)

✓ Kia Telluride EX	97	\$40,855	↑	↑	97	21	Ride, quietness, braking, interior room, controls, well-equipped for price, reliability.	Agility.
✓ Hyundai Palisade SEL	85	\$43,415	↑	↑	88	21	Powertrain, interior room, access.	Agility, gear selector.
✓ Toyota Highlander XLE (V6)	84	\$42,843	↑	↑	86	22	Smooth engine, ride, controls, second-row seats.	Agility.
✓ Toyota Highlander Hybrid XLE	83	\$44,463	↑	↑	84	35	Fuel economy, ride, controls, second-row seats.	Some engine noise.
✓ Mazda CX-9 Touring	80	\$40,470	↑	↑	79	22	Ride, handling, quietness.	Controls, rear visibility.
✓ Honda Pilot EX-L	72	\$40,655	↓	↓	80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, controls.
Chevrolet Traverse Premier	69	\$49,945	↓	↑	95	20	Ride, roominess, braking, quietness, controls, access.	Reliability, cheap manual sunroof shade.
Subaru Ascent Limited	60	\$43,867	↓	↑	93	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Reliability, agility.
Volkswagen Atlas SEL (V6)	57	\$44,165	↓	↓	84	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Reliability, acceleration trails competition.
Dodge Durango GT (V6)	49	\$43,525	↓	↓	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, third-row seat, towing capacity.	Reliability, rear visibility, maneuverability, fuel economy.
Ford Explorer XLT (2.3T)	42	\$49,940	↓	↓	78	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.

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								
✓ Ford Expedition MAX Limited	69	\$75,430	↓	↑	73	16	Quietness, acceleration, controls, interior room.	Ride, handling, fuel economy.
✓ Toyota Sequoia Limited	68	\$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.
Chevrolet Suburban Premier	60	\$74,375	↓	↑	76	16	Interior room, seat comfort, ride, quietness, infotainment.	Braking, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
GMC Yukon XL SLT	59	\$71,245	↓	↑	75	16	Interior room, seat comfort, ride, quietness, infotainment.	Braking, gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
Chevrolet Tahoe LT	58	\$63,650	↓	↑	73	17	Ride, quietness, controls, interior room, seat comfort.	Gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
GMC Yukon SLT	58	\$65,790	↓	↑	73	17	Ride, quietness, controls, interior room, seat comfort.	Gear selector, fuel economy, agility, high step-in, tall hood hurts visibility.
Nissan Armada Platinum	55	\$63,020	↓	↓	69	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy, NHTSA crash-test results.
SUVs: LUXURY SMALL								
✓ Lexus NX300	82	\$43,284	↑	↓	74	24	Handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controls, in-cabin storage.
✓ Lexus UX250h	81	\$37,740	↑	↑	71	37	Fuel economy, transmission, quietness, reliability.	Controls, tight interior, rear seat .
✓ Lexus NX300h	80	\$51,224	↑	↓	71	29	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controls, in-cabin storage.
✓ Audi Q5 Premium Plus	78	\$51,570	↓	↓	83	24	Ride, quietness, seat comfort.	Gear selector, controls require a learning curve.
✓ Porsche Macan S	76	\$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.
✓ Mercedes-Benz GLC300	75	\$50,280	↓	↓	79	22	Ride, agility, fit and finish, front-seat comfort.	Controls, engine noise.
✓ BMW X2 xDrive28i	74	\$45,895	↑	↓	77	25	Handling, responsive engine and transmission, fit and finish, front-seat comfort.	Visibility, ride, road noise, blind-spot warning unavailable.
✓ Buick Encore Preferred	74	\$30,555	↑	↓	69	23	Ride, quietness, braking, maneuverability, reliability.	Acceleration, driving position, narrow cabin, rear visibility,
✓ BMW X1 xDrive28i	73	\$44,745	↑	↓	74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride, blind-spot warning unavailable.
✓ Volvo XC40 T5 Momentum	73	\$41,510	↑	↑	71	24	Interior ambience, comfortable front-seats.	Stiff ride, controls, annoying gear selector, engine noise.
✓ Cadillac XT5 Luxury	72	\$51,025	↓	↓	76	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
✓ Mini Cooper Countryman S	72	\$39,535	↓	↑	82	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, controls.
BMW X3 xDrive30i	69	\$53,745	↓	↑	92	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Reliability, unintuitive gear selector.
Acura RDX Tech	65	\$43,995	↓	↓	82	22	Handling, acceleration, stopping distances, front-seat comfort, fit and finish.	Reliability, controls, gear selector, engine noise, brake pedal feel.

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*

Buick Encore GX Select (1.3T)	64	\$33,145	↓	↓	67	26	Strong mid range acceleration, fuel economy, braking, infotainment system.	Engine noise and vibration, rear seat.
Mercedes-Benz GLB250	64	\$47,435	↓	↓	81	26	Handling, braking, acceleration, fuel economy, fit and finish.	Controls, low and flat rear-seat.
Audi Q3 Premium Plus	63	\$43,940	↓	↓	84	23	Handling, braking, seat comfort.	Reliability, loud engine, rear visibility.
Infiniti QX50 Essential	61	\$51,380	↓	↓	77	22	Quietness, fit and finish, braking.	Reliability, confusing controls, short on agility.
Volvo XC60 T5 Momentum	60	\$50,040	↓	↓	79	23	Seat comfort, fit and finish, braking.	Reliability, stiff ride, maddening controls.
Mercedes-Benz GLA250	60	\$42,210	↓	↓	74	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
Lincoln Corsair Reserve (2.0T)	53	\$50,870	↓	↑	82	23	Ride, quietness, powertrain, fit and finish.	Reliability, controls.
Cadillac XT4 Premium Luxury	52	\$49,430	↓	↓	78	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Reliability, engine noise, ride.
Jaguar E-Pace S	52	\$48,070	↓	↓	69	21	Handling, fit and finish.	Reliability, uneven power delivery, ride, visibility, controls.
Jaguar F-Pace Prestige	52	\$53,895	↓	↓	72	20	Agility, acceleration, braking, transmission, rear seat.	Reliability, ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
Tesla Model Y Long Range	50	\$61,190	↓	↑	90	121 [□]	Handling, acceleration, braking, seat comfort, doesn't consume gas or emit tailpipe emissions.	Reliability, ride, controls, no real blind spot warning, limited range, long charging time.
Land Rover Range Rover Velar S	49	\$59,503	↓	↓	76	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.
Alfa Romeo Stelvio Ti	45	\$52,040	↓	↓	74	24	Handling, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
Land Rover Range Rover Evoque SE	41	\$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)

BMW X5 xDrive40i	84	\$68,730	↓	↑	98	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Learning curve for the controls.
Lexus RX450h	83	\$57,565	↑	↑	80	29	Quietness, ride, fuel economy, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
Porsche Cayenne Base	81	\$79,280	↓	↑	87	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
Lexus RX350	80	\$51,630	↑	↑	77	22	Ride, quietness, powertrain, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
Jaguar I-Pace HSE	59	\$86,841	↓	↑	82	76 [□]	Acceleration, handling, quietness, fit and finish, no emissions.	Controls, long charging times, limited range, brake pedal feel, brand reliability.
Audi E-Tron Premium Plus	54	\$80,450	↓	↑	90	74 [□]	Ride, quietness, acceleration, seat comfort, fit and finish, no emissions.	Reliability, long charging times, limited range.
Lincoln Nautilus Reserve	50	\$54,945	↓	↑	84	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, gear selector, small text in instrument cluster.

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 (2-ROW) *Continued*

Land Rover Defender HSE	45	\$70,710	⬇️	⬆️	61	18	Acceleration, off-road ability.	Braking, controls, agility, step-in height, fuel economy, rear visibility.
Mercedes-Benz GLE450	43	\$75,090	⬇️	⬇️	80	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
Land Rover Discovery Sport HSE	41	\$49,895	⬇️	⬇️	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, brand reliability.

SUVs: LUXURY MIDSIZED (3-ROW)

✓ Lexus RX350L	82	\$56,518	⬆️	⬆️	80	20	Ride, quietness, powertrain, fit and finish.	Distracting controls, tiny third-row seat.
✓ Lexus GX460 Premium	79	\$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.
✓ Buick Enclave Premium	76	\$55,680	⬇️	⬇️	87	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Confusing gear selector, fuel economy, cheap manual sunroof shade.
✓ GMC Acadia Denali	71	\$51,585	⬇️	⬇️	83	19	Quietness, ride, rear-seat room, controls, easy to use infotainment system.	Fuel economy, missing some common features.
✓ Infiniti QX60 Luxe	71	\$51,920	⬇️	⬇️	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Agility, rear visibility, fuel economy.
Audi Q7 Premium Plus (3.0T)	65	\$71,010	⬇️	⬆️	92	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls' learning curve.
Tesla Model X Long Range	65	\$109,200	⬇️	⬆️	83	87	Acceleration, handling, front-seat comfort, fit and finish, no emissions.	Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls.
Volvo XC90 T6 Momentum	62	\$56,805	⬇️	⬇️	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights.	Reliability, stiff ride, unintuitive controls.
Cadillac XT6 Premium Luxury	55	\$62,515	⬇️	⬇️	82	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features, brand reliability.
Land Rover Range Rover Sport HSE (3.0L)	49	\$74,040	⬇️	⬆️	72	18	Handling, acceleration, fit and finish, towing and off-road capability.	Stiff ride, controls, fussy shifter, fuel economy, brand reliability.
Land Rover Discovery HSE	45	\$69,260	⬇️	⬇️	71	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Agility, fuel economy, controls, low rear-seat, third-row access, brand reliability.
Lincoln Aviator Reserve (3.0T)	45	\$64,920	⬇️	⬆️	82	19	Acceleration, handling, ride, quietness, fit and finish, cargo room.	Reliability, controls, gear selector, fuel economy.

SUVs: LUXURY LARGE

✓ BMW X7 xDrive40i	82	\$84,095	⬇️	⬆️	94	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Learning curve for the controls.
✓ Toyota Land Cruiser	74	\$84,820	⬆️	⬆️	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity.	Fuel economy, agility, tight third-row seat.
Lincoln Navigator Select	64	\$86,480	⬇️	⬆️	65	16	Quietness, powertrain, second and third-row seat room.	Front-seat comfort, unintuitive gear selector, clumsy handling, fuel economy.

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

SUVs: LUXURY LARGE *Continued*

Infiniti QX80 Luxe	64	\$63,395			68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road.	Handling, fuel economy, access, NHTSA crash-test results.
Land Rover Range Rover HSE (3.0L)	49	\$88,545			78	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities.	Agility, fuel economy, controls, brand reliability.
Mercedes-Benz GLS450	46	\$89,030			86	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.

PICKUP TRUCKS: COMPACT

Honda Ridgeline RTL	80	\$36,480			83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Low towing capacity, shallow bed.
Jeep Gladiator Sport	65	\$46,405			52	18	Powertrain, towing capacity, character, reliability.	Handling, wind noise, awkward window controls.
Toyota Tacoma 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.
Ford Ranger XLT	46	\$40,355			55	20	Relatively fuel efficient, maneuverable size.	Reliability, ride, controls, high step-in.
Chevrolet Colorado LT (V6)	44	\$34,300			61	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
GMC Canyon SLE (V6)	44	\$35,835			61	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
Chevrolet Colorado LT (diesel)	43	\$39,295			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
GMC Canyon SLE (diesel)	43	\$40,895			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.

PICKUP TRUCKS: FULL-SIZED

Toyota Tundra SR5 (5.7L V8)	63	\$44,245			59	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, fuel economy, no full-time 4WD, too easy to turn off DRL.
Ram 1500 Big Horn (5.7L V8)	63	\$53,120			83	17	Ride, quietness, transmission, cabin room, controls.	Reliability, high step-in.
Ram 1500 Big Horn (diesel)	63	\$54,310			83	23	Fuel economy, ride, quietness, transmission, cabin room, controls.	Reliability, high step-in.
Nissan Titan SV (V8)	55	\$44,370			70	16	Acceleration, braking, roomy cab, light tailgate.	Reliability, ride, fit and finish, fuel economy.
Chevrolet Silverado 1500 LT (5.3L V8)	45	\$50,225			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
GMC Sierra 1500 SLE (5.3L V8)	45	\$52,100			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
Chevrolet Silverado 1500 LT (diesel)	45	\$53,655			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.
GMC Sierra 1500 SLE (diesel)	45	\$55,100			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2021 and early 2022 models. Use these reviews, along with the vehicle ratings (page 46) and our data charts (starting on page 184), to narrow your choices.

1. RECOMMENDED MODELS

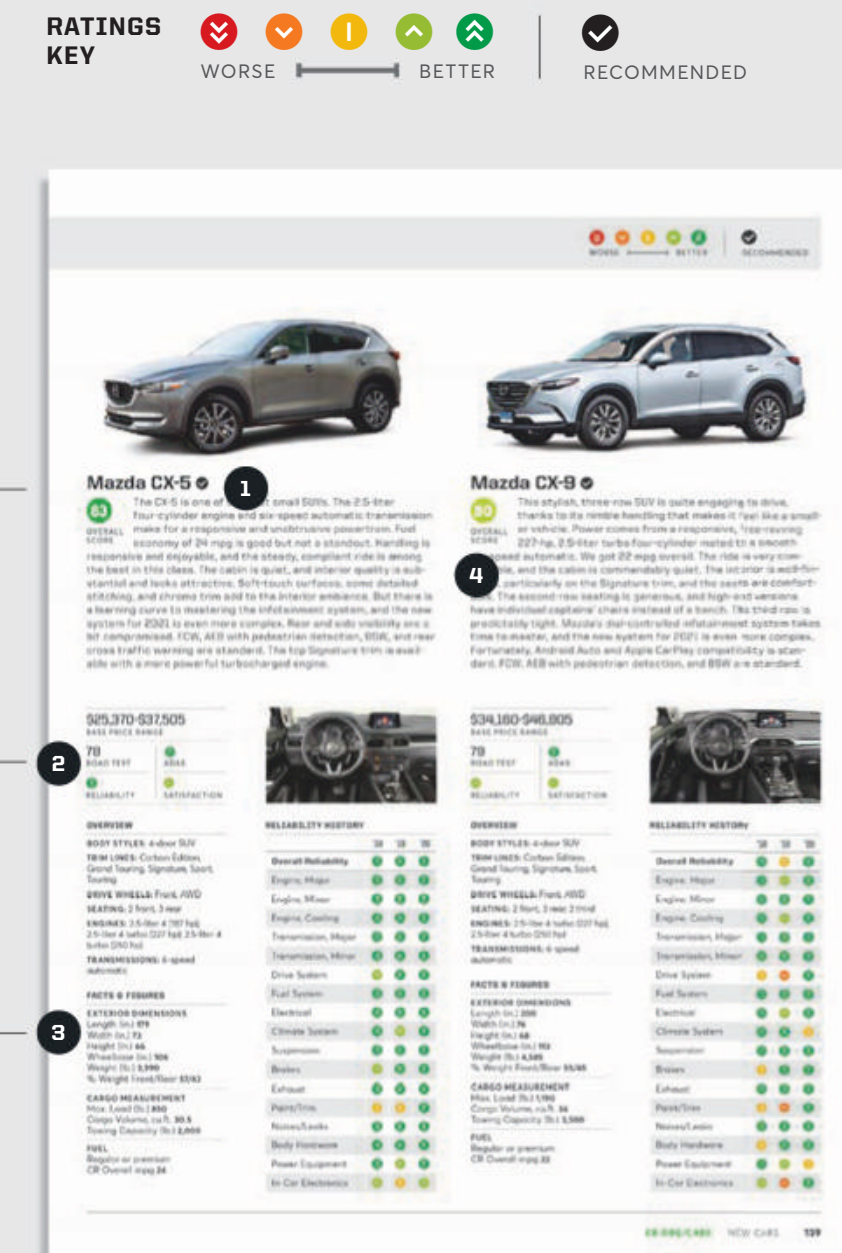
These are the vehicles that did well in CR's Overall Score within their category. The score includes CR's stringent testing, reliability, owner satisfaction, and safety. They must have performed well in our testing, have average or better reliability, and perform adequately if included in safety tests 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 the price is estimated. Models often come in various **Body Styles** and **Trim Lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive Wheels** tells you whether the model is available with front-, rear-, all-wheel (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; and **Height** is from the top of the inside door-frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% Weight Front/Rear** are measured on our scales. Data for untested models come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the manufacturer



or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo Volume** for minivans, SUVs, and wagons is the maximum usable cargo volume, 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. Max

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 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 2020 Annual Surveys with data on 329,000 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. **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 Advanced 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 are assigned a ; those with only FCW and AEB standard are assigned a .

How to Read the Reliability Charts



THESE CHARTS ARE based on 329,000 vehicles in 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, considered serious because of cost, failure, safety, or down-time. Our calculations give extra weight to problems in the areas of engine, major; engine cooling; transmission, major; and drive system because they can be serious and expensive to repair.

The reliability of a 2021 model on sale 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 2021. Several model years' data are a better predictor than the single most recent model year.

One or two years' data may be used if the model was redesigned in 2020 or 2019, 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 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.
- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, Major** Transmission rebuild or replacement, torque converter,

premature clutch replacement.

- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

- **Fuel System** Sensors (includes O₂ or oxygen sensor), emission control devices (includes EGR), 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 plugs and wires failure.

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

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

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

- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

- **Noises/Leaks** Squeaks or rattles, seals 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.

- **In-Car Electronics** Audio systems, back-up/parking camera, entertainment systems, navigation system, communication system.

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, in 2019, slightly less than 1 percent of vehicles had Drive System problems on average. The 2019 Mazda CX-9 (facing page), scores a  (worse than average); just over 1.5 percent of them had a problem in this area.

Similarly, in 2018, the average rate of problems in the Power Equipment trouble spot was 2 percent. Because fewer than 0.5 percent of Mazda CX-5's were reported to have 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.

The 2020 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

	'18	'19	'20
Engine, Major	1	<1	<1
Engine, Minor	1	<1	<1
Engine, Cooling	<1	<1	<1
Transmission, Major	<1	<1	<1
Transmission, Minor	1	1	<1
Drive System	1	1	<1
Fuel System	1	<1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	1
Noises/Leaks	2	1	1
Body Hardware	1	1	1
Power Equipment	2	1	1
In-Car Electronics	3	3	2



Acura ILX

57

OVERALL
SCORE

Acura's entry-level compact sedan doesn't have the same degree of luxury and refinement as its peers. The 2.4-liter four-cylinder engine and eight-speed automatic work well at full steam, but the transmission suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when drivers need power. The stiff, jumpy ride, mundane handling, and incessant road noise aren't befitting a luxury compact sedan. The infotainment system is convoluted and overly distracting. Most active safety features, including FCW and AEB, are standard, but BSW is optional.

\$26,100-\$32,000

BASE PRICE RANGE

61

ROAD TEST



ADAS

1

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: A-Spec, Premium, Standard, Technology

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 (201 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**

Width (in.) **71**

Height (in.) **56**

Wheelbase (in.) **105**

Weight (lb.) **3,095**

% Weight Front/Rear **64/36**

CARGO MEASUREMENT

Max. Load (lb.) **850**

Cargo Volume, cu.ft. **12**

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **28**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA

OVERALL
SCORE

The redesigned MDX is more stylish and will be available with a choice of two engines when it goes on sale in early 2021. Most versions will get a 3.5-liter V6, also used in the current MDX, paired with a 10-speed automatic transmission. A performance-oriented Type S version will feature a 3.0-liter turbocharged V6 engine with an estimated 355 hp. Acura says the MDX has a nearly three-inch-longer wheelbase, which has been used to increase passenger and cargo room. The wide center console between the seats houses the Acura True Touchpad, which is how the driver interacts with the infotainment system. We found the system unintuitive in the RDX and TLX. The MDX comes standard with a full suite of safety and driver-assist features. The outgoing MDX is functional and family-friendly, and its smooth 3.5-liter V6 engine delivers quick acceleration.

\$46,900-\$60,650

BASE PRICE RANGE

NA

ROAD TEST



ADAS

0

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advance, A-Spec, Base, Tech, Type S

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.) **4,530**

% Weight Front/Rear **58/42**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **5,000**

FUEL

Premium

EPA combined mpg **21**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⚠️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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

65 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 is enjoyable to drive. It feels lively and engaging, and has nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad, 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; BSW is optional, however.

\$38,400-\$51,000
BASE PRICE RANGE

82 ROAD TEST	↑ ADAS
↓ RELIABILITY	 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advance, A-Spec, Base, Tech
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (272 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **187**
 Width (in.) **74**
 Height (in.) **66**
 Wheelbase (in.) **108**
 Weight (lb.) **4,005**
 % Weight Front/Rear **58/42**

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

FUEL
 Premium
 CR Overall mpg **22**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑		↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

56 OVERALL SCORE

The redesigned TLX is a sleek sedan that's larger than the competition but not roomier. The standard 2.0-liter turbo four-cylinder engine is paired with a 10-speed automatic, and together they feel energetic. Fuel economy of 23 mpg overall is not stellar. Front-wheel drive is standard, with all-wheel drive optional. The ride is quite comfortable, and handling is nimble, but the driving experience is underwhelming. Road and engine noise undermine the premium pretense. The low stance hurts access, and the rear seat is tight. Drivers interact with the infotainment display via a touchpad; the screen is not touch-enabled. We found this system to be very distracting and unintuitive to use. FCW and AEB with pedestrian detection are standard. BSW requires getting the Technology package.

\$37,500-\$48,300
BASE PRICE RANGE

67 ROAD TEST	↑ ADAS
↓ RELIABILITY	 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

43 **OVERALL SCORE** Alfa's compact luxury sports sedan corners and steers like a sports car. The 280-hp, 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 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.

\$39,500-\$74,800
BASE PRICE RANGE

70
ROAD TEST

RELIABILITY: ⬇️

ADAS: ⬆️

SATISFACTION: ⬆️



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Quadrifoglio, Sprint, Ti, Ti Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

45 **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. Forward collision warning and automatic emergency braking are standard, and Alfa made the infotainment system more user friendly.

\$41,500-\$80,800
BASE PRICE RANGE

74
ROAD TEST

RELIABILITY: ⬇️

ADAS: ⬆️

SATISFACTION: ⬇️



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Quadrifoglio, Sprint, Ti, Ti Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**

Width (in.) **75**

Height (in.) **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

	'18	'19	'20
Overall Reliability	⬇️	*	*
Engine, Major	⬇️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, 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

NA Audi's A3 is a compelling entry-level luxury car, but it lacks certain expected features for its price, and the interior, though well-made, feels austere. It's solid and quiet, and the A3's crisp handling and firm, controlled ride make the small sedan enjoyable to drive. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat is tight. It takes a bit of time to get used to the infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. Forward collision warning and automatic emergency braking are standard on all trims except for the sporty RS 3. A redesigned A3 will arrive in North America for the 2022 model year.

\$33,300-\$43,000
BASE PRICE RANGE

NA ROAD TEST	Opt. ADAS
I RELIABILITY	V SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Premium, Premium Plus, RS3, S3
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (394 hp)
TRANSMISSIONS: 6-speed sequential; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **175**
 Width (in.) **70**
 Height (in.) **56**
 Wheelbase (in.) **104**
 Weight (lb.) **3,135**
 % Weight Front/Rear **60/40**

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

FUEL
 Premium
 CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	I	*	*
Engine, Major	V	*	*
Engine, Minor	V	*	*
Engine, Cooling	A	*	*
Transmission, Major	A	*	*
Transmission, Minor	A	*	*
Drive System	A	*	*
Fuel System	A	*	*
Electrical	V	*	*
Climate System	W	*	*
Suspension	A	*	*
Brakes	A	*	*
Exhaust	A	*	*
Paint/Trim	A	*	*
Noises/Leaks	I	*	*
Body Hardware	A	*	*
Power Equipment	I	*	*
In-Car Electronics	W	*	*

Audi A4 ✓

87 The A4 is among the highest-ranking luxury compact sports sedans, thanks in large part to its enjoyable driving experience. Power comes from a smooth and punchy 2.0-liter turbo four-cylinder engine well-matched with a seven-speed dual-clutch automatic transmission. 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 city-speed AEB with pedestrian detection. The Allroad wagon version adds versatility, but the Q5 SUV has more cargo room. For 2021 all-wheel drive is standard.

\$39,100-\$44,600
BASE PRICE RANGE

88 ROAD TEST	I ADAS
A RELIABILITY	I 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

	'18	'19	'20
Overall Reliability	A	A	*
Engine, Major	A	A	*
Engine, Minor	A	A	*
Engine, Cooling	A	A	*
Transmission, Major	A	A	*
Transmission, Minor	A	A	*
Drive System	A	A	*
Fuel System	A	A	*
Electrical	A	A	*
Climate System	A	A	*
Suspension	A	A	*
Brakes	A	A	*
Exhaust	A	A	*
Paint/Trim	A	A	*
Noises/Leaks	I	A	*
Body Hardware	A	A	*
Power Equipment	A	A	*
In-Car Electronics	I	A	*



Audi A5

NA
OVERALL SCORE

The A5 is based on the A4 and is available in coupe, convertible, and hatchback body styles. Power comes from a 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. All-wheel drive is standard. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The soft top on the convertible can be operated at up to 30 mph. The controls take some time to master but prove to be logical with familiarity. The A5 has standard FCW and city-speed AEB with pedestrian detection. The sportier S5 version is powered by a 3.0-liter turbo V6 mated to an eight-speed automatic, and the more potent RS 5 gets a 444-hp turbocharged V6.

\$41,800-\$60,600

BASE PRICE RANGE

NA ROAD TEST	I ADAS
↑ RELIABILITY	↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; convertible; coupe

TRIM LINES: Premium, Premium Plus, Prestige, RS 5, S5

DRIVE WHEELS: AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (349 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
Width (in.) **73**
Height (in.) **54**
Wheelbase (in.) **109**
Weight (lb.) **3,550**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL
Premium
CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	I	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	I	↑	*
Body Hardware	↑	↑	*
Power Equipment	I	↑	*
In-Car Electronics	↑	↑	*



Audi A6

77
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. FCW and AEB with pedestrian detection are standard. The RS 6 Avant wagon with a 4.0-liter turbo V8 is new for 2021.

\$54,900-\$74,400

BASE PRICE RANGE

93 ROAD TEST	↑ ADAS
I RELIABILITY	I 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

	'18	'19	'20
Overall Reliability	↑	I	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	I	I	*
Fuel System	↓	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↓	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	I	*
Noises/Leaks	↓	↓	*
Body Hardware	↑	I	*
Power Equipment	↑	I	*
In-Car Electronics	↓	↓	*



Audi A7

NA
OVERALL SCORE

The A7 is a more stylish take on the A6. It has more emphasis on style, luxury, and high-tech features than its predecessor had. It maintains the same swept-back profile and the practical benefit of a hatchback. Powering the base A7 is a 335-hp twin-turbo V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure that accessories don't tax fuel economy. Inside, the control system consists of two touch screens that prove to be fairly easy to use. Fit and finish and seat comfort are superb. The high-performance S7 brings a 444-hp turbocharged V6. FCW and AEB with pedestrian detection are standard.

Audi A8

70
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 new 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. 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.

\$69,200-\$114,000

BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
ⓘ RELIABILITY	▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Plug-in hybrid, Premium, Premium Plus, Prestige, RS 7, S7
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 hybrid (362 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.) **196**
 Width (in.) **75**
 Height (in.) **56**
 Wheelbase (in.) **115**
 Weight (lb.) **4,235**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Premium
 CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$86,500-\$130,900

BASE PRICE RANGE

96 ROAD TEST	▲ ADAS
○ RELIABILITY	▲ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 55 TFSI, 60 TFSI, PHEV, S8, TFSI
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (335 hp); 3.0-liter V6 hybrid (443 hp); 4.0-liter V8 turbo (453 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

54

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 220 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.

\$65,900-\$69,100

BASE PRICE RANGE

90

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

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

TRIM LINES: Premium, Premium Plus, Prestige, Sportback

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (355 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

	'18	'19	'20
Overall Reliability	🔴	🔴	*
Engine, Major	🟡	🟡	*
Engine, Minor	🟢	🟢	*
Engine, Cooling	🟢	🟢	*
Transmission, 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

63

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 Q3's 23 mpg overall fuel economy is not stellar, but at least it 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 and AEB are standard. Thick pillars at the rear hinder visibility, so we suggest adding the optional BSW.

\$34,000-\$36,000

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

	'18	'19	'20
Overall Reliability	🟢	*	🔴
Engine, Major	🟢	*	🟢
Engine, Minor	🟢	*	🟢
Engine, Cooling	🟢	*	🟢
Transmission, 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 ✓

78 OVERALL SCORE

The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 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. A plug-in hybrid is also available. 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. All Q5 trims come standard with FCW, city-speed AEB, BSW, and rear cross traffic warning. An optional package is required to get high-speed AEB and adaptive cruise control with traffic-jam assist. A coupe-like version called the Sportback is also available.

\$43,300-\$52,900
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

	'18	'19	'20
Overall Reliability	↓	↑	↓
Engine, Major	↓	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

65 OVERALL SCORE

Audi's luxury three-row SUV received a freshening in 2020, getting the control layout and powertrain of the Q8. A 2.0-liter four-cylinder turbo engine is standard. The optional 3.0-liter V6 turbo, which replaced the previous supercharged V6, is more refined and returned 20 mpg overall in our tests. 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. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. The SQ7 uses a 4.0-liter turbo V8.

\$54,950-\$60,800
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

	'18	'19	'20
Overall Reliability	↓	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 Q8

NA OVERALL SCORE This five-seat, coupelike SUV is based on the Q7 but is wider and lower. Some functionality is compromised for the more dynamic styling. The Q8's 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system is paired to a smooth eight-speed automatic. It's quiet and luxurious, and among the more sporty-driving SUVs. The dual-touch-screen control interface is daunting at first but isn't too difficult to master. The Q8 features standard FCW and AEB with pedestrian detection. For 2021, BSW and rear cross traffic warning are standard. An RS Q8 super-high-performance version with a twin turbocharged 4.0-liter V8 engine is new.

\$68,200-\$114,500
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Premium, Premium Plus, Prestige, RS, SQ8
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp); 4.0-liter V8 turbo (591 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**
Width (in.) **79**
Height (in.) **67**
Wheelbase (in.) **118**
Weight (lb.) **5,000**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,100**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL

Premium
EPA combined mpg **19**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↓	*	*
Engine, Minor	↓	*	*
Engine, Cooling	↑	*	*
Transmission, 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 Overall, the TT is more about style and technology than outright performance. The TT coupe and convertible use a 228-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The seven-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. 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 is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into dash vents. A 2.5-liter turbo five-cylinder RS performance version is also available. The TT lacks most active safety features, a disappointment for a car in this price range.

\$49,800-\$72,500
BASE PRICE RANGE

84 ROAD TEST
RELIABILITY
Opt. ADAS
SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: 2.0T, RS, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

88 OVERALL SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 335-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. The transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rear seats are tight. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. FCW and AEB are standard. The four-door Gran Coupe rides on a completely different platform, which is shared with the X1 and X2.

BMW 2 Series Gran Coupe ✓

72 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 transmission. 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-\$58,900
BASE PRICE RANGE

98 ROAD TEST

1 RELIABILITY

1 ADAS

↑️ SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: 230i, M240i, M2 Competition

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (405 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **175**
Width (in.) **70**
Height (in.) **56**
Wheelbase (in.) **106**
Weight (lb.) **3,450**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	1	*	*
Engine, Major	↑️	*	*
Engine, Minor	1	*	*
Engine, Cooling	1	*	*
Transmission, Major	↑️	*	*
Transmission, Minor	↑️	*	*
Drive System	1	*	*
Fuel System	1	*	*
Electrical	↑️	*	*
Climate System	↑️	*	*
Suspension	↑️	*	*
Brakes	↑️	*	*
Exhaust	↑️	*	*
Paint/Trim	↑️	*	*
Noises/Leaks	1	*	*
Body Hardware	↑️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	↑️	*	*

\$37,500-\$45,500
BASE PRICE RANGE

75 ROAD TEST

1 RELIABILITY

↑️ ADAS

↑️ SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 228i xDrive, M235i xDrive

DRIVE WHEELS: 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.) **176**
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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 ✓

83 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. All-wheel drive is 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 city-speed 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 and the 330e plug-in hybrid are new.

\$41,250-\$56,700
BASE PRICE RANGE

86 ROAD TEST
RELIABILITY
ADAS
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

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 4 Series

NA OVERALL SCORE The redesigned 2021 BMW 4 Series shares most components with the 3 Series sedan, but they are packaged in a sleeker two-door coupe form. Two turbocharged engines are available: a 255-hp, 2.0-liter four-cylinder and a punchy 382-hp, 3.0-liter six-cylinder that uses a 48-volt mild-hybrid setup to support accessories without hurting fuel consumption. The eight-speed automatic is smooth and responsive. Rear- and all-wheel drive are available. We found the 4 to be agile and fun to drive yet refined and luxurious. The iDrive infotainment system is quick and capable but takes some getting used to. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are all standard.

\$45,600-\$74,700
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: 430i, 440i, M4, M4 Competition
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 turbo (255 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.) **188**
Width (in.) **73**
Height (in.) **55**
Wheelbase (in.) **111**
Weight (lb.) **3,710**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT

Max. Load (lb.) **730**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA combined mpg **27**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 ✓

81 OVERALL SCORE
 The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall yet delivers some zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that effortlessly delivers power. 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 charger. FCW and city-speed AEB with pedestrian detection are standard.

\$54,200-\$103,500
 BASE PRICE RANGE

94 ROAD TEST
 ⬆️ ADAS
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 530e, 530e xDrive, 530i, 530i xDrive, 540i, 540i xDrive, M5, M550i xDrive
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)
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

	'18	'19	'20
Overall Reliability	⬇️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬇️	⬆️	⬆️
Transmission, 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 ✓

88 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 523-hp, 4.4-liter 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.

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

99 ROAD TEST
 ⬆️ ADAS
 ⬆️ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 8 Series

NA OVERALL SCORE The 8 Series comes as a luxury two-door coupe, convertible, or four-door sedan. It faces off against other six-figure boutique cruiser-type cars, blending luxury appointments, high-tech features, prodigious power, and exclusivity. The 8 is available with a six- or eight-cylinder turbocharged engine, each mated to an eight-speed automatic and featuring all-wheel drive. We found the six-cylinder to be silky-smooth and plenty powerful, but the V8 brings a glorious sound. The convertible has a soft top that can be opened and closed on the move and an optional warm-air vent in the head restraint. As is endemic to this type of car, cabin access, outward visibility, and interior room are compromised.

\$85,000-\$130,000

BASE PRICE RANGE

NA ROAD TEST	I ADAS
I RELIABILITY	A SATISFACTION

OVERVIEW

BODY STYLES: convertible; coupe; sedan

TRIM LINES: 840i, M8, M850i, M8 Competition

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 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)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**
Width (in.) **75**
Height (in.) **53**
Wheelbase (in.) **111**
Weight (lb.) **4,480**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **770**
Cargo Volume, cu.ft. **15**
Towing Capacity (lb.) **NR**

FUEL
Premium
EPA combined mpg **20**



RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, 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 i3

64 OVERALL SCORE BMW's electric four-seat hatchback has rear-hinged back doors, and its interior is striking in its simplicity and style. The electric motor makes this tall, narrow car feel quick. The optional two-cylinder engine acts as an on-board generator to extend the range beyond the typical 150 miles to about 200 miles total. Still, the i3 requires frequent fuel stops on long drives. Charge times were about 5.5 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. It's more at home in urban and suburban settings than on the highway. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to.

\$44,450-\$51,500

BASE PRICE RANGE

70 ROAD TEST	Opt. ADAS
I RELIABILITY	V SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: Deka, Giga, Mega, s, Tera

DRIVE WHEELS: Rear

SEATING: 2 front, 2 rear

ENGINES: 0.7-liter 2 electric (170 hp); 0.7-liter 2 electric (181 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **157**
Width (in.) **70**
Height (in.) **62**
Wheelbase (in.) **101**
Weight (lb.) **3,140**
% Weight Front/Rear **45/55**

CARGO MEASUREMENT

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

FUEL
Premium
CR Overall mpg **113**



RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

73 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 responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although the X1's ride and handling are capable and responsive, they aren't quite up to BMW's high standards. Road noise is rather noticeable. The interior exudes quality, and controls are relatively easy to use. The front seats are rather 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 is not available.

BMW X2 ✓

74 OVERALL SCORE
 The BMW X2 is designed to 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 a bit austere, with comfortable front seats and logical controls. Outward visibility and rear-seat room are hurt by the sleek styling. Standard safety features include FCW and AEB with pedestrian detection. Like with the X1, BSW is not available.

\$35,400-\$37,400

BASE PRICE RANGE

74
ROAD TEST

↓
ADAS

↑
RELIABILITY

↓
SATISFACTION



\$36,600-\$46,450

BASE PRICE RANGE

77
ROAD TEST

↓
ADAS

↑
RELIABILITY

↓
SATISFACTION



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

	'18	'19	'20
Overall Reliability	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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: 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

69 BMW's third-generation X3 has upscale cabin amenities, technology, and 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 quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard FCW, AEB with pedestrian detection, and BSW. A plug-in hybrid version of the X3 is new for 2021.

\$43,000-\$69,900

BASE PRICE RANGE

92
ROAD TEST



ADAS

↓
RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M, M40i, sDrive30i, xDrive30e, xDrive30i

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 (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

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↓	↑	↑
Transmission, 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 X4

NA The BMW X4 is based on the current X3. It gains safety technology and an inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility. The base version is called the xDrive30i and features a 248-hp turbocharged four-cylinder engine; the M40i is powered by a 382-hp turbo six-cylinder engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 to be thoroughly engaging to drive and would expect similar performance from the X4. FCW and AEB with pedestrian detection are standard, as is a 10.25-inch touch screen with navigation.

\$51,600-\$73,400

BASE PRICE RANGE

NA
ROAD TEST



ADAS

↓
RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M, M40i, xDrive30i

DRIVE WHEELS: 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.) **188**

Width (in.) **75**

Height (in.) **64**

Wheelbase (in.) **113**

Weight (lb.) **3,900**

% Weight Front/Rear **50/50**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **4,000**

FUEL

Premium

EPA combined mpg **25**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

84 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 reason to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. The standard Active Driving Assistant includes FCW with pedestrian and cyclist detection, city-speed AEB, BSW, and rear cross traffic warning.

\$59,400-\$105,100

BASE PRICE RANGE

98

ROAD TEST

↑

ADAS

↓

RELIABILITY

↑

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

	'18	'19	'20
Overall Reliability	↓	⬇️	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 X6

NA OVERALL SCORE

The X6 is a coupelike, sporty SUV that's based on the X5. The smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic make it quick, and our tested X6 got a good 23 mpg overall. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling is very competent, but the X6's ride is stiffer than the X5's. The controls take time to learn but prove to be logical, and the infotainment system works seamlessly. Unlike its sibling, the X6's styling severely hampers rear visibility, rear-seat access, and cargo room. The standard Active Driving Assistant includes FCW with pedestrian and cyclist detection, AEB, BSW, and rear cross traffic warning. Rear- and all-wheel-drive versions are available, as is a V8-powered M50i.

\$65,050-\$108,600

BASE PRICE RANGE

NA

ROAD TEST

↑

ADAS

⬇️

RELIABILITY

↑

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: M, M50i, sDrive40i, xDrive40i

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 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)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**

Width (in.) **79**

Height (in.) **67**

Wheelbase (in.) **117**

Weight (lb.) **4,785**

% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **895**

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

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

FUEL

Premium

EPA combined mpg **22**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

82 **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; the handling is remarkably responsive for such a large SUV. The cabin is incredibly quiet and has a richly furnished interior. Buyers can choose two second-row captains' 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, city-speed AEB with pedestrian and cyclist detection, and BSW.

BMW Z4 ✓

79 **OVERALL SCORE** The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo Z4 delivers punchy acceleration and an invigorating exhaust sound. The eight-speed automatic shifts with authority. No manual is available. Its 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 control system takes some time to master, but it proves to be intuitive with experience. FCW and AEB with pedestrian detection are standard. A 3.0-liter turbo six-cylinder is also available.

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

94 **ROAD TEST** ▲ ADAS
1 **RELIABILITY** ▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Alpina XB7, M50i, xDrive40i
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 3 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, Major		*	*
Transmission, Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*

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

86 **ROAD TEST** ● ADAS
1 **RELIABILITY** ▲ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, 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 ✓

76 OVERALL SCORE
 The large, three-row Buick Enclave is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got 18 mpg overall in our tests, 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. But the unintuitive gear selector is fussy and a nuisance to use in parking maneuvers. The manual sunshade for the sunroof is out of place, given the Buick's price. FCW and city-speed AEB are standard only on top-level versions costing more than \$50,000.

\$40,000-\$56,000
 BASE PRICE RANGE

87
 ROAD TEST

Opt.
 ADAS

↓
 RELIABILITY

↓
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Avenir, Essence, Preferred, Premium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **204**
 Width (in.) **79**
 Height (in.) **70**
 Wheelbase (in.) **121**
 Weight (lb.) **4,690**
 % Weight Front/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

	'18	'19	'20
Overall Reliability	⬇️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 ✓

74 OVERALL SCORE
 This subcompact SUV has a veneer of luxury, but overall it's an outdated and overpriced vehicle. The Encore has a relatively well-finished, quiet cabin, and it rides decently. In addition, the Buick's tidy size makes it easy to maneuver, and handling is sound. On the downside, the Encore's little 1.4-liter turbocharged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and unimpressive fuel economy. We got just 23 mpg overall in our tests. The small Encore is 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.

\$23,200-\$25,220
 BASE PRICE RANGE

69
 ROAD TEST

Opt.
 ADAS

⬆️
 RELIABILITY

⬇️
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Preferred
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.4-liter 4 turbo (138 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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

64 OVERALL SCORE
 The Encore GX subcompact SUV is a companion to the Encore. The GX has an airy interior, although the rear seat is tight, and doses of luxury are applied unevenly throughout. Controls are easy to use. Two small turbocharged three-cylinder engines are available, as are front- and all-wheel drive. AWD versions get the more powerful engine, a 1.3-liter turbo coupled to a nine-speed automatic transmission. The GX pulls strongly, but the engine sounds gravelly and produces some vibration, especially at low speeds. Handling is quite responsive and secure, but the ride skews firm. Standard active safety features include FCW and AEB with pedestrian detection. Upscale options include a large sunroof and a head-up display.

\$24,200-\$30,600
 BASE PRICE RANGE

67 ROAD TEST
1 ADAS
1 RELIABILITY
1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Essence, Preferred, Select
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.) **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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

NA OVERALL SCORE
 Buick's luxury compact SUV sits between the Encore GX and the large Enclave, and is redesigned for 2021. It uses a 2.0-liter turbocharged four-cylinder paired to a nine-speed automatic, a powertrain similar to the one in the Cadillac XT4. Both front- and all-wheel drive are available. The new model is more modern and high-tech, and includes a top-of-the-line Avenir trim above the Preferred and Essence versions. It comes standard with FCW, AEB with pedestrian detection, and BSW. We recently purchased an Envision, and have so far found it comfortable and pleasant. Most of the controls are easy to use, but the pushbutton gear selector takes some getting used to.

\$31,800-\$42,000
 BASE PRICE RANGE

NA ROAD TEST
1 ADAS
1 RELIABILITY
1 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.) **3,900**
 % Weight Front/Rear **NA**

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

FUEL
 Premium
 EPA Combined mpg **25**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

65 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 base engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. There is also a 2.7-liter turbo paired to a 10-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. For 2021, FCW and AEB with pedestrian detection are standard on all trim lines, and Cadillac's Super Cruise driver assistance system is available.

\$33,395-\$44,895
BASE PRICE RANGE

78 ROAD TEST

RELIABILITY: ✓ SATISFACTION: ↑

ADAS: ↓



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 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)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic

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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

65 OVERALL SCORE

The CT5 drives well, thanks to its taut and agile handling, and the ride is on the firm side. 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 to get used to the gear selector. The front seats are very comfortable, but rear passengers will find headroom to be short. Standard active safety features include FCW and city-speed AEB with pedestrian detection. For 2021, Cadillac's Super Cruise partially automated driving system is available.

\$36,995-\$47,795
BASE PRICE RANGE

78 ROAD TEST

RELIABILITY: ✓ SATISFACTION: ↑

ADAS: ↓



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 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)

TRANSMISSIONS: 10-speed automatic

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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

NA
OVERALL SCORE

The Cadillac Escalade and Escalade ESV have been redesigned for 2021, growing in size and features. As before, the Escalade shares much with the similar Chevrolet Tahoe and Suburban, and GMC Yukon and Yukon XL, including the move to a contemporary independent rear suspension. Judging from our time with the Tahoe and Suburban, it improves the ride and allows for more rear cargo space. The standard engine is a 420-hp, 6.2-liter V8. A 277-hp, 3.0-liter six-cylinder diesel engine is also offered. Both engines are paired with a 10-speed automatic transmission. The modern cabin is overflowing with high-tech features, including a large, curved display and an available premium stereo. The Escalade comes standard with FCW and AEB with pedestrian detection. Plus, it offers the latest version of the Super Cruise automated driving system.

\$76,195-\$105,995
BASE PRICE RANGE

NA
ROAD TEST

1
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, 3 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.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **8,000**

FUEL

Regular
EPA combined mpg **16**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

52
OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-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, with 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 city-speed AEB with pedestrian detection are standard.

\$35,795-\$42,495
BASE PRICE RANGE

78
ROAD TEST

1
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 (237 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**
Width (in.) **77**
Height (in.) **63**
Wheelbase (in.) **109**
Weight (lb.) **3,930**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, Major	↓	*	*
Transmission, Minor	1	*	*
Drive System	↑	*	*
Fuel System	↑	*	*
Electrical	↑	*	*
Climate System	↓	*	*
Suspension	↑	*	*
Brakes	↓	*	*
Exhaust	↑	*	*
Paint/Trim	↑	*	*
Noises/Leaks	↓	*	*
Body Hardware	↓	*	*
Power Equipment	↑	*	*
In-Car Electronics	↑	*	*



Cadillac XT5 ✓

72 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 a 3.6-liter V6 engine or a 2.0-liter turbo-four. Both are linked to a nine-speed automatic. With the V6, the XT5 seems lethargic in everyday driving, despite posting decent out-right acceleration in our tests. The XT5 handles soundly, though the ride is too stiff for a luxury SUV. The active damping suspension that comes on top-trim versions improves matters a bit. Comfortable front seats, good fit and finish, and a quiet cabin lend the XT5 a luxurious aura. FCW and AEB with pedestrian detection are standard, while BSW and rear cross traffic warning are standard on all but the base model.

\$43,995-\$55,095
 BASE PRICE RANGE

76 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 (237 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

	'18	'19	'20
Overall Reliability	 	 	*
Engine, Major	▲	▲	*
Engine, Minor	▲	▲	*
Engine, Cooling	▲	▲	*
Transmission, 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

55 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. 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 a four-way lumbar-support adjustment for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. FCW and city-speed AEB with pedestrian detection are standard. BSW and rear cross traffic warning are standard on all but the base model.

\$47,995-\$57,195
 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 (237 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

Regular
 CR Overall mpg **18**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

67 **OVERALL SCORE** Chevrolet's midsize SUV seats five passengers but is focused more on styling and luxury and less on utility. The base 193-hp four-cylinder engine comes on the entry-level front-wheel-drive versions. Higher trims and all-wheel-drive versions get either a 305-hp V6 or a 227-hp, 2.0-liter turbocharged four-cylinder. The Blazer rides and handles well, and is quiet, and the V6's power delivery is smooth. Controls are easy to use, but the low dash vents direct air to front occupants' elbows. For active safety features beyond BSW and rear cross traffic warning, buyers have to pick an expensive option package that's available only on high-end versions. Getting active safety features such as FCW and AEB bumps the price up considerably.

\$28,800-\$44,700
BASE PRICE RANGE

83
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Cloth, L, Leather, Premier, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (230 hp); 2.5-liter 4 (193 hp); 3.6-liter V6 (305 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **77**

Height (in.) **67**

Wheelbase (in.) **113**

Weight (lb.) **4,235**

% 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

	'18	'19	'20
Overall Reliability		↓	↓
Engine, Major		↑	↑
Engine, Minor		↑	↑
Engine, Cooling		↑	↑
Transmission, 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

78 **OVERALL SCORE** This small, electric-powered hatchback is built around a 66-kilowatt-hour battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a rated 259-mile range, owners should rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride is choppy. Controls, including the unintuitive gear selector, take some getting used to. The driver's seat is short on lower back support, and interior quality is on the cheap side. FCW, city-speed AEB with pedestrian detection, BSW, and rear cross traffic warning are all optional. A freshened hatchback and a slightly larger SUV variant will go on sale this summer.

\$36,500-\$41,700
BASE PRICE RANGE

76
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: LT, Premier

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (200 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **164**

Width (in.) **70**

Height (in.) **63**

Wheelbase (in.) **102**

Weight (lb.) **3,545**

% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **875**

Cargo Volume, cu.ft. **17**

Towing Capacity (lb.) **NR**

FUEL

Electric

CR Overall mpg **119**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

63 OVERALL SCORE
 The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet 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. Also available is a more extreme ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or 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: 1LT, 1SS, 2LT, 2SS, 3LT, LT1, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

43-44 OVERALL SCORE
 GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions, along with extended-cab and crew-cab body styles, are available. An optional locking tailgate is new. Inside are the latest electronics, including the easy-to-use infotainment system. The only available active safety features are FCW and lane departure warning.

\$25,200-\$43,200
 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

	'18	'19	'20
Overall Reliability	▼	▼	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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

NA OVERALL SCORE The Corvette Stingray underwent a radical change for 2020: The iconic sports car shifted to a mid-engine design, like those in exotic super-cars from Ferrari and Lamborghini. Under the rear glass hatch is a 6.2-liter V8 producing 495 hp. No turbo or electric assist here. The engine is matched with an eight-speed dual-clutch automatic, and a manual transmission isn't available. Chevrolet claims a Corvette with the Z51 performance package can go from 0 to 60 mph in less than 3 seconds. We drove the new Corvette and found it to be extremely agile. The engine and exhaust sounds are invigorating, and the ride isn't punishing. Rear and side visibility, as well as cabin access, are severely hampered. There are small cargo spaces up front and under the rear glass. BSW and rear cross traffic warning are available on all but the base trim.

\$58,900-\$77,850

BASE PRICE RANGE

NA 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.) **3,365**

% Weight Front/Rear **40/60**

CARGO MEASUREMENT

Max. Load (lb.) **525**

Cargo Volume, cu.ft. **13**

Towing Capacity (lb.) **NR**

FUEL

Premium

EPA combined mpg **19**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	↑	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, 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 only powertrain for now is the lackluster 1.5-liter turbo four-cylinder and six-speed automatic. This combination gets the job done, but it isn't that energetic. The 2.0-liter turbo-charged engine has been dropped. We found that the ride absorbed bumps and pavement imperfections well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. FCW and city-speed AEB with pedestrian detection are standard.

\$23,800-\$33,000

BASE PRICE RANGE

78 ROAD TEST	↓ ADAS
↓ RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: L, LS, LT, Premier

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (170 hp)

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

	'18	'19	'20
Overall Reliability	↓	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

45 **OVERALL SCORE** Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two 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 are a bit short on support. The roomy rear seat lets long-legged passengers stretch out. Wireless Android Auto and Apple CarPlay connectivity is new for 2021.

\$22,140-\$33,370
BASE PRICE RANGE

80
ROAD TEST

Opt.
ADAS

⬇️
RELIABILITY

⬆️
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: L, 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

	'18	'19	'20
Overall Reliability	⬇️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬇️	*	*
Engine, Cooling	⬆️	*	*
Transmission, 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

45 **OVERALL SCORE** The Silverado delivers smooth, responsive power from its 5.3-liter V8 engine paired to an eight-speed automatic transmission. Fuel economy is 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. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. For 2021, more trim lines are available with active safety features such as FCW and AEB.

\$28,900-\$57,600
BASE PRICE RANGE

78
ROAD TEST

Opt.
ADAS

⬇️
RELIABILITY

⬆️
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
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 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

	'18	'19	'20
Overall Reliability	⬆️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 Spark

45

OVERALL SCORE

Urban dwellers will appreciate the Spark's small dimensions when looking for a parking space. But this rudimentary, barebones runabout doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal, at just 33 mpg overall. Handling is very responsive, but oversensitive steering makes the Spark a bit too twitchy at highway speeds and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The 7-inch color display houses Chevrolet's latest infotainment system, making the Spark up to date on the connectivity front. Available active safety features include FCW and AEB.

\$13,400-\$17,900

BASE PRICE RANGE

47
ROAD TESTOpt.
ADAS1
RELIABILITY1
SATISFACTION

OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: 1LT, 2LT, ACTIV, LS

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear

ENGINES: 1.4-liter 4 (98 hp)

TRANSMISSIONS: 5-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **143**

Width (in.) **63**

Height (in.) **58**

Wheelbase (in.) **94**

Weight (lb.) **2,280**

% Weight Front/Rear **64/36**

CARGO MEASUREMENT

Max. Load (lb.) **660**

Cargo Volume, cu.ft. **11**

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **33**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

60

OVERALL SCORE

The redesigned Suburban enters the modern era with an independent rear suspension that improves ride comfort, handling, and 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 suspension dampers provide a more composed ride. Handling is rather ponderous but safe. The enormous cabin is 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 is optional.

\$50,700-\$75,300

BASE PRICE RANGE

76
ROAD TEST1
ADAS1
RELIABILITY1
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

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	1	*
Electrical	↑	↑	*
Climate System	↓	↓	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↑	*
Body Hardware	↑	1	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	↑	*



Chevrolet Tahoe

58 Like the Suburban, the redesigned Tahoe gets an independent rear suspension that improves ride comfort, handling, and 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 steadier in the Premier trim because of its electromagnetic dampers. Handling is rather ponderous but secure. The enormous cabin is eerily quiet. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Tahoe, and the tall hood cuts forward visibility. FCW and AEB with pedestrian detection are standard, and BSW is optional.

\$48,000-\$72,600
BASE PRICE RANGE

73
ROAD TEST

| 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.) **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

	'18	'19	'20
Overall Reliability	▲	▲	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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

55 Chevrolet resurrected the Trailblazer name for its subcompact SUV, which, sizewise, is positioned between the Trax and the Equinox. It shares a platform and powertrains with the Buick Encore 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, while BSW and rear cross traffic warning are optional.

\$19,000-\$27,000
BASE PRICE RANGE

66
ROAD TEST

| ADAS

| RELIABILITY

| SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Activ, L, 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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

69

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. Front- and second-row captains' seats are comfortable, and the third row is roomy. An eight-passenger configuration is available on lower trims. We like the intuitive infotainment system. The manual sunroof shades are out of place in the \$50,000 Premier trim. FCW and AEB are available, as are a system that monitors teen drivers and a rear-seat reminder designed to prevent a small child from being left unattended.

\$29,800-\$53,100

BASE PRICE RANGE

95
ROAD TESTOpt.
ADAS

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, L, LS, LT, Premier, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) 204

Width (in.) 79

Height (in.) 71

Wheelbase (in.) 121

Weight (lb.) 4,695

% Weight Front/Rear 57/43

CARGO MEASUREMENT

Max. Load (lb.) 1,450

Cargo Volume, cu.ft. 54.5

Towing Capacity (lb.) 5,000

FUEL

Regular

CR Overall mpg 20

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬇️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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

48

OVERALL
SCORE

This bite-sized crossover is essentially a stripped-down Buick Encore. Available in front- or all-wheel drive, the outdated Trax has a 1.4-liter turbo four-cylinder engine and six-speed automatic transmission, a combination that doesn't deliver impressive performance or particularly 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 add to 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 are not available.

\$21,400-\$23,820

BASE PRICE RANGE

55
ROAD TESTOpt.
ADAS

RELIABILITY



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 (138 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) 167

Width (in.) 70

Height (in.) 66

Wheelbase (in.) 101

Weight (lb.) 3,255

% Weight Front/Rear 61/39

CARGO MEASUREMENT

Max. Load (lb.) 945

Cargo Volume, cu.ft. 26

Towing Capacity (lb.) NR

FUEL

Regular

CR Overall mpg 25

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	⬇️	*
Engine, Major	*	⬆️	*
Engine, Minor	*	⬆️	*
Engine, Cooling	*	⬆️	*
Transmission, 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 ✓

78 OVERALL SCORE
 Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, buyers will find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a 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 in the gauge cluster. FCW and AEB are available.

\$30,795-\$37,745
 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

	'18	'19	'20
Overall Reliability	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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

68-70 OVERALL SCORE
 The updated 2021 Pacifica is now available with all-wheel drive on nonhybrid models. It also adds the next-generation Uconnect infotainment system and higher-end Pinnacle trim level. The Pacifica 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. 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. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

\$35,195-\$53,390
 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

	'18	'19	'20
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↓	↑
Transmission, 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 Voyager

NA OVERALL SCORE Chrysler is splitting its minivan offering with the Voyager, a lower-cost version of the Pacifica. The Voyager takes over for the L and LX trim levels, which account for about a third of Pacificas sold, thereby offering a more affordable entry into the minivan line. It essentially replaced the discontinued Dodge Grand Caravan. It uses the same 3.6-liter V6 engine as the Pacifica, matched with a nine-speed automatic transmission that routes power to the front wheels. That combination delivers good power in the Pacifica, where it returned 21 mpg overall. For 2021, the Voyager offers optional FCW and AEB with pedestrian detection, but these features come standard on the Pacifica.

\$27,535-\$33,245
BASE PRICE RANGE

NA
ROAD TEST



RELIABILITY

Opt.
ADAS



SATISFACTION



OVERVIEW

BODY STYLES: minivan

TRIM LINES: L, LX

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear, 3 third

ENGINES: 3.6-liter V6 (287 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **204**

Width (in.) **80**

Height (in.) **70**

Wheelbase (in.) **122**

Weight (lb.) **4,300**

% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **1,300**

Cargo Volume, cu.ft. **66**

Towing Capacity (lb.) **3,600**

FUEL

Regular

EPA combined mpg **22**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

73 OVERALL SCORE The look may be old school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the manual transmission's stiff shifter and clutch detract. 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 all the way up to a 6.2-liter supercharged V8 in the new SRT Super Stock. We think the best engine is the 5.7-liter V8. A six-speed manual and an eight-speed automatic are available. FCW, BSW, and rear cross traffic warning are available. All-wheel drive is optional with the V6 engine.

\$28,295-\$58,995
BASE PRICE RANGE

70
ROAD TEST



RELIABILITY

Opt.
ADAS



SATISFACTION



OVERVIEW

BODY STYLES: coupe

TRIM LINES: GT, 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); 6.2-liter V8 supercharged (797 hp); 6.2-liter V8 supercharged (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

	'18	'19	'20
Overall Reliability	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, 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 ✓

78-79 Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat's 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 touchscreen infotainment system is optional. FCW and AEB are available.

\$29,995-\$69,995
BASE PRICE RANGE

82-85 ROAD TEST
Opt. ADAS
RELIABILITY **▲** SATISFACTION **▲**



OVERVIEW

BODY STYLES: sedan
TRIM LINES: GT, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

49 Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and 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, AEB, and BSW are optional. New for 2021 is an updated dashboard layout and a 710-hp SRT Hellcat version.

\$31,995-\$80,995
BASE PRICE RANGE

83 ROAD TEST
Opt. ADAS
RELIABILITY **▼** SATISFACTION **|**



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Citadel, GT, R/T, SRT, SRT Hellcat, 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); 6.2-liter V8 supercharged (710 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 or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	▼	*	*
Engine, Major	▲	*	*
Engine, Minor	○	*	*
Engine, Cooling	▲	*	*
Transmission, 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

31 OVERALL SCORE 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.

\$25,140-\$30,160
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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA OVERALL SCORE The all-new Bronco squarely targets the Jeep Wrangler, revitalizing a rivalry from the 1960s. The boxy Bronco comes in two and four-door configurations, with a soft top and an available removable hardtop. The seven trim levels span from a bare-bones base model to a well-equipped, upscale off-roader. All versions have 4WD and removable doors, and are offered with a choice of two turbocharged engines (a 2.3-liter four-cylinder and a 2.7-liter V6) and two transmissions (a seven-speed manual and a 10-speed automatic). The interior features a variety of off-road-specific features, such as floor drains, water-resistant controls, a 360-degree camera, and navigation with trail maps powered by Ford's new Sync 4 infotainment system. Standard safety equipment includes FCW and AEB with pedestrian detection.

\$28,500-\$59,305
BASE PRICE RANGE

NA
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: Badlands, Base, Big Bend, Black Diamond, First Edition, Outer Banks, Wildtrak
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.3-liter 4 turbo (270 hp); 2.7-liter V6 turbo (310 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.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,370**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL

Regular
CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

NA
OVERALL SCORE

The all-new 2021 Bronco Sport is a small SUV that is based on the Escape and has some of the vibe of the rugged regular Bronco. Still, its increased ground clearance, a more serious four-wheel drive system, and short overhangs make it fit for mild off-roading. Most versions come with a 181-hp turbocharged three-cylinder engine, with higher trims getting a 245-hp, 2.0-liter turbo four-cylinder. An eight-speed automatic and 4WD come standard. The ride is firm but well controlled, and handling is taut and agile. The base engine packs decent punch but transmits a vibration at very low revs. The controls are very easy to use, including the infotainment system with its standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

\$26,820-\$38,160
BASE PRICE RANGE

NA ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Badlands, Base, Big Bend, First Edition, 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.) **3,470**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,000**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **2,200**

FUEL

Regular
 EPA combined mpg **26**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 EcoSport

45
OVERALL SCORE

The EcoSport subcompact crossover SUV has a tall stance that helps the driver get a good view out. It offers either a 1.0-liter turbocharged three-cylinder engine that feels responsive in urban environments or a 2.0-liter four-cylinder. The 2.0-liter comes with standard all-wheel drive. Its fuel economy of 24 mpg overall isn't stellar. Handling is very nimble, which makes the EcoSport fun in the corners. But the ride is stiff, and the cabin is loud. The controls are easy to master, and Android Auto and Apple CarPlay compatibility is standard. The side-hinged rear hatch door can be annoying to use when the car is parallel-parked. BSW with cross traffic warning is offered on higher trims, but neither FCW nor AEB is available.

\$19,995-\$27,715
BASE PRICE RANGE

61 ROAD TEST	Opt. ADAS
⬇️ RELIABILITY	⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SES, Titanium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **161**
 Width (in.) **70**
 Height (in.) **65**
 Wheelbase (in.) **99**
 Weight (lb.) **3,390**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **825**
 Cargo Volume, cu.ft. **22.5**
 Towing Capacity (lb.) **2,000**

FUEL

Regular
 CR Overall mpg **24**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬇️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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 ✓

83 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 V6 turbo and AWD. The spacious interior provides comfortable quarters, front and rear, and cargo space 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. All 2021 models get Ford's new Sync 4 infotainment system, which includes a large 12-inch touch screen and wireless Android Auto and Apple CarPlay connectivity. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

\$31,250-\$43,100
 BASE PRICE RANGE

84 ROAD TEST
 ↑ RELIABILITY
 ↑ ADAS
 ↓ 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: 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Escape

46-50 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. 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, and BSW.

\$24,885-\$38,585
 BASE PRICE RANGE

73-82 ROAD TEST
 ↓ RELIABILITY
 ↑ ADAS
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL, SEL Hybrid, SEL Plug-in Hybrid, SE Plug-in Hybrid, SE Sport Hybrid, Titanium, Titanium Plug-in Hybrid
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

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↓	↓	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↓	↓	↑
Transmission, 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 Expedition ✓

69 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, is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. The controls, including the rotary knob gear selector, are easy to use. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

\$49,025-\$78,825
BASE PRICE RANGE

73 ROAD TEST

1 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, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)

TRANSMISSIONS: 10-speed automatic

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

	'18	'19	'20
Overall Reliability	⬇️	⬆️	*
Engine, Major	⬇️	⬆️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬇️	⬆️	*
Transmission, 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

42 OVERALL SCORE

The Explorer is relatively agile and has a spacious, quiet 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 raspy-sounding. 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 Sync 3 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 features includes FCW, AEB with pedestrian detection, and BSW.

\$32,225-\$54,480
BASE PRICE RANGE

78 ROAD TEST

⬇️ RELIABILITY

↑ ADAS

⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Hybrid Limited, Limited, Platinum, ST, 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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬇️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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

NA OVERALL SCORE The redesigned 2021 Ford F-150 continues with a steel frame and an aluminum body, three cab configurations, three bed lengths, and six engines, including a diesel and a new hybrid. Improvements include an incrementally more comfortable ride and slightly more responsive handling. The cabin remains very quiet. There are a number of clever features, such as a fold-away shift lever to create a workspace, a tailgate designed to serve as a workbench, powered running boards for accessing the bed, and optional built-in generator capability for using power equipment on a job site or tailgating at an event. The F-150 features Ford's new, easy-to-use Sync 4 infotainment system. Every F-150 comes with standard FCW and AEB with pedestrian detection.

\$28,940-\$74,250
BASE PRICE RANGE

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



OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: King Ranch, Lariat, Limited, Platinum, Raptor, 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); 5.0-liter V8 (400 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **232**
Width (in.) **80**
Height (in.) **77**
Wheelbase (in.) **145**
Weight (lb.) **5,065**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **10,100**

FUEL
Regular or diesel
CR Overall mpg **21**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

70-76 OVERALL SCORE The Ford Mustang, especially in its V8-powered GT form, gives a thrilling driving experience yet can also serve as a reasonable daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power-recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included revised powertrains and additional high-tech options. The high-performance Shelby GT350 handles and sounds the part and is suitable for track driving. For 2021, FCW, AEB with pedestrian detection, and BSW are standard on all but the Shelby models.

\$27,155-\$70,300
BASE PRICE RANGE

76-84 ROAD TEST **Opt. ADAS**
RELIABILITY **SATISFACTION**



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: Base, Bullitt, GT, GT Premium, Mach-1, 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
CR Overall mpg **19-25**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↑	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

NA
OVERALL SCORE

The Mustang Mach-E is an all-new electric SUV. It draws some styling cues from the iconic Mustang, but it is otherwise its own animal. The Mach-E is offered in rear- and all-wheel drive. There are standard- and extended-range versions, which have fully-charged distances of 210 and 300 miles, respectively. Power for most configurations is between 266 and 346 hp, although a 459-hp GT version will be available later. Power is abundant. There are three selectable drive modes; in Unbridled mode the car emits an artificial engine sound. Handling is agile, and the ride is firm and controlled. The five-passenger interior is roomy. The large screen takes some getting used to but is manageable. All Mach-Es come with the Ford Co-Pilot360 2.0 safety suite, which includes FCW, AEB with pedestrian detection, and BSW.

\$42,895-\$49,800
BASE PRICE RANGE

NA
ROAD TEST

⬆️
RELIABILITY

⬆️
ADAS

⬆️
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: California Route 1, First Edition, GT, Premium, Select
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (459 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **186**
 Width (in.) **74**
 Height (in.) **64**
 Wheelbase (in.) **118**
 Weight (lb.) **4,400**
 % Weight Front/Rear **NA**

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

FUEL
 Electric
 EPA combined mpg **90**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

46
OVERALL SCORE

The Ranger compact pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds the 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. New for 2021 is the Tremor package, which includes special off-road suspension components. FCW and AEB are standard.

\$24,820-\$38,785
BASE PRICE RANGE

55
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

	'18	'19	'20
Overall Reliability	⬇️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 G70

64 OVERALL SCORE The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, but ultimately its acceleration time is among the slowest in the class. 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 rather 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. An easy to use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard.

\$36,000-\$48,200

BASE PRICE RANGE

74

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Elite, 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; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**

Width (in.) **73**

Height (in.) **55**

Wheelbase (in.) **112**

Weight (lb.) **3,770**

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

CARGO MEASUREMENT

Max. Load (lb.) **905**

Cargo Volume, cu.ft. **11**

Towing Capacity (lb.) **NR**

FUEL

Regular or premium

CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↓	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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

NA OVERALL SCORE The redesigned Genesis G80 is based on a new rear-drive platform, with the latest infotainment features and innovative active safety features. It competes with the Mercedes-Benz E-Class and BMW 5 Series. Beneath the sleek shape is an all-new structure shared with the GV80 SUV. The standard engine is a turbocharged 300-hp, 2.5-liter four-cylinder, and the uplevel engine is a 375-hp, 3.5-liter V6 turbo that provides effortless acceleration. All-wheel drive is optional. Ride comfort is impressive, and handling is responsive. Fit and finish is top-notch. However, the infotainment system is very tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

\$47,700-\$62,250

BASE PRICE RANGE

NA

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 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.) **197**

Width (in.) **76**

Height (in.) **58**

Wheelbase (in.) **119**

Weight (lb.) **4,200**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **13**

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

68 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, 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. We like that the controls are user-friendly. The ride is cushy and cossetting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the 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.

\$72,950-\$79,200
BASE PRICE RANGE

89 ROAD TEST

ADAS ▲

RELIABILITY ▼ **SATISFACTION** I



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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA OVERALL SCORE

The 2021 GV80 is the first SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the redesigned G80. Rear- and all-wheel drive versions are available. Like in the G80 sedan, the standard engine is a 300-hp, 2.5-liter four-cylinder turbo and the uplevel engine is a punchy 375-hp, 3.5-liter V6 turbo. A small third-row seat is optional. The GV80 is taut and agile, with a steady ride and responsive steering. The interior is swanky, but the new infotainment system is very tricky to use. The GV80 comes standard with FCW, AEB that can also detect vehicles approaching from the side in addition to pedestrians, BSW, and rear cross traffic warning with automatic braking.

\$48,900-\$65,050
BASE PRICE RANGE

NA ROAD TEST

ADAS ▲

RELIABILITY ▼ **SATISFACTION** ▲



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Advanced, Advanced+, Prestige, Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear, 2 third

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.) **4,800**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL

Premium
EPA combined mpg **20**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

71 OVERALL SCORE The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned 19 mpg in our tests. A less powerful but still capable 2.5-liter four-cylinder is standard. A 230-hp turbocharged four-cylinder joins the ranks. All 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 fussy. The outboard second row seats can slide and tilt forward, even with a child seat in place. FCW and AEB are optional; BSW and rear cross traffic warning are standard. GMC has added an off-road oriented AT4 model for 2021.

\$29,800-\$48,300

BASE PRICE RANGE

83
ROAD TEST

Opt.
ADAS

I
RELIABILITY

✓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, SL, SLE, SLT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 2.0-liter 4 turbo (230 hp); 2.5-liter 4 (193 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

	'18	'19	'20
Overall Reliability	✓	✓	✓
Engine, Major	✓	✓	✓
Engine, Minor	✓	✓	✓
Engine, Cooling	✓	✓	✓
Transmission, Major	I	✓	✓
Transmission, Minor	✓	✓	✓
Drive System	✓	✓	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	I	✓	✓
Brakes	I	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	✓	I	✓
Body Hardware	I	✓	✓
Power Equipment	✓	✓	✓
In-Car Electronics	✓	✓	✓



GMC Canyon

43-44 OVERALL SCORE GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode 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 rather 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 new for 2021.

\$26,400-\$44,700

BASE PRICE RANGE

60-61
ROAD TEST

Opt.
ADAS

✓
RELIABILITY

I
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

	'18	'19	'20
Overall Reliability	✓	✓	✓
Engine, Major	✓	✓	✓
Engine, Minor	✓	✓	✓
Engine, Cooling	✓	✓	✓
Transmission, Major	✓	✓	✓
Transmission, Minor	✓	✓	✓
Drive System	✓	I	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	✓	✓
Brakes	✓	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	I
Noises/Leaks	✓	I	I
Body Hardware	✓	✓	I
Power Equipment	✓	✓	✓
In-Car Electronics	✓	✓	I



GMC Sierra 1500

45 OVERALL SCORE

The Sierra is essentially a Chevrolet Silverado. Power delivery is smooth and responsive, and fuel economy is 17 mpg overall for the 5.3-liter V8 engine version with a crew cab and four-wheel drive. A new 3.0-liter turbodiesel six-cylinder engine got an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards that can shift back to help reach the bed. The luxurious Denali version has a 6.2-liter V8 mated to a 10-speed automatic. AEB and BSW are optional.

\$30,000-\$59,400
BASE PRICE RANGE

78
ROAD TEST

Opt.
ADAS

↓
RELIABILITY

↑
SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: AT4, Base, Denali, Elevation, SLE, SLT
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic; 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

	'18	'19	'20
Overall Reliability	↑	↓	↓
Engine, Major	↑	↓	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

66 OVERALL SCORE

The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The base engine is a lackluster 1.5-liter turbo four-cylinder. The uplevel choice is a significantly stronger 2.0-liter turbo mated to a nine-speed automatic that's neither the swiftest nor the smoothest. 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, and BSW is optional.

\$25,000-\$37,400
BASE PRICE RANGE

67
ROAD TEST

↓
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: AT4, Denali, SL, SLE, SLT
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (170 hp); 2.0-liter 4 turbo (252 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.) **3,500**

FUEL

Regular
 CR Overall mpg **22**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

58 OVERALL SCORE The redesigned Yukon entered the modern era with an independent rear suspension that improved ride comfort, handling, and 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 the 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 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.



GMC Yukon XL

59 OVERALL SCORE Like its slightly smaller sibling, the massive Yukon XL gets an independent rear suspension that improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable and smooth power. The ride with the standard suspension is comfortable, but the Denali trim's electromagnetic suspension dampers provide a more composed ride. Handling is rather ponderous but safe. The enormous cabin is quiet, and the controls are easy to use except for the tricky gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional.

\$50,700-\$71,400
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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↓	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↑	↑	↑

\$53,400-\$74,100
BASE PRICE RANGE

75 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.) **225**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **134**
Weight (lb.) **6,000**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,760**
Cargo Volume, cu.ft. **70**
Towing Capacity (lb.) **8,000**

FUEL

Regular or diesel
CR Overall mpg **16**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 ⬆️

83-84
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.

\$24,970-\$36,900
BASE PRICE RANGE

89
ROAD TEST

⬆️ ADAS

⬆️ RELIABILITY

⬆️ SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, 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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 ⬆️

74-75
OVERALL SCORE

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is responsive, and the interior has a lot of storage space. However, because of the car's low stance, occupants must do the limbo to get in and out. We found Honda's infotainment system to be unintuitive on most trims. The 306-hp Type R is a track-ready, high performance version. All trims have standard FCW and AEB with pedestrian detection. A redesigned Civic is imminent.

\$21,250-\$43,995
BASE PRICE RANGE

75-76
ROAD TEST

⬆️ ADAS

⬆️ RELIABILITY

⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: EX, EX-L, EX-T, LX, Sport, Sport Touring, Touring, Type R

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**
Width (in.) **71**
Height (in.) **56**
Wheelbase (in.) **106**
Weight (lb.) **2,875**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT

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

FUEL

Regular or premium
CR Overall mpg **31-32**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 Clarity ✓

80 OVERALL SCORE The Clarity comes as either a plug-in hybrid or a fuel-cell variant that runs on hydrogen. The plug-in hybrid is the more practical version and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger or 12 hours on 120 volts. The car works well in electric-only mode; in hybrid mode the engine makes a loud ruckus. The pushbutton gear selector takes getting used to. While the Clarity has a comfortable ride, its handling is rather clumsy. Though the cabin is roomy, the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. FCW and AEB are standard, but there is no true BSW system that covers both sides. Honda has dropped the full-electric version.

\$33,400-\$58,490
BASE PRICE RANGE

74 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Fuel Cell, Plug-in, Plug-in Touring
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (174 hp); 1.5-liter 4 hybrid (212 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **193**
Width (in.) **74**
Height (in.) **58**
Wheelbase (in.) **108**
Weight (lb.) **4,045**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular or hydrogen
CR Overall mpg **39**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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 ✓

81-82 OVERALL SCORE The CR-V is one of the better small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The 190-hp, 1.5-liter turbo provides ample power even at low to midrange revs. 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. Handling is sure-footed, and although the ride has a firm edge, it's not objectionable. 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 above trims get a more comprehensive infotainment system. While FCW and AEB with pedestrian detection are standard, BSW comes only on the EX and above trims.

\$25,350-\$36,350
BASE PRICE RANGE

80-82 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, EX-L, Hybrid EX, LX, 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	!	↑	↑
In-Car Electronics	↓	!	↑

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE • ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



Honda HR-V ✓

71 **OVERALL SCORE** Based on the recently discontinued Fit subcompact, the HR-V has a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear-seat and cargo room. The front seats are short on support, however. Available features include heated leather seats, a sunroof, and keyless entry. The EX is the better choice because it comes with active safety features and Android Auto and Apple CarPlay compatibility.

\$21,220-\$29,340
BASE PRICE RANGE

66
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, EX-L, LX, Sport, Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.8-liter 4 (141 hp)
TRANSMISSIONS: 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Insight ✓

79 **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 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. 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 when the gas engine awakens as more power is needed, the cabin gets loud. Standard active safety features include FCW and AEB. For 2021, BSW is standard on all versions except for the base LX.

\$23,130-\$29,040
BASE PRICE RANGE

73
ROAD TEST

↑
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: EX, LX, Touring
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 hybrid (151 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
 Width (in.) **72**
 Height (in.) **56**
 Wheelbase (in.) **106**
 Weight (lb.) **2,975**
 % Weight Front/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

	'18	'19	'20
Overall Reliability	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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 Odyssey

68 OVERALL SCORE The Odyssey blends refinement, quietness, convenience, and decent fuel economy in an appealing 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 transmission. The engine is smooth, punchy, and hushed, but there still isn't an all-wheel-drive option. 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 easier to use than the previous offering, but it can still be distracting. The 2021 freshening features standard active safety features on all trims, including a rear-seat reminder system to prevent children from being left behind when the van is parked.

\$31,790-\$47,820
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

	'18	'19	'20
Overall Reliability	▼	!	!
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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

64 OVERALL SCORE The Passport is a shorter, five-seat version of Honda's Pilot SUV. They share a platform 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 rather 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 interior is roomy and full of handy storage places. Standard active safety features include FCW and AEB, while BSW is standard on all trims except the base one.

\$32,790-\$44,180
BASE PRICE RANGE

79 ROAD TEST ▲ ADAS
▼ RELIABILITY ! SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX-L, Sport, Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**
Width (in.) **79**
Height (in.) **72**
Wheelbase (in.) **111**
Weight (lb.) **4,170**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **950**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **5,000**

FUEL

Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	▼		*
Engine, Major		▲	*
Engine, Minor		▲	*
Engine, Cooling		▲	*
Transmission, 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 ✓

72 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. For 2021, 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 rather 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 and AEB, while BSW is standard on all trims except the base LX.

\$32,550-\$50,220
BASE PRICE RANGE

80 ROAD TEST

RELIABILITY: ↓ SATISFACTION: ↓

ADAS: ↑



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Black Edition, Elite, EX, EX-L, LX, SE, Touring

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

	'18	'19	'20
Overall Reliability	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

80 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 other 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, the best of any nondiesel pickup. 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 rather tricky to use, but it's compatible with Android Auto and Apple CarPlay. FCW and AEB are standard, but BSW is optional.

\$36,490-\$43,920
BASE PRICE RANGE

83 ROAD TEST

RELIABILITY: ↑ SATISFACTION: ↑

ADAS: ↑



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

	'18	'19	'20
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

58

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.

\$15,395-\$19,500

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: 6-speed manual; 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

75

OVERALL SCORE

The redesigned Elantra grows up for 2021, with slightly roomier interior and a more sophisticated infotainment system. The standard engine is a 147-hp four-cylinder, teamed with a continuously variable transmission, contributing to quick acceleration and commendable fuel economy. For the first time, a hybrid powertrain is available, as is a sporty N-Line. Handling is capable but the ride is a bit stiff and the engine is rather noisy. Seat comfort is so-so unless buyers get the uplevel Limited trim and the low stance makes access a bit awkward. The infotainment system is easy to use and features wireless Android Auto and Apple CarPlay connectivity and an optional smartphone-based digital key. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.

\$19,650-\$28,100

BASE PRICE RANGE

76
ROAD TEST

↑
ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, Limited Hybrid, N Line, SE, SEL, SEL Hybrid

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)

TRANSMISSIONS: 6-speed manual; 6-speed sequential; 7-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

CR Overall mpg **33**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

64 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, which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch automatic transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances. Android Auto and Apple CarPlay compatibility is standard. Plug-in and fully electric versions are also available. A number of safety features are standard, including FCW and AEB with pedestrian detection.

\$23,200-\$38,615
BASE PRICE RANGE

67 ROAD TEST

1 RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: Blue, Electric, Limited, Plug-in Hybrid, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (134 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 electric (156 hp)

TRANSMISSIONS: 6-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**
Width (in.) **72**
Height (in.) **57**
Wheelbase (in.) **106**
Weight (lb.) **3,070**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **19.5**
Towing Capacity (lb.) **NR**

FUEL

Regular or electric
CR Overall mpg **52**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬇️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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 ✓

77 OVERALL SCORE

The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine 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. 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 safety features include FCW and AEB; BSW and rear cross traffic warning are standard on all but the base trim level.

\$20,500-\$45,600
BASE PRICE RANGE

71 ROAD TEST

1 RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, Night Edition, SE, SEL, SEL Plus, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (201 hp); 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)

TRANSMISSIONS: 6-speed automatic; 7-speed sequential; 1-speed direct

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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 Electric ✓

74 OVERALL SCORE
 The Kona Electric is better than the conventional version, though it's significantly more expensive. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has a push-button gear selector that is challenging to use at a glance. Standard safety features include FCW, AEB, BSW, and rear cross traffic warning. The Kona Electric is available in limited states.

Hyundai Palisade ✓

85 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 faraway touch-screen infotainment system. Several active safety features come standard, including FCW and AEB with pedestrian detection. BSW is optional on the base trim and standard on the others.

\$37,190-\$45,400
 BASE PRICE RANGE

76 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: wagon
TRIM LINES: Limited, SEL, Ultimate
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **165**
 Width (in.) **71**
 Height (in.) **61**
 Wheelbase (in.) **102**
 Weight (lb.) **3,745**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT
 Max. Load (lb.) **860**
 Cargo Volume, cu.ft. **19**
 Towing Capacity (lb.) **NR**

FUEL
 Electric
 CR Overall mpg **120**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability		↓	*
Engine, Major		↑	*
Engine, Minor		↑	*
Engine, Cooling		↑	*
Transmission, Major		↑	*
Transmission, Minor		↑	*
Drive System		↑	*
Fuel System		↑	*
Electrical		↑	*
Climate System		↑	*
Suspension		↑	*
Brakes		↑	*
Exhaust		↑	*
Paint/Trim		↑	*
Noises/Leaks		↑	*
Body Hardware		↑	*
Power Equipment		↓	*
In-Car Electronics		↑	*

\$32,525-\$47,750
 BASE PRICE RANGE

88 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↑ 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

	'18	'19	'20
Overall Reliability			↑
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, 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

NA OVERALL SCORE

The midsize Santa Fe received an extensive freshening for 2021 with new engines, interior changes, and a cosmetic nip and tuck. A 191-hp, 2.5-liter four-cylinder is now standard; the outgoing 2.0-liter turbo four-cylinder engine is replaced by a 2.5-liter turbo that is mated to an eight-speed dual-clutch automatic transmission. Hybrid and plug-in hybrid versions will arrive later in 2021. The roomy cabin remains, boasting a spacious rear seat. The controls are clear and easy to master, particularly the quick-to-respond infotainment system, but the push-button gear selector is tricky to use without looking. FCW and AEB with pedestrian detection are standard, and BSW is standard on all but the base trim.

\$26,850-\$42,300
BASE PRICE RANGE

NA ROAD TEST

↑ ADAS
↑ RELIABILITY ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (225 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (277 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.) **4,015**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
 Cargo Volume, cu.ft. **35.5**
 Towing Capacity (lb.) **2,000**

FUEL

Regular
 EPA combined mpg **24**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

67-71 OVERALL SCORE

The coupelike 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 and AEB with pedestrian detection are standard, while BSW is standard on all trims except the base.

\$23,700-\$33,950
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

	'18	'19	'20
Overall Reliability	↓	↑	↓
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

NA OVERALL SCORE The redesigned fourth-generation compact Tucson SUV promises more creature comforts, power, room, and safety features than the mediocre model it replaces. The base Tucson uses a 187-hp, 2.5-liter four-cylinder teamed with an eight-speed automatic transmission. The hybrid powertrain is based around a 1.6-liter turbocharged engine, and it puts out a combined 227 hp. The minimalist interior is dominated by a digital dash and screens that fill the center stack, including where climate control buttons usually reside. The passenger side vents are concealed. A similar concept is applied to the exterior, with daytime running lights hidden in the grille design. It goes on sale this spring as a 2022 model. A plug-in hybrid and sportier N Line version will join later.

\$23,700-\$33,450

BASE PRICE RANGE

NA	ROAD TEST	ADAS
RELIABILITY		SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Hybrid, Limited, Plug-in Hybrid, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 hybrid (227 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.) **NA**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **2,000**

FUEL

Regular
 CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

80 OVERALL SCORE The Veloster hatchback continues to use an unusual three-door configuration, with a right-side rear door that allows access to the back seat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The top high-performance version, the N trim, is more powerful and has upgraded suspension, steering, and brakes. The controls are easy to use, including the color touch-screen infotainment display. FCW and AEB are standard, and the N can be had with a new eight-speed dual-clutch automatic transmission.

\$18,900-\$33,750

BASE PRICE RANGE

83	ROAD TEST	ADAS
RELIABILITY		SATISFACTION



OVERVIEW

BODY STYLES: 3-door hatchback
TRIM LINES: Base, N, Premium, Turbo, Turbo R-Spec, Turbo Ultimate
DRIVE WHEELS: Front
SEATING: 2 front, 2 rear
ENGINES: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (275 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual; 7-speed sequential; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **167**
 Width (in.) **71**
 Height (in.) **55**
 Wheelbase (in.) **104**
 Weight (lb.) **2,795**
 % Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **700**
 Cargo Volume, cu.ft. **20**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **29**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

59 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 rear cross traffic warning are standard on all trims except the base one.

\$18,750-\$22,050
BASE PRICE RANGE

61 ROAD TEST

↑ ADAS

↓ RELIABILITY

↓ SATISFACTION



OVERVIEW

BODY STYLES: wagon

TRIM LINES: Denim, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 ✓

85 OVERALL SCORE

The Q50 is a luxury sports sedan, available in rear- and all-wheel drive. The standard 300-hp turbocharged V6 engine is very punchy and, combined with the standard seven-speed automatic transmission, 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. FCW and AEB are standard.

\$36,600-\$57,750
BASE PRICE RANGE

85 ROAD TEST

↓ ADAS

↑ RELIABILITY

↓ SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Luxe, Pure, 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

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

61 OVERALL SCORE The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Although the engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder, and acceleration is competitive, we got just 22 mpg overall in our AWD 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 optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic. FCW, AEB, BSW, and rear cross traffic warning are standard.

\$37,950-\$56,850

BASE PRICE RANGE

77

ROAD TEST



ADAS



RELIABILITY



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

	'18	'19	'20
Overall Reliability	*	🔴	*
Engine, Major	*	🟢	*
Engine, Minor	*	🟢	*
Engine, Cooling	*	🟢	*
Transmission, 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 QX55

NA OVERALL SCORE This new 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.

\$46,500-\$57,050

BASE PRICE RANGE

NA

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



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.) **NA**

FUEL

Premium

EPA Combined mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

71 OVERALL SCORE

The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned an unimpressive 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. While the QX received a bump in power and an increase in towing capacity not too long ago, a redesigned 2022 model is around the corner.

\$44,350-\$48,150
BASE PRICE RANGE

79 ROAD TEST

1 RELIABILITY

✓ ADAS

↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxe, Pure
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.5-liter V6 (295 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **201**
 Width (in.) **77**
 Height (in.) **69**
 Wheelbase (in.) **114**
 Weight (lb.) **4,530**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **1,150**
 Cargo Volume, cu.ft. **39**
 Towing Capacity (lb.) **5,000**

FUEL
 Premium
 CR Overall mpg **19**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	↓	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, 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

64 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 ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy for carrying two kids. The Nissan Armada is essentially the same vehicle but costs less. FCW, AEB with pedestrian detection, BSW, a rear-seat reminder system, and rear cross traffic warning are standard.

\$69,050-\$83,300
BASE PRICE RANGE

68 ROAD TEST

1 RELIABILITY

✓ ADAS

↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxe, Premium, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

52 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's either lethargic or inordinately gushing. Fuel economy of 21 mpg overall is abysmal. Handling is agile, with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. 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.

\$40,995-\$49,995
BASE PRICE RANGE

69 ROAD TEST ▲ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

52 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 supercharged 3.0-liter V6 engine, making it quick, but the omnipresent engine drone 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, contributing to the lively driving experience. However, 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 for 2021 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.

\$49,995-\$84,600
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 8 supercharged (550 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
Width (in.) **87**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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-Type

NA Jaguar's two-seat F-Type coupe and convertible received a freshening for 2021. It remains quick, sporty, and capable, regardless of the engine choice. There is a standard turbocharged four cylinder, a supercharged V6, and a supercharged V8 with a distinct exhaust bark. Rear- and all-wheel drive versions are offered. A smooth eight-speed automatic is the only available transmission. The F-Type is agile in the corners and steers with precision, making it a delight to drive. The ride is firm, but it's not overly punishing, given the breed. That said, don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. All models get standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW and AEB with pedestrian detection.

\$61,600-\$105,900
BASE PRICE RANGE

NA ROAD TEST | **|** ADAS
 ○ RELIABILITY | ▲ SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: Base, First Edition, R, R-Dynamic
DRIVE WHEELS: Rear, AWD
SEATING: 2 front
ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (335 hp); 5.0-liter V8 supercharged (575 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**
 Width (in.) **76**
 Height (in.) **52**
 Wheelbase (in.) **103**
 Weight (lb.) **3,520**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **420**
 Cargo Volume, cu.ft. **12**
 Towing Capacity (lb.) **NR**

FUEL

Premium
 EPA combined mpg **21**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

59 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.

\$69,850-\$80,900
BASE PRICE RANGE

82 ROAD TEST | **|** ADAS
 ○ RELIABILITY | ▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: First Edition, HSE, S, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (394 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
 Width (in.) **75**
 Height (in.) **61**
 Wheelbase (in.) **118**
 Weight (lb.) **4,920**
 % 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 mpg **76**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 possesses a supple and composed ride that makes it very enjoyable to drive. It comes in rear and all-wheel-drive versions. A 2021 refresh brings 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. We found the air-conditioning system to be rather wimpy. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.

\$51,100-\$71,800
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 (246 hp); 2.0-liter 4 turbo (296 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
CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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. Updates for 2021 include standard FCW, AEB, and BSW.

\$26,510-\$35,750
BASE PRICE RANGE

68 ROAD TEST ADAS
 RELIABILITY SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

39 OVERALL SCORE
 The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. All-wheel-drive versions have the nine-speed automatic, which 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. On the plus side, the optional 8.4-inch Uconnect infotainment system is easy to use and quick to respond to inputs. Available active safety features include FCW and BSW. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.

\$23,915-\$30,815
 BASE PRICE RANGE

56 ROAD TEST
⬇️ RELIABILITY

Opt. ADAS
⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Latitude, Limited, Sport, Trailhawk
DRIVE WHEELS: Front, AWD, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 (180 hp)
TRANSMISSIONS: 6-speed automatic; 9-speed automatic

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

	'18	'19	'20
Overall Reliability	⬇️		*
Engine, Major	⬇️	⬆️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬇️	⬆️	*
Transmission, 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

65 OVERALL SCORE
 The Gladiator's longer wheelbase and a 5-foot bed transform the Wrangler into a 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 rather 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. Available active safety features include FCW, AEB, and BSW. A 3.0-liter V6 diesel engine is optional, and full-time four-wheel drive is available on all trim lines.

\$33,565-\$43,895
 BASE PRICE RANGE

52 ROAD TEST
⬆️ RELIABILITY

Opt. ADAS
⬆️ SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Mojave, Overland, Rubicon, Sport, Sport S
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

	'18	'19	'20
Overall Reliability			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, 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

67 OVERALL SCORE The Grand Cherokee has a mostly compliant and controlled ride, comfortable seats, and a solid, upscale interior, all of which give it a premium, substantial feel. Handling is competent, fit and finish is very good, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or capable off-roader. Recent updates include engine stop/start for the revised V6 and an easier-to-use gear selector. BSW and rear cross traffic warning are standard, and FCW and AEB are optional. A redesigned Grand Cherokee has been revealed.

\$32,545-\$87,870
BASE PRICE RANGE

80 ROAD TEST
Opt. ADAS
RELIABILITY SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 80th Anniversary, High Altitude, Laredo E, Laredo X, Limited, Overland, SRT, Summit, Trackhawk, Trailhawk
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (475 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **190**
Width (in.) **77**
Height (in.) **68**
Wheelbase (in.) **115**
Weight (lb.) **4,900**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **1,050**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **6,200**

FUEL
Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

37 OVERALL SCORE Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is also available. 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. Updates for 2021 include standard active safety features, including FCW and AEB, on all trims except for the Trailhawk.

\$22,850-\$28,900
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); 2.4-liter 4 (180 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

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↓	*	*
Engine, Cooling	↓	*	*
Transmission, 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

29 OVERALL SCORE
 The Wrangler is a big improvement compared with the prior generation while remaining 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 rear cross traffic warning are optional. Updates for 2021 include the new 4xe plug-in hybrid and a powerful 6.4-liter V8 Rubicon 392 version.

\$28,475-\$51,695
 BASE PRICE RANGE

36
 ROAD TEST

Opt.
 ADAS

▼
 RELIABILITY

↑
 SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: Rubicon, Rubicon 392, Sahara, Sport, Sport S
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

	'18	'19	'20
Overall Reliability	▼	▼	↑
Engine, Major	↑	↑	↑
Engine, Minor	▼	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

43 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 midtrim 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.

\$17,890-\$23,390
 BASE PRICE RANGE

67
 ROAD TEST

|
 ADAS

▼
 RELIABILITY

|
 SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: EX, 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

	'18	'19	'20
Overall Reliability		▼	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

73

OVERALL SCORE

The K5 replaced the Optima and shares a platform with the also-redesigned 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. Standard active safety features include FCW, AEB with pedestrian detection, a driver attention monitor, and a rear-seat reminder, but BSW comes on LXS and higher trims. All-wheel drive is available on some trims.

\$23,590-\$30,590

BASE PRICE RANGE

82

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

62

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 puts 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. A plug-in hybrid and an EV version with a 239-mile range are also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats do. Recent updates include new headlights, a standard 8-inch touch screen, and various exterior styling details. Available active safety features include AEB and BSW.

\$24,590-\$44,590

BASE PRICE RANGE

65

ROAD TEST

Opt.

ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: wagon

TRIM LINES: EV, EX, EX Premium, FE, LX, LXS, Plug-in Hybrid, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 hybrid (139 hp)

TRANSMISSIONS: 6-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **172**

Width (in.) **71**

Height (in.) **60**

Wheelbase (in.) **106**

Weight (lb.) **3,155**

% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **850**

Cargo Volume, cu.ft. **19**

Towing Capacity (lb.) **NR**

FUEL

Regular or electric

CR Overall mpg **43**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↑	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 EV

55 OVERALL SCORE

The Kia Niro EV gets around without gasoline, but it doesn't compromise on comfort or practicality. Its interior is well-appointed, and its elevated seat height and roomy cargo area give the five-passenger, front-drive Niro the versatility of a small SUV. It has a 239-mile range, which means the Niro EV will outrun some electric cars that cost tens of thousands more. The Niro shares its electric drive with the Hyundai Kona Electric and upcoming Kia Soul EV. Like its corporate siblings, it has a 64-kilo-watt-hour battery that takes about 10-hours to charge from almost empty using a 240-volt connector. Acceleration is smooth, instant, and silent. We think this EV is more rewarding to drive than the hybrid and plug-in hybrid versions of the Niro. Unfortunately, Kia limits its availability to a handful of states.

\$39,090-\$44,590
BASE PRICE RANGE

81 ROAD TEST ⬆️ ADAS
⬇️ RELIABILITY ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: wagon
TRIM LINES: EX, EX Premium
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **172**
 Width (in.) **71**
 Height (in.) **62**
 Wheelbase (in.) **106**
 Weight (lb.) **3,935**
 % Weight Front/Rear **55/45**

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

FUEL
 Electric
 CR Overall mpg **112**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability		⬇️	*
Engine, Major		⬇️	*
Engine, Minor		⬇️	*
Engine, Cooling		⬇️	*
Transmission, 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

55 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 more substantial 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 safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get the 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 now matched with a continuously variable transmission.

\$16,050-\$16,990
BASE PRICE RANGE

61 ROAD TEST Opt. ADAS
⬇️ RELIABILITY ⬇️ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 Sedona

61 OVERALL SCORE The Sedona uses a smooth and refined 276-hp, 3.3-liter V6 engine that is matched to an eight-speed automatic. The Sedona is available in seven- or eight-passenger seating capacities. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly though ultimately secure. The interior is nicely finished and inviting, with a front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available active safety features include FCW, BSW, and rear cross traffic warning. A redesigned van, to be called Carnival, is due soon.

\$30,400-\$41,500

BASE PRICE RANGE

70
ROAD TEST

Opt.
ADAS

1
RELIABILITY

1
SATISFACTION



OVERVIEW

BODY STYLES: minivan

TRIM LINES: EX, LX, SX

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.3-liter V6 (276 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **201**

Width (in.) **78**

Height (in.) **69**

Wheelbase (in.) **121**

Weight (lb.) **4,595**

% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,325**

Cargo Volume, cu.ft. **46**

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

FUEL

Regular

CR Overall mpg **20**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

63 OVERALL SCORE The Kia Seltos is new for 2021, 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 up level 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. Active safety features such as FCW, AEB, and BSW are standard on all except the base LX trim.

\$21,990-\$27,990

BASE PRICE RANGE

72
ROAD TEST

Opt.
ADAS

1
RELIABILITY

1
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, S Turbo, SX Turbo

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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

NA OVERALL SCORE

Kia redesigned its Sorento SUV for 2021, with new engines, a hybrid version, several high-tech features, and added safety equipment. Three rows of seating is standard with either a six- or seven-passenger configuration. There are three engine choices: A 2.5-liter four-cylinder is standard, a 2.5-liter turbo comes on higher trims, and a 1.6-liter turbo is coupled to a hybrid system. All-wheel drive can be had with either gas engine, but the hybrid is front-drive only. A plug-in hybrid will join for the 2022 model year. EX and above versions get the turbo engine that's coupled to a dual-clutch automatic, a combo that provides ample acceleration. The ride is rather stiff, however. Standard active safety features include FCW and AEB with pedestrian detection, while BSW is standard on all but the base trim.

\$29,390-\$42,590
BASE PRICE RANGE

NA ROAD TEST ↑ ADAS

I RELIABILITY ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, S, SX, SX-Prestige

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 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.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **3,500**

FUEL
Regular
EPA combined mpg **24**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	I	↓
Engine, Major	I	↑	↑
Engine, Minor	↑	↑	I
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↓
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	I
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	I	↓	↑
In-Car Electronics	↑	↑	↑

Kia Soul

48 OVERALL SCORE

The Kia Soul possesses a blend of 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 quite nimble. But the ride is notably stiff, and engine noise is rather 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 are standard. FCW and AEB are standard on all trims except the base LX.

\$17,590-\$27,650
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: 6-speed manual; 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

	'18	'19	'20
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	I
Brakes	↑	↑	I
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	I	↑	↑
Body Hardware	↑	↑	I
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑



Kia Sportage ✓

81 OVERALL SCORE
 The stylish Sportage is a mildly sporty small SUV. While the 2.4-liter four-cylinder and smooth six-speed automatic provide adequate acceleration, its 23 mpg overall is not particularly good. The SX trim gets a more powerful turbo four-cylinder. Though the ride is a touch firm, it's composed and handling is responsive. The controls, including the touch-screen infotainment system, are easy to use. Note that visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy, and passengers benefit from a flat floor. Standard advanced safety features include forward collision warning with automatic emergency braking and pedestrian detection. Blind spot warning and rear cross traffic warning are standard on all except the base trim.

\$24,090-\$35,250
 BASE PRICE RANGE

78 ROAD TEST
 ↑ RELIABILITY
 ↑ ADAS
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, LX, S, SX
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**
 Width (in.) **73**
 Height (in.) **64**
 Wheelbase (in.) **105**
 Weight (lb.) **3,485**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **970**
 Cargo Volume, cu.ft. **29.5**
 Towing Capacity (lb.) **2,000**

FUEL

Regular
 CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

68 OVERALL SCORE
 Kia, a car brand better known for practical transportation and value, has branched into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. The car sits low, which makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. While FCW and AEB are optional, BSW and rear cross traffic warning are standard.

\$33,090-\$52,590
 BASE PRICE RANGE

75 ROAD TEST
 ↓ RELIABILITY
 Opt. ADAS
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: GT, GT1, GT2, GT-Line
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **190**
 Width (in.) **74**
 Height (in.) **55**
 Wheelbase (in.) **114**
 Weight (lb.) **3,910**
 % Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **930**
 Cargo Volume, cu.ft. **23**
 Towing Capacity (lb.) **NR**

FUEL

Regular or premium
 CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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 Subaru Ascent. 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 rear cross traffic warning.

\$32,190-\$44,390
 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

	'18	'19	'20
Overall Reliability			↑️
Engine, Major			↑️
Engine, Minor			↑️
Engine, Cooling			↑️
Transmission, 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

45 OVERALL SCORE
 The new Defender SUV evokes the original classic but in a modern form. It comes with a choice of four- or six-cylinder turbocharged engine, two- or four-door body style, and a number of seating configurations from five to seven passengers. 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 rather 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 rather slow and distracting to use. At least it's compatible with Android Auto and Apple CarPlay. FCW, AEB, BSW, and rear cross traffic warning are standard. Adaptive cruise control is optional.

\$46,100-\$83,000
 BASE PRICE RANGE

61 ROAD TEST
 ↑️ ADAS
 ↓️ RELIABILITY
 ↑️ SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: First Edition, S, SE, Standard, X, X-Dynamic HSE, X-Dynamic S, X-Dynamic SE
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)
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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

45

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 mild freshening for 2021 brought an updated infotainment system, more standard equipment, and a supposedly improved second-row seat. BSW and rear cross traffic warning are standard.

\$53,900-\$68,900

BASE PRICE RANGE

71
ROAD TEST

ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, S R-Dynamic

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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

41

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 its credit, the SUV's rear seat is roomy. FCW and AEB with pedestrian detection are standard.

\$41,900-\$46,950

BASE PRICE RANGE

58
ROAD TEST

ADAS



RELIABILITY



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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

49 Owners of any ultraluxury sedan will feel right at home in the stately Range Rover. The inline six-cylinder gasoline engine and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17-mpg overall in our tests with the previous supercharged V6 engine. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, and the ride height can be lowered for easier cabin access. Interior furnishings and seats are first-rate, but the dual-touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31-miles of electric range is also available. FCW and city-speed AEB are standard.

\$92,000-\$211,000
BASE PRICE RANGE

78
ROAD TEST

↓ **ADAS**

↓ **SATISFACTION**

RELIABILITY



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Autobiography, Autobiography Fifty, Base, HSE, SVAutobiography, SVAutobiography Dynamic, Westminster

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0L 4 hybrid (398 hp); 3.0L V6 turbodiesel (254 hp); 3.0L 6 turbo (355 hp, 395 hp); 5.0L V8 supercharged (518 hp, 557 hp)

TRANSMISSIONS: 8-speed auto.

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **197**
Width (in.) **78**
Height (in.) **72**
Wheelbase (in.) **115**
Weight (lb.) **5,300**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **960**
Cargo Volume, cu.ft. **34.5**
Towing Capacity (lb.) **7,715**

FUEL
Premium or diesel
CR Overall mpg **17**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

41 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. FCW and AEB with pedestrian detection are standard. BSW and rear cross traffic warning are standard on all except the base trim.

\$43,300-\$53,400
BASE PRICE RANGE

58
ROAD TEST

↑️ **ADAS**

↓ **SATISFACTION**

RELIABILITY



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic HSE, R-Dynamic S, R-Dynamic SE, S, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 Sport

49

OVERALL
SCORE

Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. An inline six-cylinder engine is standard. Supercharged V8 and V6 diesel engines are 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. Rear-seat room is generous, but the optional third-row seat is tiny. A plug-in hybrid version with 31 miles of electric range is also available.

\$69,500-\$130,000

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: 2.0L 4 hybrid (398 hp); 3.0L V6 turbodiesel (254 hp); 3.0L 6 turbo (355 hp, 395 hp); 5.0L V8 supercharged (518 hp, 575 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **78**

Height (in.) **70**

Wheelbase (in.) **115**

Weight (lb.) **5,255**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,345**

Cargo Volume, cu.ft. **31.5**

Towing Capacity (lb.) **7,715**

FUEL

Premium or diesel

CR Overall mpg **18**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

49

OVERALL
SCORE

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

\$56,900-\$76,900

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 (335 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

82 OVERALL SCORE

The Lexus ES is comfortable and refined, and it has a quiet demeanor. The high-quality interior is lush and 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 new 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. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. Standard active safety features include FCW and AEB with pedestrian detection.

\$40,000-\$50,910
BASE PRICE RANGE

84 ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury, Special Edition

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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 GX ✓

79 OVERALL SCORE

Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and adept at towing a 6,500-pound load. 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. FCW and AEB with pedestrian detection are standard.

\$53,250-\$64,515
BASE PRICE RANGE

70 ROAD TEST

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

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 redesigned Lexus IS brings a mild update that doesn't stray much from the previous model. Rear-wheel-drive versions are paired with a turbocharged four-cylinder engine, and the all-wheel-drive versions have a V6. Handling is fairly nimble but not all that sporty. The interior remains very snug and, in AWD versions, still suffers from a protrusion into the driver's legroom. The infotainment system still relies on a distracting touchpad, but now the screen is touch-enabled. A complete roster of standard active safety features includes FCW, AEB with pedestrian and daytime bicycle detection, BSW, and rear cross traffic warning.

\$39,000-\$44,900

BASE PRICE RANGE

69
ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 300, 350 F Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 new-for-2021 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 very unintuitive, including the concealed opening and closing controls for the convertible soft top, but at least operating the roof can be done on the go, up to about 30 mph. The token rear seat is good for purse or poodle. FCW, AEB, and BSW are standard.

\$93,050-\$101,100

BASE PRICE RANGE

NA
ROAD TEST



ADAS



RELIABILITY



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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

46 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. This redesigned flagship brings lots of tech and less conservative styling. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic transmission. But despite good measured acceleration times, the car doesn't impart a powerful impression because of some hesitation at low speeds. A hybrid is available. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating; it can take several steps to perform simple tasks.

\$76,000-\$82,850

BASE PRICE RANGE

72
ROAD TEST

↑
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 500, 500h, F Sport

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)

TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **206**

Width (in.) **75**

Height (in.) **58**

Wheelbase (in.) **123**

Weight (lb.) **5,170**

% Weight Front/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

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↓	*	*
Engine, Minor	↓	*	*
Engine, Cooling	↑	*	*
Transmission, 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

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, lavish, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Land Cruiser, the LX has an off-road crawl mode that manages throttle and braking over rough terrain. The height-adjustable suspension further enables the LX to traverse off-road. Unfortunately, the power-folding third-row seat folds up to the sides, limiting cargo space. A five-passenger version is also available. FCW, AEB, BSW, and rear cross traffic warning are standard.

\$86,730-\$91,730

BASE PRICE RANGE

NA
ROAD TEST

↑
ADAS

↑
RELIABILITY

↑
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 570

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.7-liter V8 (383 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **200**

Width (in.) **78**

Height (in.) **75**

Wheelbase (in.) **112**

Weight (lb.) **6,000**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,385**

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

Towing Capacity (lb.) **7,000**

FUEL

Premium

CR Overall mpg **14**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

80-82

OVERALL SCORE

The NX is a pleasant compact luxury SUV. Handling is responsive, and the ride is firm. The cabin is quiet. The NX 300's 2.0-liter turbo four-cylinder provides ample acceleration and delivers 24 mpg overall. The NX 300h hybrid gets an impressive 29-mpg overall, but it feels underpowered and tends to be noisy during acceleration or hill-climbing. Snazzy details lend the interior a high-tech appeal and anime style, but the cockpit is snug. Elbow room is a bit tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen is frustrating and distracting to operate. FCW, AEB, BSW, and rear cross traffic warning are standard.

\$37,610-\$46,910

BASE PRICE RANGE

71-74

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 300, 300 F Sport, 300h, 300h Luxury, 300 Luxury

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp); 2.5-liter 4 hybrid (194 hp)

TRANSMISSIONS: 6-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**

Width (in.) **74**

Height (in.) **65**

Wheelbase (in.) **105**

Weight (lb.) **4,000**

% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **895**

Cargo Volume, cu.ft. **28.5**

Towing Capacity (lb.) **2,000**

FUEL

Regular or premium

CR Overall mpg **24-29**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 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 symbolic 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 rear cross traffic warning are standard.

\$42,220-\$97,200

BASE PRICE RANGE

NA

ROAD TEST



ADAS



RELIABILITY



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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

80-83

OVERALL SCORE

The RX got a freshening for 2020 that 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 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. For 2021, BSW and rear cross traffic warning are standard.

\$45,170-\$57,210

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

	'18	'19	'20
Overall Reliability	▲	▲	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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 UX ✓

81

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 rear cross traffic warning are standard.

\$32,900-\$39,800

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

	'18	'19	'20
Overall Reliability	▲	▲	*
Engine, Major	▲	▲	*
Engine, Minor	▲	▲	*
Engine, Cooling	▲	▲	*
Transmission, 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 Aviator

45

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 rear cross traffic warning.

\$50,190-\$88,505

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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

53

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 joins the line for 2021.

\$36,105-\$50,390

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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

50 OVERALL SCORE

The Nautilus is available with either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic is standard. We found that the more powerful engine delivers effortless acceleration. The SUV has a comfortable ride, a quiet cabin, and agile handling. The swanky cabin has been updated for 2021 with a larger 13.2-inch screen and the latest Sync-4 infotainment system. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added several active safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines that a collision can't be avoided by braking alone.

\$41,940-\$65,090
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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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

64 OVERALL SCORE

The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large body-on-frame SUV. The twin-turbo V6 is paired with a 10-speed automatic transmission. 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 rear passengers with heated seats, a variety of connectivity features, and a hospitable third row. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

\$76,185-\$101,325
BASE PRICE RANGE

65 ROAD TEST

⬆️ ADAS

⬆️ RELIABILITY

⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Base, Black Label, L, Reserve

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (411 hp); 3.5-liter V6 turbo (450 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **210**

Width (in.) **84**

Height (in.) **76**

Wheelbase (in.) **123**

Weight (lb.) **6,100**

% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,565**

Cargo Volume, cu.ft. **56**

Towing Capacity (lb.) **8,300**

FUEL

Regular or premium

CR Overall mpg **16**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

42 **OVERALL SCORE** Although it is based on a platform shared with the Chrysler 300, the Ghibli has its distinct sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing 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. The top-line V6 recently gained 20 hp, and a turbo V8-powered Trofeo version was added. Though BSW is standard, FCW and AEB are optional.

\$72,190-\$109,890
BASE PRICE RANGE

71
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Base, GranLusso, GranSport, S, S 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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.

\$74,490-\$149,990
BASE PRICE RANGE

NA
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, GranLusso, GranSport, GTS, S, Trofeo
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 3 ✓

75 OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests the 2.5-liter four-cylinder engine and six-speed automatic transmission worked well together. The base engine is a 2.0-liter, and the new 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 a new 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.

\$20,650-\$33,900
BASE PRICE RANGE

75 ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: Base, Preferred, Premium, Premium Plus, s, Select

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

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 6 ✓

83 OVERALL SCORE

Sporty and stylish, the Mazda6 is an enjoyable car to drive, although it's a bit on the snug side compared with its peers. The standard 2.5-liter four-cylinder is responsive and delivered 28 mpg overall in our tests. The uplevel turbocharged engine makes the 6 quieter and much quicker. We found the 6 to be agile and capable in the corners, with sharp steering and composed suspension. The ride is pliant and controlled, effectively absorbing bumps. The cabin is quiet and nicely furnished, but the low stance and relatively tight quarters are notable. A center display screen that is operated via a central knob on the console takes practice to master. Android Auto and Apple CarPlay compatibility are standard. FCW, AEB with pedestrian detection, and BSW are also standard.

\$24,475-\$35,900
BASE PRICE RANGE

79 ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Carbon Edition, Grand Touring, Grand Touring Reserve, Signature, Sport, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**
 Width (in.) **72**
 Height (in.) **57**
 Wheelbase (in.) **111**
 Weight (lb.) **3,405**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **850**
 Cargo Volume, cu.ft. **15**
 Towing Capacity (lb.) **NR**

FUEL

Regular or premium
 CR Overall mpg **28**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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-3 ✓

73 Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling and good fuel economy. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder engine and a six-speed automatic. It's a smooth, willing engine that isn't particularly powerful. The ride is stiff, and noise levels are high. The infotainment system includes a center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is miniscule. FCW, AEB with pedestrian detection, and BSW are standard.

\$20,790-\$22,190
BASE PRICE RANGE

64 ROAD TEST	⬆️ ADAS
⬆️ RELIABILITY	⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (148 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **168**
Width (in.) **70**
Height (in.) **61**
Wheelbase (in.) **101**
Weight (lb.) **2,945**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	⬆️	*
Engine, Major	*	⬆️	*
Engine, Minor	*	⬆️	*
Engine, Cooling	*	⬆️	*
Transmission, 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 ✓

75 Based on the Mazda3, the new CX-30 fills the gap in price and size between the CX-3 and CX-5 SUVs. The base engine is a 2.5-liter four cylinder matched to a six-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is optional. In everyday driving, acceleration feels tepid; wringing out more power requires a heavy foot on the accelerator. Fuel economy of 28-mpg overall is respectable. An optional 2.5-liter turbo engine, which comes with standard all-wheel drive, is new for 2021. 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.

\$22,050-\$34,050
BASE PRICE RANGE

64 ROAD TEST	⬆️ ADAS
⬆️ RELIABILITY	⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Preferred, Premium, Premium Plus, Select
DRIVE WHEELS: Front, 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

	'18	'19	'20
Overall Reliability			⬆️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, 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 ✓

83 OVERALL SCORE

The CX-5 is one of the best small SUVs. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system, and the new system for 2021 is even more complex. Rear and side visibility are a bit compromised. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. The top Signature trim is available with a more powerful turbocharged engine.

\$25,370-\$37,505
BASE PRICE RANGE

78 ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Carbon Edition, Grand Touring, Signature, Sport, Touring

DRIVE WHEELS: Front, 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 (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**

Width (in.) **73**

Height (in.) **66**

Wheelbase (in.) **106**

Weight (lb.) **3,590**

% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **850**

Cargo Volume, cu.ft. **30.5**

Towing Capacity (lb.) **2,000**

FUEL

Regular or premium

CR Overall mpg **24**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	▲	▲	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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 ✓

80 OVERALL SCORE

This stylish, three-row SUV is quite engaging to drive, thanks to its nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captains' chairs instead of a bench. The third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master, and the new system for 2021 is even more complex. Fortunately, Android Auto and Apple CarPlay compatibility is standard. FCW, AEB with pedestrian detection, and BSW are standard.

\$34,160-\$46,805
BASE PRICE RANGE

79 ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Carbon Edition, Grand Touring, Signature, Sport, Touring

DRIVE WHEELS: Front, 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

	'18	'19	'20
Overall Reliability	▲	○	▲
Engine, Major	▲	▲	▲
Engine, Minor	▲	▲	▲
Engine, Cooling	▲	▲	▲
Transmission, 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

87 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 shifter is a joy. For the best experience, stay with the manual transmission. Even though the optional automatic works well, it dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and 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, city-speed AEB, and BSW are standard.

\$26,830-\$35,050
BASE PRICE RANGE

80 ROAD TEST
RELIABILITY
ADAS
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

	'18	'19	'20
Overall Reliability	*	↑	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, 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 The A-Class compact sedan is Mercedes' least expensive entry. It comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder engine that's mated to a seven-speed dual-clutch automatic transmission. 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 A-Class has Mercedes' latest infotainment system, which 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 overly sensitive touchpad on the center console. FCW, AEB with pedestrian detection, and BSW are standard.

\$33,650-\$45,850
BASE PRICE RANGE

64 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: A220, AMG A35
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (188 hp); 2.0-liter 4 turbo (302 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

83 OVERALL SCORE
 This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder engine, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, buyers will find comfortable, supportive seats, and an upscale and snazzy cabin with a high-quality feel. The rear seat is relatively roomy for the class. However, the complex infotainment system can be very frustrating to use. FCW, AEB with pedestrian detection, and BSW are standard. Recent changes include a larger 10.25-inch screen for the infotainment system. The C63 AMG version is a high-powered, track-ready performance sedan.

\$41,600-\$85,600
 BASE PRICE RANGE

85 ROAD TEST
 ▲ RELIABILITY
 ▲ ADAS
 |
 ○ SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe; sedan
TRIM LINES: C300, C43, C63, C63 S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter V6 turbo (385 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **185**
 Width (in.) **71**
 Height (in.) **57**
 Wheelbase (in.) **112**
 Weight (lb.) **3,670**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **795**
 Cargo Volume, cu.ft. **13**
 Towing Capacity (lb.) **NR**

FUEL
 Premium
 CR Overall mpg **26**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	▲	○	*
Engine, Major	▲	▲	*
Engine, Minor	▲	▲	*
Engine, Cooling	▲	▲	*
Transmission, 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

56 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 overly 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.

\$37,850-\$55,350
 BASE PRICE RANGE

65 ROAD TEST
 ○ RELIABILITY
 ▲ ADAS
 |
 ○ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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. The base engine is a 362-hp, turbocharged six-cylinder engine, marking Mercedes-Benz's return to an inline six-cylinder configuration. FCW, AEB, and BSW are standard. Buyers will have to pay for an optional package to get active steering and adaptive cruise control.

\$70,300-\$81,550
BASE PRICE RANGE

NA
ROAD TEST

1
RELIABILITY

1
SATISFACTION

ADAS



OVERVIEW

BODY STYLES: sedan
TRIM LINES: CLS450, CLS53
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
Width (in.) **74**
Height (in.) **56**
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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

74 The E-Class is quite nimble, making it 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 changing a display or an audio selection. The seats are super-comfortable, and there is an optional massage feature. Fit and finish is meticulous. FCW and AEB are standard. A mild refresh arrived for 2021.

\$54,250-\$112,450
BASE PRICE RANGE

85
ROAD TEST

1
RELIABILITY

1
SATISFACTION

ADAS



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

	'18	'19	'20
Overall Reliability	1	2	3
Engine, Major	3	1	3
Engine, Minor	3	3	3
Engine, Cooling	3	3	3
Transmission, Major	3	3	3
Transmission, Minor	3	3	3
Drive System	3	3	3
Fuel System	3	3	3
Electrical	3	1	3
Climate System	1	3	2
Suspension	3	3	3
Brakes	2	3	3
Exhaust	3	3	3
Paint/Trim	2	2	3
Noises/Leaks	2	1	3
Body Hardware	2	2	3
Power Equipment	2	2	3
In-Car Electronics	2	3	3



Mercedes-Benz GLA

60 OVERALL SCORE

The GLA is redesigned for 2021 and is markedly better than the cramped, stiff-riding original. Power comes from the same 221-hp turbocharged four-cylinder engine as its GLB sibling, mated to an eight-speed 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 more sleek compared with the GLB, but visibility to the rear and sides suffers as a result. The solid, substantial 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 to be too distracting. FCW, AEB with pedestrian detection, and BSW are standard.

\$36,230-\$54,500
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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

64 OVERALL SCORE

The new 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.

\$38,050-\$49,500
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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 ✓

75

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. A plug-in hybrid and 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.

\$43,200-\$84,500

BASE PRICE RANGE

79

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AMG GLC43, AMG GLC63, GLC300, GLC350e

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (315 hp); 3.0-liter V6 turbo (385 hp); 4.0-liter V8 turbo (469 hp)

TRANSMISSIONS: 7-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**

Width (in.) **74**

Height (in.) **65**

Wheelbase (in.) **113**

Weight (lb.) **4,010**

% Weight Front/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

	'18	'19	'20
Overall Reliability	↓	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↓	↑
Transmission, 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

43

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 rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has one large panel that contains the instrument panel and center screens. Audio, phone, navigation, and some comfort settings can be changed through the touch screen, the touch pad, 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. The GLE 63 S gets a 603-hp, 4.0-liter V8 turbo engine for 2021.

\$54,750-\$116,000

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

	'18	'19	'20
Overall Reliability	↑	*	↓
Engine, Major	↑	*	↑
Engine, Minor	↓	*	↓
Engine, Cooling	↑	*	↑
Transmission, 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

46 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 overly 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 rear cross traffic warning.

\$76,000-\$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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 redesigned flagship sedan pushes the technical boundaries for comfort, performance, connectivity, and safety. 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 can turn the wheels in the direction of travel to aid handling and in the opposite direction to aid parking. The new infotainment system has more computing power and enables more natural language capabilities. The S-Class has a number of safety innovations, such as the ability to raise the ride height to better protect passengers during a side impact.

\$109,800-\$185,400

BASE PRICE RANGE

NA

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.) **76**

Height (in.) **59**

Wheelbase (in.) **127**

Weight (lb.) **NA**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **19**

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

59 OVERALL SCORE The Mini hardtop is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or the 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 but isn't pleasant-sounding. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is tiny. The high-performance John Cooper Works version bumps the power to 301 hp and gets firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. FCW and AEB with pedestrian detection are standard, but BSW is not available. An all-electric version with a 110-mile estimated range is new.

\$22,400-\$44,900
BASE PRICE RANGE

80 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible
TRIM LINES: Base, JCW, 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.) **151**
Width (in.) **68**
Height (in.) **56**
Wheelbase (in.) **98**
Weight (lb.) **2,775**
% Weight Front/Rear **63/37**

CARGO MEASUREMENT

Max. Load (lb.) **770**
Cargo Volume, cu.ft. **9**
Towing Capacity (lb.) **NR**

FUEL
Premium or electric
CR Overall mpg **30**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

72 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 system has a learning curve but ultimately proves to be logical. FCW and AEB with pedestrian detection are standard, but BSW isn't available at all.

\$29,100-\$41,500
BASE PRICE RANGE

82 ROAD TEST
RELIABILITY
ADAS
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 (224 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

	'18	'19	'20
Overall Reliability	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↓	*
Engine, Cooling	↑	↑	*
Transmission, 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

53 OVERALL SCORE

The coupelike Eclipse Cross receives a freshening for 2022, but that doesn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. 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. Fortunately, the touchpad previously used to interact with the infotainment system has been removed, and volume and tune knobs have been added next to the touch screen. 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. FCW and AEB with pedestrian detection are standard on the 2022 model.

\$22,995-\$28,745
BASE PRICE RANGE

57 ROAD TEST

1 RELIABILITY

1 ADAS

✓ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

32 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, 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 and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, many much better used cars are available. FCW and city-speed AEB with pedestrian detection are standard.

\$14,295-\$18,195
BASE PRICE RANGE

29 ROAD TEST

1 RELIABILITY

1 ADAS

✓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan
TRIM LINES: Carbonite Edition, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA
OVERALL SCORE

The seven-passenger Outlander SUV 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 is exclusive to the Mitsubishi. Suspension tuning and the optional all-wheel drive system are also unique to the Outlander. It remains slightly larger than most compact two-row SUVs, but slightly smaller than most three-row models. The optional V6 engine is no more. Cargo room has been improved. Even though the interior got a major update, most features can still be controlled by traditional buttons and knobs. The plug-in hybrid version soldiers on as the outgoing model.

\$27,795-\$36,000E

BASE PRICE RANGE

NA ROAD TEST	ADAS
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, Launch Edition, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.5-liter 4 (181 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **73**
 Height (in.) **69**
 Wheelbase (in.) **107**
 Weight (lb.) **3,610**
 % Weight Front/Rear **56/44**

CARGO MEASUREMENT

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

FUEL

Regular
 EPA combined mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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
OVERALL SCORE

This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling 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 are standard. Updates for 2021 include standard FCW and city-speed AEB with pedestrian detection.

\$20,995-\$26,995

BASE PRICE RANGE

NA ROAD TEST	ADAS
RELIABILITY	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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

80 OVERALL SCORE
 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 FCW and AEB with pedestrian detection.

\$24,300-\$34,100
 BASE PRICE RANGE

81 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↓ 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 (248 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

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 is freshened for 2021. 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 rear cross traffic warning are standard.

\$48,500-\$67,900
 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA After more than 16 years without a major update, the Nissan Frontier is getting a new look inside and out. The sheet metal is all new and the interior gets a much-needed upgrade. The 3.8-liter V6 engine and nine-speed automatic carry over from 2021. The 2022 Frontier's fuel-economy numbers aren't out, and the new model has yet to be crash-tested. The outgoing model scored a Marginal in both of the IIHS small overlap front crash tests. Forward collision warning (FCW) and automatic emergency braking (AEB) with pedestrian detection now come standard. So does a damped tailgate that won't slam open, tons of interior storage, and Android Auto and Apple CarPlay compatibility.

\$26,790-\$37,490
BASE PRICE RANGE

NA ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬇️ 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.) **72**
 Wheelbase (in.) **126**
 Weight (lb.) **4,505**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT
 Max. Load (lb.) **1,610**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **6,720**

FUEL
 Regular
 EPA Combined mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬇️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬇️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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

64 Nissan gives its smallest subcompact crossover a freshening for 2021. The Kicks 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.

\$18,870-\$21,120
BASE PRICE RANGE

64 ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬇️ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

72 OVERALL SCORE
 The standard Leaf EV has a 40-kilowatt-hour battery that delivered a range of 150 miles in our tests. The Plus version gets a 62-kWh battery, which gives the Leaf an EPA-estimated range of 226-miles. 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. The optional ProPilot Assist can keep the car in its lane and adjust its speed according to traffic. FCW, AEB with pedestrian detection, and BSW are standard.

\$31,620-\$43,920
 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 mpg **104**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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 ✓

81 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.

\$36,990-\$42,220
 BASE PRICE RANGE

81 ROAD TEST
 ⬆️ ADAS
 ⬆️ RELIABILITY
 ⬇️ SATISFACTION



OVERVIEW
BODY STYLES: sedan
TRIM LINES: 40th Anniversary, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

79 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 are hindered, however. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. For 2021, Nissan's Safety Shield 360 becomes standard, and includes FCW, AEB with pedestrian detection, BSW, rear cross traffic warning, and rear automatic braking.

\$32,510-\$45,610
BASE PRICE RANGE

77 ROAD TEST
RELIABILITY
ADAS
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

	'18	'19	'20
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

NA OVERALL SCORE The three-row Pathfinder has been totally redesigned for 2022 with a squared-off exterior, the latest infotainment technology, and an option for second-row captain's chairs with a removable center console. Although everything else is new, the outgoing model's 284-hp V6 engine carries over. It's now mated to a 9-speed automatic transmission instead of a CVT. We like that Nissan kept physical buttons and knobs for key climate and infotainment functions, but the electronic gear selector will take some getting used to. Plenty of active safety features come standard, including automatic emergency braking with pedestrian detection and blind spot warning. Nissan's ProPilot Assist automated driving system is optional, and works with the navigation system to slow for highway junctions and offramps.

\$33,000-\$45,000E
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, 4WD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (284 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**
Width (in.) **78**
Height (in.) **70**
Wheelbase (in.) **114**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,000**

FUEL

Regular
EPA combined mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↓	*	*
Engine, Cooling	↑	*	*
Transmission, 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 redesigned Rogue is a major upgrade over its predecessor. It is powered by a 181-hp, 2.5-liter four-cylinder engine that's teamed with a continuously variable transmission, providing unobtrusive but unexciting motivation. Fuel economy of 25-mpg overall is a bit behind the curve. Interior space and quality of materials have improved, but the third-seat option is gone. The new Rogue feels solid and substantial, with a firm yet composed ride and nimble handling. Controls are easy to use, but the electronic gear selector may take some getting used to. 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 features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

Nissan Rogue Sport

59 OVERALL SCORE

Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a less expensive, more compact SUV. All trims use the same 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 sub-compact 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.

\$25,650-\$36,830
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: 2.5-liter 4 (181 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 **28**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↓	↑
Transmission, Minor	↑	↓	↑
Drive System	↑	↓	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↓	↓
Suspension	↑	↑	↑
Brakes	↑	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↓
In-Car Electronics	↓	↓	↑

\$23,240-\$29,800
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

	'18	'19	'20
Overall Reliability	↓	↓	*
Engine, Major	↓	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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 redesigned Sentra is a complete transformation. 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 provide 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.

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 goose-neck trailer hitch for extra-heavy trailers. Recent updates include 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 rear cross traffic warning.

\$19,410-\$21,750

BASE PRICE RANGE

81
ROAD TEST

ADAS

RELIABILITY

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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$36,550-\$59,280

BASE PRICE RANGE

70
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Platinum Reserve, PRO-4X, S, SL, 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 2020 redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. Unlike most of its competitors, it comes with important standard active safety features, such as AEB. 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 midsize sedans can match or better that. The driver's seat is short on support, and unlike 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.

\$14,930-\$18,340
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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

73 OVERALL SCORE

Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. A higher-performance Nismo version is also available. A noise cancellation/enhancement system helps to quiet some of the interior racket. A redesigned Z will be available for the 2022 model year. The Z doesn't offer any active safety features.

\$30,090-\$47,190
BASE PRICE RANGE

81 ROAD TEST **NA** ADAS

1 RELIABILITY **1** SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: 50th Anniv Edition, Base, NISMO, Sport, Sport Touring
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
TRANSMISSIONS: 7-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **167**
 Width (in.) **73**
 Height (in.) **52**
 Wheelbase (in.) **100**
 Weight (lb.) **3,385**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT
 Max. Load (lb.) **450**
 Cargo Volume, cu.ft. **7**
 Towing Capacity (lb.) **NR**

FUEL
 Premium
 CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA OVERALL SCORE The Polestar 2 is a tall hatchback from Volvo's electric-vehicle performance-focused sub-brand and is based on the XC40 SUV. This is the company's first pure EV, and it has front and rear motors, which give it all-wheel-drive capability. Its 78-kilowatt-hour battery has an EPA-rated range of 233 miles. It takes eight hours to charge the battery from near empty. The Polestar is quick and handles nimbly but the ride is stiff and choppy. The uncluttered interior is rather cramped and the unintuitive controls are very frustrating to use. The Polestar 2 starts at \$59,900, before the federal tax credit is figured in. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

\$59,900
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Performance, Standard
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 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.) **4,680**
% Weight Front/Rear **NA**

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

FUEL
Electric
EPA combined mpg **92**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 Boxster

83 OVERALL SCORE This well-honed thoroughbred of a 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 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 is optional.

\$62,000-\$106,500
BASE PRICE RANGE

95 ROAD TEST
RELIABILITY
Opt. ADAS
SATISFACTION



OVERVIEW

BODY STYLES: convertible
TRIM LINES: Base, GT4, GTS, S, Spyder
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 2.5-liter 4 turbo (365 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 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 is optional.

\$59,900-\$100,200
BASE PRICE RANGE

NA ROAD TEST | **Opt.** ADAS
| ▲
 RELIABILITY | SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: Base, GT4, GTS, S
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 2.5-liter 4 turbo (365 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.) **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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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- or 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 only in the Carrera S. We found the 911's sharp handling a treat and the power and exhaust sound are invigorating. Ride comfort is quite civilized and the seats are super comfortable. A tiny rear seat and a front trunk offer a touch of practicality. Infotainment updates include a 10.9-inch touch screen with Apple CarPlay compatibility. Forward collision warning and automatic emergency braking are standard, while adaptive cruise control with stop-and-go traffic capability is optional.

\$99,200-\$216,300
BASE PRICE RANGE

NA ROAD TEST | ▲ ADAS
| ▲
 RELIABILITY | SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: Carrera, Carrera 4S, Carrera S, Targa 4, Targa 4S, Turbo, Turbo S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 3.0-liter 6 turbo (379 hp); 3.0-liter 6 turbo (443 hp); 3.8-liter 6 turbo (572 hp); 3.8-liter 6 turbo (640 hp)
TRANSMISSIONS: 7-speed manual; 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

81 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. AEB is standard; BSW and a surround-view camera system are optional. 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.

\$67,500-\$166,200
 BASE PRICE RANGE

87 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; coupe
TRIM LINES: Base, E-Hybrid, GTS, S, Turbo, 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 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

	'18	'19	'20
Overall Reliability	*	↓	*
Engine, Major	*	↑	*
Engine, Minor	*	↓	*
Engine, Cooling	*	↑	*
Transmission, 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 ✓

76 OVERALL SCORE
 The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Both 3.0-liter turbocharged V6 and 2.0-liter turbo four-cylinder engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, 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. GTS and Turbo versions get a 2.9-liter twin-turbo V6 engine making 375 and 434-hp, respectively. Note that FCW, AEB, and BSW are optional.

\$52,100-\$84,600
 BASE PRICE RANGE

84 ROAD TEST
 ↓ RELIABILITY
 Opt. 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 (248 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp); 3.0-liter V6 turbo (348 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

	'18	'19	'20
Overall Reliability	↓	↑	↑
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 second-generation Panamera keeps the sporty Porsche driving experience of the original car. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged V6 and V8 engines provide plenty of motivation. 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 a visual and sensory overload.

\$87,200-\$198,100
BASE PRICE RANGE

NA ROAD TEST | **Opt.** ADAS
I RELIABILITY | ▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: 4, 4 E-Hybrid, 4S, 4S E-Hybrid, Base, Executive, GTS, Sport Turismo, Turbo S, Turbo S E-Hybrid
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 2.9-liter V6 turbo (325 hp); 2.9-liter V6 turbo (443 hp); 2.9-liter V6 hybrid (455 hp); 2.9-liter V6 hybrid (552 hp); 4.0-liter V8 turbo (473 hp); 4.0-liter V8 turbo (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
 CR Overall mpg **23**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

63 OVERALL SCORE Porsche's all-electric sedan has the power, performance, and high-tech vibe to rival a Tesla. The low-slung four-door Taycan is quick, agile, and very enjoyable to drive, and 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. Public charging isn't as seamless as it is with a Tesla, however. 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 one up front. 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. FCW and AEB are standard.

\$79,900-\$185,000
BASE PRICE RANGE

86 ROAD TEST | ▲ ADAS
▼ RELIABILITY | ▲ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 4S, Base, 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 (616 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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

63 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 got 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. Active safety features, such as FCW, AEB with pedestrian detection, and BSW, are optional. Updates for 2021 include a new TRX version, which comes with a 702-hp, 6.2-liter supercharged V8.

\$32,595-\$69,995
 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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 OVERALL SCORE
 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 rather jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is extraordinary in how it mops up bumps, yet it remains steady and controlled. This is not the most agile SUV in the 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. A second- and third-row seat belt reminder alert is new for 2021.

\$32,295-\$45,445
 BASE PRICE RANGE

93 ROAD TEST
 ADAS
 RELIABILITY: SATISFACTION:



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 2.4-liter 4 turbo (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) 197
 Width (in.) 76
 Height (in.) 72
 Wheelbase (in.) 114
 Weight (lb.) 4,550
 % Weight Front/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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 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 track as it is on the drive to the track. A low center of gravity, a standard six-speed manual transmission, and a new 2.4-liter, 228-hp naturally aspirated four-cylinder engine contribute to the BRZ's ethos of balance over 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 a sporty car. In addition to the new engine, other changes for 2022 include updated exterior styling, a digital gauge cluster, and suspension and chassis tweaks. Subaru's EyeSight suite of active safety features is available.

\$29,000-\$35,000E
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. **NA**
 Towing Capacity (lb.) **NR**

FUEL

Premium
 CR Overall mpg **NA**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

81-84 The Crosstrek delivers 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 quite good. 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. FCW and AEB with pedestrian detection are standard with the automatic transmission but aren't offered with the manual. BSW and is optional.

\$22,245-\$35,345
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

	'18	'19	'20
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

89 OVERALL SCORE
 Over its various iterations, the Subaru 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 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 standard EyeSight suite of active safety features includes FCW and AEB with pedestrian detection.

\$24,795-\$34,895
 BASE PRICE RANGE

90 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**
 Width (in.) **72**
 Height (in.) **68**
 Wheelbase (in.) **105**
 Weight (lb.) **3,485**
 % Weight Front/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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

75 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 FCW and AEB with pedestrian detection, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and rear cross traffic warning 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
 ↓ ADAS
 ↓ RELIABILITY
 ↓ 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

	'18	'19	'20
Overall Reliability	↓	↑	↓
Engine, Major	↓	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

84 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. Unfortunately, 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 FCW and AEB with pedestrian detection, but BSW and rear cross traffic warning are optional.

\$22,895-\$36,145
BASE PRICE RANGE

89 ROAD TEST

1 RELIABILITY

ADAS

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

	'18	'19	'20
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Outback ✓

86 OVERALL SCORE

The Outback wagon has a long-running reputation as a smart alternative to an SUV, and the recently redesigned model doesn't stray from its proven formula. 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. All versions get standard FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are optional.

\$26,795-\$39,945
BASE PRICE RANGE

91 ROAD TEST

1 RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: wagon

TRIM LINES: Base, Limited, Limited XT, Onyx XT, Premium, Touring, 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.) **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

	'18	'19	'20
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

58 OVERALL SCORE With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional continuously variable transmission has eight predetermined ratios that the driver can control via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including FCW and AEB, is optional. Recent updates include revised suspension tuning, interior refinements, and some new features.

\$27,495-\$41,945
BASE PRICE RANGE

75
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Limited, Premium, STI, STI Limited

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (310 hp); 2.5-liter 4 turbo (341 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **180**
Width (in.) **69**
Height (in.) **58**
Wheelbase (in.) **103**
Weight (lb.) **3,320**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **26**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

78 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 353-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. FCW and AEB with pedestrian detection are standard. There is no proper BSW; instead, images of nearby cars are displayed on the center screen. Rear-wheel-drive and performance versions sacrifice some range.

\$37,990-\$54,990
BASE PRICE RANGE

82
ROAD TEST

ADAS

RELIABILITY

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 mpg **134**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

70 OVERALL SCORE

The sleek, fully electric Model S has an estimated range of more than 400-miles, the longest of all EVs to date. Charge times are long, but the ability to use Tesla's supercharging in public places is a plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride, particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations in cold weather. All-wheel drive is standard, as are active safety features such as FCW and AEB with pedestrian detection. There is no proper BSW; instead, images of nearby cars are displayed on the center screen.

\$69,420-\$91,990
BASE PRICE RANGE

97 ROAD TEST

↑ ADAS
↑ SATISFACTION
↓ RELIABILITY



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Long Range, Plaid, Plaid+

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (417 hp); Electric (518 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
 Width (in.) **77**
 Height (in.) **57**
 Wheelbase (in.) **117**
 Weight (lb.) **4,595**
 % Weight Front/Rear **51/49**

CARGO MEASUREMENT

Max. Load (lb.) **890**
 Cargo Volume, cu.ft. **32**
 Towing Capacity (lb.) **NR**

FUEL

Electric
 CR Overall mpg **102**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↓	↓	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

65 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, giving easy access to the second-row seats. 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 Long Range version is rated at 360-miles. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. FCW and AEB are standard.

\$79,990-\$99,990
BASE PRICE RANGE

83 ROAD TEST

↑ ADAS
↑ SATISFACTION
↓ RELIABILITY



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Plaid

DRIVE WHEELS: AWD

SEATING: 2 front, 2 rear, 2 third

ENGINES: Electric (518 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **198**
 Width (in.) **82**
 Height (in.) **64**
 Wheelbase (in.) **117**
 Weight (lb.) **5,415**
 % Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,170**
 Cargo Volume, cu.ft. **26**
 Towing Capacity (lb.) **5,000**

FUEL

Electric
 CR Overall mpg **87**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

50 OVERALL SCORE This electric SUV is based on the Model 3. It's quick and agile, and doesn't consume a drop of gas. It also has the same distracting control layout and a similarly stiff ride. The AWD Long Range and Performance versions have an EPA-estimated 326-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. FCW and AEB with pedestrian detection are standard. There is no proper BSW; instead, images of nearby cars are displayed on the center screen.

\$41,990-\$59,990

BASE PRICE RANGE

90

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Performance, Standard Range

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (384 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 mpg **125**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			⬇️
Engine, Major			⬆️
Engine, Minor			⬆️
Engine, Cooling			⬆️
Transmission, 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

64 OVERALL SCORE Tough enough for off-roading adventures, the 4Runner falls short of most modern, more refined SUVs. Its rough-sounding 4.0-liter V6 is powerful, but it's thirsty by today's standards. The ride is unsettled, and handling is clumsy. The body leans noticeably 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 more challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the simple-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.

\$36,590-\$50,570

BASE PRICE RANGE

55

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, Nightshade, SR5, SR5 Premium, Trail Edition, TRD Off-Road, TRD Off-Road Premium, TRD Pro, Venture

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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 86 ⬆️

77 OVERALL SCORE

The rear-wheel-drive 86 features a 2.0-liter four-cylinder engine teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is compliant for a sporty car. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. No active safety features are available. Android Auto and Apple CarPlay compatibility is standard. There isn't a 2021 model, but a redesigned 86 is expected for the 2022 model year.

\$27,060-\$30,590
BASE PRICE RANGE

78 ROAD TEST
NA ADAS

⬆️ RELIABILITY | ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: Base, GT, Hakone Edition
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 (205 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **167**
 Width (in.) **70**
 Height (in.) **51**
 Wheelbase (in.) **101**
 Weight (lb.) **2,770**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **700**
 Cargo Volume, cu.ft. **7**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **30**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 Avalon ⬆️

88 OVERALL SCORE

Toyota's flagship is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The uplevel 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid has a 2.5-liter four-cylinder that returned 42-mpg overall in our tests, which is impressive for such a large sedan. All-wheel drive can be paired with the base 2.5-liter engine on certain trims. Ride comfort is excellent; it is plusher than in most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system's touch screen is easy to use, and Android Auto and Apple CarPlay compatibility is standard. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.

\$35,975-\$43,400
BASE PRICE RANGE

93 ROAD TEST
⬆️ ADAS

⬆️ RELIABILITY | ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Hybrid Limited, Hybrid XLE, Hybrid XSE, Limited, Touring, TRD, XLE, XSE, XSE Nightshade Edition
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (205 hp); 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (301 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
 Width (in.) **73**
 Height (in.) **57**
 Wheelbase (in.) **113**
 Weight (lb.) **3,680**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **940**
 Cargo Volume, cu.ft. **16**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **42**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 ✓

88-90
OVERALL SCORE

The Camry is one of the best models among midsize sedans, thanks to a comfortable ride, a quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a bit 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 isn't supersmooth. The very frugal hybrid version gets 47-mpg overall without any sacrifice in trunk space. Android Auto and Apple CarPlay compatibility are standard. FCW and AEB with pedestrian detection come standard, but BSW is optional.

\$24,970-\$35,545
BASE PRICE RANGE

86-89
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid LE, 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

64
OVERALL SCORE

The C-HR is nimble when taking corners but suffers from several notable deficiencies. Unlike other subcompact SUVs, the C-HR doesn't offer all-wheel drive. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11-seconds to go from 0 to 60-mph. It does get a very good 29-mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. FCW and AEB are standard, and BSW and rear cross traffic warning are standard on all except the base trim. Android Auto and Apple CarPlay compatibility are standard.

\$21,545-\$26,600
BASE PRICE RANGE

64
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: wagon

TRIM LINES: LE, Limited, XLE, XLE Nightshade Edition

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

	'18	'19	'20
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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 ✓

77 OVERALL SCORE

The Corolla sedan is fuel-efficient, but the new 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 are standard. FCW and AEB are standard. New for 2021, BSW and rear cross traffic warning are available on all versions.

Toyota Corolla Hatchback ✓

67 OVERALL SCORE

The most enjoyable aspect of the Corolla hatchback is how well it tackles curvy roads, exhibiting an athletic demeanor with quick reflexes and a taut, tied-down attitude. But the ride is stiff and the car is loud, the latter mostly because of the raspy engine that usually seems like it's working too hard. However, the 36-mpg overall it achieves is impressive. The front seats hug occupants nicely inside the tight cabin, but the rear seat is super-cramped. Controls are very easy to use and connectivity is up to date with Android Auto and Apple CarPlay compatibility. FCW and AEB come standard, and updates for 2021 include greater availability of BSW and rear cross traffic warning.

\$20,025-\$28,310
BASE PRICE RANGE

68-69
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

	'18	'19	'20
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↓	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓

\$20,665-\$24,715
BASE PRICE RANGE

66
ROAD TEST

↑ ADAS

↓ RELIABILITY

↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SE, SE Nightshade Edition, XSE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (168 hp)

TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **170**
Width (in.) **70**
Height (in.) **57**
Wheelbase (in.) **104**
Weight (lb.) **3,020**
% Weight Front/Rear **62/38**

CARGO MEASUREMENT

Max. Load (lb.) **860**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **36**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability		↓	*
Engine, Major		↑	*
Engine, Minor		↑	*
Engine, Cooling		↑	*
Transmission, 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 ✓

83-84
OVERALL SCORE

The redesigned 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 overall. 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 FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are standard on all versions except the base trim.

\$34,910-\$50,415
BASE PRICE RANGE

84-86
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Land Cruiser ✓

74
OVERALL SCORE

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined, all while being highly capable off-road. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and at 14-mpg overall it proved to be thirsty for fuel. An eight-speed automatic transmission is now standard and should slightly improve that number. The big SUV rides very comfortably, and the interior is roomy and well-finished. Terrific off-road performance is helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. AEB, BSW, and rear cross traffic warning are standard. Electronic connectivity has been updated, with Toyota's Entune touch-screen audio system standard.

\$85,665-\$87,995
BASE PRICE RANGE

68
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Heritage Edition

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.7-liter V8 (381 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
Width (in.) **78**
Height (in.) **74**
Wheelbase (in.) **112**
Weight (lb.) **5,855**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,230**
Cargo Volume, cu.ft. **43**
Towing Capacity (lb.) **8,200**

FUEL

Regular
CR Overall mpg **14**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 Redesigned for 2021, the Mirai fuel-cell vehicle became a larger, more powerful, and more luxurious five-passenger car that is based on a rear-wheel-drive Lexus platform. It's essentially an electric car that produces its power onboard without needing to be plugged in. It takes a few minutes to fill the Mirai's tanks with hydrogen, as opposed to hours of charging a typical electric car, but hydrogen stations are still scarce. The EPA's estimated range is 402-miles. The second-generation Mirai adds several safety and tech features. Its starting price is \$49,500, about \$9,000 less than the outgoing model. Buyers, or those who opt to lease, get \$15,000 of complementary hydrogen fill-ups for three years. The Mirai is currently for sale in California only.

\$49,500-\$66,000
BASE PRICE RANGE

NA ROAD TEST ↑ ADAS
1 RELIABILITY ↑ 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

80 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 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. FCW and AEB with pedestrian detection are standard. All-wheel drive is optional. Android Auto and Apple CarPlay compatibility are available on the 2021 Prius.

\$24,525-\$32,650
BASE PRICE RANGE

75 ROAD TEST ↑ ADAS
↑ RELIABILITY ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: 2020 Edition, L, LE, Limited, XLE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.8-liter 4 hybrid (121 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **179**
Width (in.) **69**
Height (in.) **58**
Wheelbase (in.) **106**
Weight (lb.) **3,080**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **825**
Cargo Volume, cu.ft. **22**
Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **52**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Prime ✓

77 OVERALL SCORE This plug-in Prius can usually drive about 23-miles on electricity only. But the gas engine tends to start up in cold weather and when quick acceleration is needed. It takes 2-hours to charge the Prime through a 240-volt connector and 5-hours on a regular 120-volt. When not running in electric mode, the Prime operates much like the regular Prius, automatically alternating between electric and gas power, returning 50-mpg overall. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Unlike the previous generation, this plug-in Prius gets a three-passenger rear seat. Standard active safety features include FCW and AEB with pedestrian detection.

\$28,220-\$34,000
BASE PRICE RANGE

74 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: LE, Limited, XLE
DRIVE WHEELS: Front
SEATING: 2 front, 2 rear
ENGINES: 1.8-liter 4 electric (121 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **183**
Width (in.) **69**
Height (in.) **58**
Wheelbase (in.) **106**
Weight (lb.) **3,410**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **670**
Cargo Volume, cu.ft. **20**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **69**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

69-72 OVERALL SCORE The current RAV4's more rugged styling compromises interior space compared with the previous generation. The 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 RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate-control knobs, are easy to use, and Android Auto and Apple CarPlay compatibility are standard. FCW and AEB with pedestrian detection are standard, and BSW is standard on all except the base trim.

\$26,150-\$37,180
BASE PRICE RANGE

72-76 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Adventure, Hybrid LE, Hybrid Limited, Hybrid XLE, 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

	'18	'19	'20
Overall Reliability	↑	↓	!
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Prime ✓

79 OVERALL SCORE
 The RAV4 Prime is a plug-in hybrid version of the RAV4 that comes with standard all-wheel drive. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302-hp, which makes it feel very quick. In most situations, the added electric power keeps the gas engine from having to rev high, where it can become noisy. The Prime can cover about 40-miles on electric power alone, and it takes almost 5-hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It also qualifies for the federal \$7,500 electric-vehicle tax incentive. All RAV4 Primes come standard with FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

Toyota Sequoia ✓

68 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 rear cross traffic warning.

\$38,100-\$41,425
 BASE PRICE RANGE

85 ROAD TEST
 ⬆️ ADAS
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE, XSE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 hybrid (302 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **181**
 Width (in.) **73**
 Height (in.) **67**
 Wheelbase (in.) **106**
 Weight (lb.) **4,335**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT
 Max. Load (lb.) **970**
 Cargo Volume, cu.ft. **30.5**
 Towing Capacity (lb.) **2,500**

FUEL
 Regular
 CR Overall mpg **34**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

\$50,200-\$69,475
 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.) **7,300**

FUEL
 Regular
 CR Overall mpg **15**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

77 OVERALL SCORE The 2021 redesigned Toyota Sienna rides on an all-new platform. It 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. The infotainment touch screen is easy to use, and now Android Auto and Apple CarPlay are compatible. This cavernous minivan rides comfortably. It can propel itself on electric power alone at low speeds, but when more power is needed, the engine gets noisy. Sliding side doors with hands-free opening and a thoughtful interior with seven USB ports, ample storage, and second-row sunshades make it a very family-friendly vehicle. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard. Rear seat and rear seat belt reminder systems are new.

\$34,460-\$50,460

BASE PRICE RANGE

79

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: minivan

TRIM LINES: LE, Limited, Platinum, 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

	'18	'19	'20
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 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 for 2021, and is joined by a new turbo four-cylinder. 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 city-speed AEB with pedestrian detection are standard; BSW is optional.

\$42,990-\$54,795

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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 six-speed automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19-mpg overall. Though the truck is 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 rear cross traffic warning 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.

\$26,250-\$46,880
 BASE PRICE RANGE

42 ROAD TEST
1 RELIABILITY
1 SATISFACTION
 ↑ ADAS



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

	'18	'19	'20
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

63 OVERALL SCORE
 Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra is long in the tooth and is outdated against newer, more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. The powerful 5.7-liter V8 shifts through a very smooth and responsive six-speed automatic transmission. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. The Tundra now offers greater availability of Android Auto and Apple CarPlay compatibility. FCW and AEB are standard, and BSW is optional.

\$33,825-\$53,200
 BASE PRICE RANGE

59 ROAD TEST
1 RELIABILITY
1 SATISFACTION
 ↑ ADAS



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: 1794 Edition, Limited, Nightshade Special Edition, Platinum, SR, SR5, Trail Edition, TRD Pro
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 5.7-liter V8 (381 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **229**
 Width (in.) **80**
 Height (in.) **76**
 Wheelbase (in.) **146**
 Weight (lb.) **5,740**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT
 Max. Load (lb.) **1,395**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **10,000**

FUEL
 Regular
 CR Overall mpg **15**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Venza ✓

78 OVERALL SCORE The Venza name returns to Toyota's lineup for 2021, applied to an all-new hybrid SUV positioned between the RAV4 and Highlander. The Venza is a pleasant-enough vehicle, but other than an excellent 37-mpg overall, it doesn't stand out in the midsize 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. High-end Limited versions are available with a dimmable, electrochromic glass roof. All Venzas come standard with FCW, AEB with pedestrian detection, and BSW.

\$32,470-\$39,800
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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

81 OVERALL SCORE The Arteon is a practical, sporty, and well-appointed hatchback with a coupelike silhouette. Our testers praised its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and all-wheel drive is optional. Though the car is quiet otherwise, engine noise can be noticeable at low speeds and under acceleration. Inside, the Arteon gets comfortable front seats and well-finished, user-friendly controls. A responsive touch screen sits at the center of the dash, and climate and audio systems are controlled with physical buttons and knobs. 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. FCW, AEB, and BSW are standard.

\$36,995-\$46,995
BASE PRICE RANGE

91
ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: SE, SEL Premium R-Line, SEL R-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (268 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **74**

Height (in.) **57**

Wheelbase (in.) **112**

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

% 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

	'18	'19	'20
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

57 **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 rear cross traffic warning are standard.

\$31,545-\$50,725
BASE PRICE RANGE

84 ROAD TEST ⬆️ ADAS

⬇️ RELIABILITY ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL, SEL Premium, SEL Premium R-Line, SEL R-Line, SE R-Line
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **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

	'18	'19	'20
Overall Reliability	⬇️	⬇️	*
Engine, Major	⬇️	↑	*
Engine, Minor	⬇️	↑	*
Engine, Cooling	⬇️	↑	*
Transmission, 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 Cross Sport

64 **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, and 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.

\$30,855-\$50,025
BASE PRICE RANGE

81 ROAD TEST ⬆️ ADAS

⬇️ RELIABILITY ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Line, S, SE, SEL
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

	'18	'19	'20
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 Golf

NA OVERALL SCORE
 The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. The 2021 model is the final regular Golf for the U.S. market, because the next generation will be offered only in the sporty GTI and R versions. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. The current powertrain is a 147-hp, 1.4-liter turbo mated to either a six-speed manual or an eight-speed automatic transmission. That powertrain returned 34-mpg overall in our tested Jetta. FCW, AEB, and BSW are standard.

\$23,195-\$37,745

BASE PRICE RANGE

NA ROAD TEST	⬆️ ADAS
⬆️ RELIABILITY	⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: TSI
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.4-liter 4 turbo (147 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **168**
 Width (in.) **71**
 Height (in.) **57**
 Wheelbase (in.) **104**
 Weight (lb.) **3,090**
 % Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **1,005**
 Cargo Volume, cu.ft. **24**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 EPA combined mpg **32**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, 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

63 OVERALL SCORE
 The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automatic transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29-mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. FCW, AEB, BSW, and rear cross traffic warning are now standard. A redesign arrives in the summer.

\$28,695-\$37,745

BASE PRICE RANGE

82 ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬆️ 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 (228 hp)
TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **168**
 Width (in.) **71**
 Height (in.) **58**
 Wheelbase (in.) **104**
 Weight (lb.) **3,155**
 % Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **1,045**
 Cargo Volume, cu.ft. **24**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **29**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	⬇️	⬇️	*
Engine, Major	⬆️	⬇️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬇️	*
Transmission, 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

NA OVERALL SCORE

The ID.4 is Volkswagen's first-ever long range EV for the U.S. market. Initially a 201-hp, rear-motor, rear-drive model with a 250-mile driving range is available, with a 302-hp AWD version coming later. Standard features for the two-row, five-passenger ID.4 compact SUV include dual-zone climate control, a heated steering wheel, heated side mirrors, and rain-sensing wipers. There's a customizable 5.3-inch digital display in front of the driver, and instead of a traditional gear selector, the ID.4 uses a rocker-switch setup. A 10-inch infotainment screen comes standard, with a 12-inch one optional. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning.

\$39,995-\$48,175
BASE PRICE RANGE

NA 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 (302 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**
 Width (in.) **74**
 Height (in.) **64**
 Wheelbase (in.) **109**
 Weight (lb.) **NA**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **2,700**

FUEL

Electric
 EPA combined mpg **97**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

50 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration on demand. Fuel economy is excellent at 34-mpg overall. 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. Active safety features, such as AEB, FCW, and BSW, are standard except on the base trim. A sportier GLI version, which shares components with the Volkswagen GTI, is also available.

\$18,995-\$28,045
BASE PRICE RANGE

78 ROAD TEST

▼ RELIABILITY

Opt. ADAS

↑ SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: GLI Autobahn, GLI S, R-line, S, SE, SEL, SEL Premium

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.4-liter 4 turbo (147 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **71**
 Height (in.) **57**
 Wheelbase (in.) **106**
 Weight (lb.) **3,065**
 % Weight Front/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

	'18	'19	'20
Overall Reliability	*	▼	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, 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 Passat ✓

72 OVERALL SCORE
A mild update in 2020 helped the midsize Passat keep pace with the competition in terms of infotainment and a full complement of standard active safety features. The Passat also retains its generous interior space and responsive handling. The ride is on the firm side but absorbs bumps decently. The 2.0-liter turbocharged four-cylinder engine and six-speed automatic transmission deliver power effortlessly, but initial acceleration from a stop feels a bit abrupt and fuel economy trails the competition. The front seats are comfortable, and rear-seat occupants benefit from limousine-like spaciousness. The trunk is large. Controls are very easy to use, and so is the infotainment system. Active safety features, including FCW, AEB, and BSW, are standard.

\$23,995-\$29,995
BASE PRICE RANGE

77 ROAD TEST
1 RELIABILITY
1 SATISFACTION
ADAS



OVERVIEW

BODY STYLES: sedan
TRIM LINES: R-Line, S, SE
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (174 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **72**
Height (in.) **58**
Wheelbase (in.) **110**
Weight (lb.) **3,315**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'18	'19	'20
Overall Reliability	1	*	*
Engine, Major	2	*	*
Engine, Minor	2	*	*
Engine, Cooling	2	*	*
Transmission, Major	2	*	*
Transmission, Minor	2	*	*
Drive System	3	*	*
Fuel System	2	*	*
Electrical	2	*	*
Climate System	1	*	*
Suspension	3	*	*
Brakes	1	*	*
Exhaust	2	*	*
Paint/Trim	1	*	*
Noises/Leaks	1	*	*
Body Hardware	1	*	*
Power Equipment	2	*	*
In-Car Electronics	1	*	*



Volkswagen Taos

NA OVERALL SCORE
The Taos is the latest model in Volkswagen's expanding SUV portfolio, slotting beneath the Tiguan in the lineup. It measures 9.3-inches shorter than its big brother. The Taos features a 158-hp, 1.5-liter turbocharged four-cylinder engine. Front-wheel-drive versions get a conventional eight-speed automatic transmission, and the all-wheel-drive versions use a seven-speed dual-clutch automatic transmission. The Taos has almost the same passenger space as the Tiguan but less cargo space. It is available with a long list of upscale amenities, such as a digital instrument cluster, heated/ventilated front seats, and a panoramic roof. The IQ Drive suite of active safety features is available on every Taos model, with FCW, AEB, BSW, and more. It goes on sale this summer.

\$22,000-\$32,000E
BASE PRICE RANGE

NA ROAD TEST
3 RELIABILITY
Opt. ADAS
2 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.) **64**
Wheelbase (in.) **106**
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

	'18	'19	'20
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

65

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 rather slow: It takes more than 10-seconds to reach 60-mph from a stop. Fuel economy of 25-mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. FCW, AEB with pedestrian detection, BSW, and rear cross traffic warning are standard.

\$25,245-\$39,095

BASE PRICE RANGE

84

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, SEL, SEL Premium 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

	'18	'19	'20
Overall Reliability	⬇️	⬇️	↑
Engine, Major	↑	↓	↑
Engine, Minor	⬇️	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

75

OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. The T5 uses an energetic 250-hp turbo four-cylinder engine that drives the front wheels. This combination returned 26-mpg overall in our tests. The T6 brings all-wheel drive, plus a more powerful 316-hp four-cylinder that is turbocharged and supercharged. A plug-in hybrid with 22-miles of electric range is also available. 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. For 2021, BSW and rear cross traffic warning are standard. A V60 wagon is also offered.



\$38,950-\$64,800

BASE PRICE RANGE

71

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Inscription, Momentum, R-Design, T8 Plug-In Hybrid, T8 Polestar Engineered

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp); 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

	'18	'19	'20
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

50

OVERALL SCORE

Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan because of the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23-mpg overall in our tests. The base version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available on the T6 and T8 plug-in hybrid. 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, including pedestrian and large animal detection, is standard. Volvo's optional driver assistance system combines steering assist and adaptive cruise control to try to make driving easier. The V90 is the wagon version.

\$51,550-\$60,050

BASE PRICE RANGE

73

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Inscription, Momentum, R-Design, T8 Plug-in

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (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

	'18	'19	'20
Overall Reliability	⬇️	*	*
Engine, Major	⬇️	*	*
Engine, Minor	⬇️	*	*
Engine, Cooling	⬆️	*	*
Transmission, 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 XC40

73

OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. 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 rear cross traffic warning. Volvo's optional driver assistance system combines adaptive cruise control and lane keeping assistance. For 2021, an all-electric Recharge model is available.



\$33,700-\$53,990

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

	'18	'19	'20
Overall Reliability	⬇️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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

60 **OVERALL SCORE** Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23-mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid with roughly 19-miles of electric range is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's active safety system, City Safety, encompasses city- and high-speed AEB. For 2021, BSW and rear cross traffic warning are standard.

\$41,700-\$69,500
BASE PRICE RANGE

79 **ROAD TEST** ⬆️ **ADAS** ⬆️
RELIABILITY ⬇️ **SATISFACTION** ⬇️



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Inscription, Momentum, R-Design, T8 Plugin Hybrid, T8 Polestar Engineered
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp); 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

	'18	'19	'20
Overall Reliability	⬇️	⬇️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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 XC90

62 **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 version, delivered decent punch and returned 20-mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14-miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super-comfortable seats. 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 rear cross traffic warning are standard.

\$49,000-\$70,250
BASE PRICE RANGE

84 **ROAD TEST** ⬆️ **ADAS** ⬆️
RELIABILITY ⬇️ **SATISFACTION** ⬇️



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Plug-in Hybrid
DRIVE WHEELS: Front, 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

	'18	'19	'20
Overall Reliability	⬆️	⬆️	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	⬆️	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

Road-Test Highlights

CONSUMER REPORTS conducts more than 50 objective tests and subjective evaluations on every vehicle we purchase and rate. 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 trans-

mission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

- **HP** is the horsepower of the engine tested.
- **Engine** notes displacement, number of cylinders, and configuration we tested.
- **CR's Fuel Economy** includes the tested **Overall** miles per gallon based on a realistic mix of highway and city driving. The figures for **City** and **Highway** driving are listed separately.
- **Acceleration** is based on how a vehicle performs in

several tests. The **0-30 mph** and **0-60 mph** tests are conducted from a standstill with the engine idling; 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. Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.

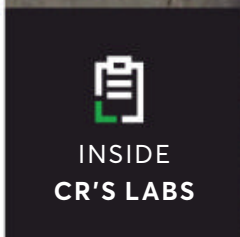


PHOTO: JOHN POWERS/CONSUMER REPORTS

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 ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura 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	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1 @ 98	136	148	54.0	42
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 A4 Premium Plus	seq 7	248	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 Premium Plus	auto 8	248	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 6	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 i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	113**	124**	102**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M240i	man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW 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 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 Encore Preferred	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
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 XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9 @ 91	128	141	55.0	39
Cadillac XT5 Luxury	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac 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 Leather	auto 9	305	3.6-liter V6	19	13	27	2.7	6.4	15.0 @ 96	130	139	54.5	40
Chevrolet Bolt Premier	1-spd. dir.	200	electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
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	auto 10	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 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet Suburban Premier	auto 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.)
Chevrolet Traverse Premier	auto 9	310	3.6-liter V6	20	14	28	3.0	7.9	15.7 @ 93	130	136	50.5	40
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Hybrid Limited	CVT	260	3.6-liter V6 hybrid	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Fiat 500X Pop	auto 9	177	1.3-liter 4 turbo	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford EcoSport SES	auto 6	166	2.0-liter 4	24	17	31	3.9	10.7	18.1 @ 79	132	139	54.5	36
Ford Edge SEL	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0 @ 89	129	137	52.0	41
Ford Escape SE	auto 8	180	1.5-liter 3 turbo	26	17	37	3.3	8.9	16.9 @ 85	128	137	53.0	39
Ford Escape SE Sport Hybrid	CVT	198	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5 @ 90	128	135	51.0	39
Ford Expedition MAX Limited	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	auto 10	300	2.3-liter 4 turbo	21	14	29	3.1	7.4	16.0 @ 89	136	139	51.5	40
Ford Mustang GT	man 6	460	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 10	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Ranger XLT	auto 10	270	2.3-liter 4 turbo	20	14	27	3.2	7.4	15.8 @ 92	143	150	47.0	43
Genesis G70 Elite	auto 8	252	2.0-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
Genesis G90 Premium	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
GMC Acadia Denali	auto 9	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLE	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
GMC Sierra 1500 SLT	auto 10	277	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
GMC Terrain SLE	auto 9	252	2.0-liter 4 turbo	22	14	30	2.8	7.2	15.6 @ 93	128	136	54.0	39
GMC Yukon SLT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
GMC Yukon XL SLT	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Honda Accord EX	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
Honda Accord Hybrid	CVT	212	2.0-liter 4 hybrid	47	40	52	3.0	7.4	16.0 @ 88	139	140	52.5	39
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Clarity Plug-in	CVT	212	1.5-liter 4 hybrid	39	31	45	3.5	8.3	16.6 @ 86	141	145	53.0	40
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
Honda CR-V Hybrid EX	CVT	212	2.0-liter 4 hybrid	35	32	37	3.4	8.5	16.9 @ 82	133	138	53.0	39
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Insight EX	CVT	151	1.5-liter 4 hybrid	54	44	62	3.2	8.7	16.8 @ 84	136	139	54.0	37
Honda Odyssey EX-L	auto 10	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Passport EX-L	auto 9	280	3.5-liter V6	21	14	28	2.5	6.4	15.0 @ 95	135	143	53.5	40
Honda Pilot EX-L	auto 9	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 9	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Accent SEL	CVT	120	1.6-liter 4	33	22	47	3.7	9.9	17.5 @ 83	128	136	57.5	35
Hyundai Ioniq SEL	seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Kona Electric Limited	1-spd. dir.	201	electric	120**	132**	108**	2.9	6.6	15.2 @ 95	135	145	53.5	36

Make + Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Hyundai Kona SEL	auto 6	147	2.0-liter 4	26	18	34	4.0	11.1	18.3 @ 80	129	131	56.0	36
Hyundai Palisade SEL	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4 @ 94	132	137	52.5	40
Hyundai Elantra SEL	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2 @ 90	136	139	55.5	37
Hyundai Sonata Hybrid SEL	auto 6	192	2.0-liter 4 hybrid	44	36	51	3.0	8.0	16.1 @ 90	135	142	54.0	37
Hyundai Sonata SEL	auto 8	191	2.5-liter 4	31	20	46	2.9	7.5	15.8 @ 93	127	138	56.0	37
Hyundai Veloster Turbo R-Spec	man 6	201	1.6-liter 4 turbo	29	21	39	2.7	7.0	15.2 @ 95	119	123	60.0	36
Hyundai Venue SEL	CVT	121	1.6-liter 4	32	23	41	3.4	8.9	17.0 @ 83	125	138	55.5	34
Infiniti Q50 Luxe	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti QX50 Essential	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
Infiniti QX60 Luxe	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar E-Pace S	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar I-Pace HSE	1-spd. dir.	394	electric	76**	80**	72**	2.0	4.3	13.0 @ 108	136	142	52.0	40
Jeep Cherokee Limited	auto 9	270	2.0-liter 4 turbo	23	15	34	3.2	7.5	16.0 @ 91	129	139	53.0	38
Jeep Compass Latitude	auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Gladiator Sport	auto 8	285	3.6-liter V6	18	13	23	2.8	7.8	16.1 @ 88	135	144	49.5	46
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Sahara	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
Kia K5 LXS	auto 8	180	1.6-liter 4 turbo	32	20	52	3.1	7.7	16.0 @ 92	130	140	53.5	37
Kia Niro EV EX Premium	1-spd. dir.	201	electric	112**	123**	102**	3.0	6.8	15.3 @ 95	135	137	52.5	36
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Rio S	auto 6	130	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
Kia Sedona EX	auto 8	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Seltos S	CVT	146	2.0-liter 4	28	20	35	3.6	9.0	17.1 @ 84	128	133	55.0	36
Kia Soul EX	CVT	147	2.0-liter 4	28	21	35	3.5	8.8	16.9 @ 84	120	130	55.0	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Kia Stinger GT	auto 8	255	2.0-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
Kia Telluride EX	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5 @ 93	127	133	53.5	40
Land Rover Defender SE	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3 @ 96	147	150	49.0	43
Land Rover Discovery HSE	auto 8	340	3.0-liter V6 supercharged	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport SE	auto 9	246	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover Base	auto 8	355	3.0-liter 6 turbo	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Evoque SE	auto 9	246	2.0-liter 4 turbo	20	13	29	3.2	8.3	16.6 @ 86	126	129	49.5	39
Land Rover Range Rover Sport HSE	auto 8	355	3.0-liter 6 turbo	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Land Rover Range Rover Velar S	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
Lexus ES350	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4 @ 97	132	139	53.0	40
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 NX300	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41

**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 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	411	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Maserati Ghibli S Q4	auto 8	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
Mazda6 Touring	auto 6	187	2.5-liter 4	28	18	42	3.6	9.2	17.2 @ 86	133	137	54.0	38
Mazda CX-3 Sport	auto 6	148	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
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 Touring	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	181	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz 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 C300	auto 9	255	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz 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 @ 92	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 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
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
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
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Kicks SV	CVT	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 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
Nissan Z Sport Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche Cayenne Base	auto 8	335	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9 @ 100	131	140	49.5	41
Porsche Macan S	seq 7	348	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
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
Ram 1500 Big Horn	auto 8	260	3.0-liter V6 turbodiesel	23	16	31	3.3	8.8	16.8 @ 87	138	146	47.0	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.)
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	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
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model 3 Long Range	1-spd. dir.	258	electric	130**	136**	123**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S Long Range	1-spd. dir.	417	electric	102**	101**	102**	2.2	5.1	13.8 @ 102	129	136	54.0	41
Tesla Model X Long Range	1-spd. dir.	518	electric	87**	86**	89**	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 86 Base	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Hybrid XLE	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5 @ 90	135	139	53.0	39
Toyota 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 Hatchback SE	CVT	168	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	129	133	53.5	39
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 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 Land Cruiser Base	auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota 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 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	34	29	39	2.4	6.3	14.8 @ 97	142	155	52.0	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 Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.0	49
Toyota 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	auto 8	268	2.0-liter 4 turbo	24	16	36	3.3	7.9	16.1 @ 94	125	129	53.5	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 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 GTI SE	man 6	228	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta SE	auto 8	147	1.4-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Passat SE	auto 6	174	2.0-liter 4 turbo	28	17	43	3.0	7.9	16.0 @ 91	130	142	52.0	38
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 Momentum	auto 8	250	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	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Momentum	auto 8	248	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Momentum	auto 8	250	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

**Miles-per-gallon equivalent (MPGe).

Safety 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 hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD
CARS: SUBCOMPACT														
Chevrolet Spark	↑	Opt.	Opt.	NA	NA	—	—	Good	Good	—	—	—	—	—
Hyundai Accent	↑↑	Opt.	Opt.	Opt.	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	—	—	↑↑	↑↑ / ↑↑	↑ / —
CARS: COMPACT														
Chevrolet Bolt	↓	Opt.	Opt.	NA	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑ / ↑↑	↑↑ / —
Honda Civic	↑↑	Std.	Std.	Std.	NA	Good	Good	Good	Good	Good	Good	↑↑	↑↑ / ↑↑	↑↑ / —
Honda Insight	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑↑ / ↑↑	↑↑ / —
Hyundai Elantra	↑↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Ioniq	↓	Std.	Std.	Std.	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 hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD
CARS: COMPACT <i>Continued</i>														
Hyundai Venue	↑	Std.	Std.	Std.	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 Niro EV	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Kia Soul	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Mazda 3	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Kicks	!	Std.	Std.	Std.	Std.	Good	Accept.	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 Corolla Hatchback	↑	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	↑	↑ / ↑	↑ / ↑
Toyota Prius Prime	!	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	-	-	-
Volkswagen Golf	-	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Volkswagen Jetta	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
CARS: COMPACT LUXURY														
Acura ILX	↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Alfa Romeo Giulia	↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	-	-	-
Audi A3	-	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
BMW 2 Series Gran Coupe	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
BMW i3	↑	Opt.	Opt.	NA	NA	Good	-	Good	Good	Accept.	Good	-	-	-
Cadillac CT4	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Kia Stinger	↑	Opt.	Opt.	Opt.	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	↑	↑ / ↑	↑ / -
Honda Clarity	!	Std.	Std.	Std.	NA	-	-	-	-	-	-	-	-	-
Hyundai Sonata	↑ - ↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Kia K5	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↑ / -
Mazda 6	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Altima	↑	Std.	Std.	Std.	Std.	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	↑	↑ / ↑	↑ / ↑
Volkswagen Passat	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	↑ / -
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.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↑ / ↑
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti Q50	↑	Std.	Std.	Std.	Opt.	-	-	Good	Good	Good	Good	-	-	↑ / ↑
Lexus ES	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Lexus IS	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	↑ / -	↑ / ↑
Mercedes-Benz C-Class	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Polestar 2	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-

Ratings > Safety Features and Crash Tests

Make + Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD
CARS: MIDSIZED LUXURY <i>Continued</i>														
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 A7	—	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	—	—	—
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.	—	—	—	—	—	—	—	—	—
Genesis G90	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Jaguar XF	⬆️	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Lexus LS	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Maserati Ghibli	⬆️	Opt.	Opt.	Opt.	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 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	Accept.	—	Good	Good	Good	Good	—	—	— / ⬆️
Toyota Avalon	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —
Volvo S90	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
CARS: SPORTS/CONVERTIBLE														
Audi A5	—	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Audi TT	⬆️	NA	NA	NA	Std.	—	—	—	—	—	—	—	—	—
BMW 2 Series	⬆️	Std.	Std.	Opt.	Opt.	Good	—	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
BMW 8 Series	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
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.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
Jaguar F-Type	—	Std.	Std.	NA	Opt.	—	—	—	—	—	—	—	—	—
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	⬆️	NA	NA	NA	NA	—	—	—	—	—	—	—	—	—
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.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Toyota 86	⬆️	NA	NA	NA	NA	Accept.	—	Good	Good	Good	Good	—	⬆️ / —	⬆️ / —
Toyota Supra	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Volkswagen GTI	⬆️	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / —

Make + Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD
MINIVANS														
Chrysler Pacifica	!	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Chrysler Voyager	-	Opt.	Opt.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Honda Odyssey	!	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Kia Sedona	!	Opt.	Opt.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Toyota Sienna	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
SUVs: SMALL														
Chevrolet Equinox	↑	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Chevrolet TrailBlazer	↑	Std.	Std.	NA	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↑ / ↑
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.	-	-	-	-	-	-	-	-	-
Ford EcoSport	↑	NA	NA	NA	Opt.	-	-	-	-	Good	-	↑	↑ / ↑	! / ↑
Ford Escape	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Ford Mustang Mach-E	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
GMC Terrain	↑	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
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 Kona	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Hyundai Kona Electric	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Hyundai Tucson	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Jeep Cherokee	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Jeep Compass	!	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	! / !
Jeep Renegade	↑	Opt.	Opt.	Opt.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / !
Kia Seltos	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Kia Sportage	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mazda CX-3	↑	Std.	Std.	Std.	Std.	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	↑	↑ / ↑	↑ / ↑
Mitsubishi Eclipse Cross	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mitsubishi Outlander	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mitsubishi Outlander Sport	-	Std.	Std.	NA	Opt.	Accept.	-	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Rogue	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
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	↑	↑ / ↑	- / ↑
Toyota RAV4	! - ↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Toyota RAV4 Prime	!	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Volkswagen ID.4	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Volkswagen Taos	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Volkswagen Tiguan	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	- / ↑	↑ / ↑
SUVs: SMALL/LUXURY														
Audi Q3	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
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.	-	-	-	-	-	-	↑	↑ / ↑	↑ / ↑
Infiniti QX55	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Jaguar E-Pace	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Land Rover Range Rover Evoque	↑	Std.	Std.	Std.	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	↑	↑ / ↑	↑ / ↑

Ratings > Safety Features and Crash Tests

Make + Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD
SUVs: MIDSIZED														
Chevrolet Blazer	⬆️	Opt.	Opt.	Opt.	Opt.	—	—	Good	Good	—	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Dodge Durango	⬇️	Opt.	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬇️
Ford Bronco	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
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	⬆️	Opt.	Opt.	Opt.	Std.	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Honda Passport	⬆️	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Honda Pilot	⬇️	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Hyundai Palisade	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Hyundai Santa Fe	—	Std.	Std.	Std.	Opt.	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Jeep Grand Cherokee	⬆️	Opt.	Opt.	Opt.	Std.	Marg.	Poor	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬇️ / ⬆️
Jeep Wrangler	⬇️	Opt.	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	—	⬆️ / —	— / ⬇️
Kia Sorento	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
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.	—	—	—	—	—	—	—	—	—
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.	NA	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	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
SUVs: MIDSIZED/LUXURY														
Acura MDX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Acura RDX	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Alfa Romeo Stelvio	⬆️	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
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	—	— / ⬆️	— / ⬆️
Audi Q8	—	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
BMW X3	⬆️	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
BMW X4	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
BMW X5	⬆️	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
BMW X6	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
BMW X7	⬆️	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Buick Envision	—	Std.	Std.	Opt.	Std.	—	—	—	—	—	—	—	—	—
Cadillac XT4	⬆️	Std.	Std.	Opt.	Opt.	—	—	Good	Good	—	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Cadillac XT5	⬆️	Std.	Std.	Opt.	Opt.	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Genesis GV80	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Infiniti QX50	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	⬆️ / ⬆️
Infiniti QX60	⬇️	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Jaguar F-Pace	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Jaguar I-Pace	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Defender	⬇️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery	⬇️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	⬇️	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	⬆️	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—

Make + Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB hwy.	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front / side	Rollover 2WD / 4WD

SUVs: MIDSIZED/LUXURY *Continued*

Lexus GX	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus NX	↓ — ↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lexus RX	↓ — ↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
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.	—	—	—	—	—	—	—	—	—
Tesla Model X	↑	Std.	Std.	Std.	NA	—	—	—	—	—	—	↑	↑ / ↑	— / ↑
Tesla Model Y	↑	Std.	Std.	Std.	NA	—	—	—	—	—	—	↑	↑ / ↑	— / ↑
Volvo XC60	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volvo XC90	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑

SUVs: LARGE

Chevrolet Suburban	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Tahoe	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Traverse	↑	Opt.	Opt.	Opt.	Opt.	Good	—	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Ford Expedition	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↑
GMC Yukon	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
GMC Yukon XL	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Nissan Armada	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↓ / ↑	↓ / ↓
Toyota Sequoia	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	↑ / ↑

SUVs: LARGE/LUXURY

Buick Enclave	↑	Opt.	Opt.	Opt.	Opt.	Good	—	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Cadillac Escalade	—	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Cadillac XT6	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Infiniti QX80	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↓ / ↑	↓ / ↓
Land Rover Range Rover	↓	Std.	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lincoln Navigator	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	↑	↑ / ↑	↓ / ↑
Mercedes-Benz GLS	↑	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Land Cruiser	↓	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—

PICKUPS: COMPACT

Chevrolet Colorado	↓	Opt.	NA	NA	NA	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↓ / ↓
Ford Ranger	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	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	↑	↑ / ↑	↑ / ↑

PICKUPS: FULL-SIZED

Chevrolet Silverado 1500	↓	Opt.	Opt.	NA	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Ford F-150	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
GMC Sierra 1500	↓	Opt.	Opt.	NA	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Titan	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↓
Ram 1500	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Toyota Tundra	↓	Std.	Std.	Std.	Opt.	Marg.	Poor	Good	Good	Good	Accept.	↑	↑ / ↑	↓ / ↑

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

Adaptive Cruise Control

Cruise control that also assists with acceleration and/or braking to maintain a driver-selected gap to the vehicle in front. Some systems can come to a stop and then continue, while others cannot.

Active Driving Assistance

Provides steering and brake/acceleration support to the driver at the same time, often in limited conditions. The driver must constantly supervise this support feature and maintain responsibility for driving.

Lane Keeping Assistance

Provides steering support to assist the driver in preventing the vehicle from departing the lane. Some systems also assist to keep the vehicle centered within the lane.

COLLISION WARNINGS

Blind Spot Warning

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

Detects a potential collision with a vehicle ahead and alerts driver. Better systems provide alerts for pedestrian, cyclist, or other objects.

Lane Departure Warning

Monitors vehicle's position within the lane and alerts 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

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

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. Driver may be required to accelerate, brake, and/or select gear position. Some systems can parallel and/or perpendicular park.

Remote Parking

Parks vehicle without driver being physically present inside the vehicle. Automatically controls acceleration, braking, steering, and/or gear selection.

Surround-View Camera

Displays 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.

OTHER DRIVER ASSISTANCE SYSTEMS

Automatic High Beams

Switches between high and low beam headlamps automatically based on lighting and traffic.

Driver Monitoring

Observes driver actions to estimate if they are not engaged in the task of driving. Some systems may monitor eye movement and/or head position.

Night Vision

Improves forward visibility at night by projecting enhanced images on instrument cluster or head-up display.

Head-Up Display

Projects information relevant to driving into the driver's forward line of sight. The display is seen through the windshield, enabling the driver to keep their eyes on the road for such things as speed, emergency warnings, and something navigational instructions.

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 leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	–	–	–
Acura MDX	198	79	67	114	4,350	NA	NA	5,000	62.0	NA	NA	60.5	NA	NA	55.0	NA	NA
Acura RDX	187	74	66	108	4,005	940	33.0	1,500	59.0	41.5	4.0	55.5	28.0	3.0	–	–	–
Acura TLX	195	75	56	113	3,965	840	14.0	NR	58.5	42.5	3.0	54.5	25.5	2.0	–	–	–
Alfa Romeo Giulia	183	73	57	111	3,695	905	12.0	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	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	–	–	–
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	–	–	–
Audi A5	184	73	54	109	3,550	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	–	–	–
Audi A6	195	74	57	115	4,015	1,100	14.0	3,500	57.0	43.0	4.5	55.0	30.0	3.0	–	–	–
Audi A7	196	75	56	115	4,235	NA	19.0	NR	56.0	NA	NA	54.0	NA	NA	–	–	–
Audi A8	209	77	59	123	4,810	970	13.0	NR	58.5	43.0	5.0	57.0	36.0	4.0	–	–	–
Audi E-Tron	193	76	66	115	5,795	1,060	28.0	3,970	58.5	42.5	4.5	55.5	30.0	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 Q5	184	75	65	111	4,140	1,060	27.0	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 Q8	197	79	67	118	5,000	1,100	NA	7,700	59.5	NA	NA	58.5	NA	NA	–	–	–
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	–	–	–
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	–	–	–
BMW 2 Series Gran Coupe	176	71	56	105	3,475	930	12.0	NR	55.0	41.5	3.5	53.0	27.0	0.0	–	–	–
BMW 3 Series	186	72	57	112	3,640	825	17.0	NR	55.0	43.0	3.0	54.0	29.5	2.0	–	–	–
BMW 4 Series	188	73	55	111	3,710	730	12.0	NR	55.0	NA	NA	51.0	NA	NA	–	–	–
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	–	–	–
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	–	–	–
BMW 8 Series	191	75	53	111	4,480	770	15.0	NR	57.0	NA	NA	47.0	NA	NA	–	–	–
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	–	–	–
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	–	–	–
BMW 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	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	–	–	–
BMW X4	188	75	64	113	3,900	NA	NA	4,000	57.0	NA	NA	56.0	NA	NA	–	–	–
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	–	–	–

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 leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
BMW X6	195	79	67	117	4,785	895	NA	7,200	60.0	NA	NA	57.5	NA	NA	-	-	-
BMW X7	203	79	71	122	5,285	1,200	26.0	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	10.0	NR	54.5	42.0	3.5	-	-	-	-	-	-
Buick Enclave	204	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	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Encore GX	171	71	64	102	3,310	945	23.0	1,000	55.0	42.5	4.0	52.0	25.5	4.0	-	-	-
Buick Envision	183	74	63	109	3,900	NA	NA	1,500	57.0	NA	NA	56.0	NA	NA	-	-	-
Cadillac CT4	187	72	56	109	3,625	875	11.0	1,000	55.0	43.0	3.0	53.5	26.0	2.0	-	-	-
Cadillac CT5	194	74	57	116	3,865	875	12.0	1,000	56.5	43.0	4.0	56.0	29.5	2.0	-	-	-
Cadillac Escalade	211	81	77	121	NA	NA	NA	8,000	65.5	NA	NA	64.5	NA	NA	62.5	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	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XT6	199	77	70	113	4,585	1,320	41.0	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	164	70	63	102	3,545	875	17.0	NR	54.0	42.5	5.5	54.0	29.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	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	3,365	525	13.0	NR	54.5	NA	NA	-	-	-	-	-	-
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	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 Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
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	24.0	1,000	55.0	42.0	5.5	52.5	27.5	3.5	-	-	-
Chevrolet Traverse	204	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	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Chrysler Voyager	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
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	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	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	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford Bronco	189	76	73	116	NA	1,370	NA	3,500	57.0	NA	NA	56.5	NA	NA	-	-	-
Ford Bronco Sport	173	74	70	105	3,470	1,000	NA	2,200	57.5	43.0	8.0	55.5	27.5	7.5	-	-	-
Ford EcoSport	161	70	65	99	3,390	825	22.5	2,000	51.5	42.0	3.5	49.5	27.0	2.5	-	-	-
Ford Edge	189	76	68	112	4,250	950	39.0	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	66.0	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	5,065	2,480	-	10,100	66.5	43.0	4.5	66.0	34.0	3.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Mustang Mach-E	186	74	64	118	4,400	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Ford Ranger	211	73	72	127	4,505	1,460	-	7,500	56.5	42.0	6.5	56.0	28.0	3.5	-	-	-
Genesis G70	184	73	55	112	3,770	905	11.0	NR	56.0	42.0	3.0	52.0	27.0	2.0	-	-	-
Genesis G80	197	76	58	119	4,200	NA	13.0	NR	57.5	42.0	4.0	56.0	29.0	2.5	-	-	-
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	-	-	-
Genesis GV80	195	78	68	116	4,800	900	NA	6,000	60.0	NA	NA	58.0	NA	NA	-	-	-
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 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	33.0	3,500	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
GMC Yukon XL	225	81	76	134	6,000	1,760	70.0	8,000	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Honda Accord	192	73	57	111	3,155	850	17.0	1,000	57.5	42.0	4.0	55.5	32.0	3.0	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Honda Clarity	193	74	58	108	4,045	850	16.0	NR	59.5	40.5	4.0	55.5	30.5	2.5	-	-	-
Honda CR-V	182	73	67	105	3,450	850	36.0	1,500	59.0	41.5	4.0	54.5	31.0	4.5	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Insight	184	72	56	106	2,975	950	15.0	NR	56.5	41.0	6.0	54.0	28.5	2.0	-	-	-
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	39.0	5,000	61.0	41.0	5.5	60.5	30.0	5.0	-	-	-
Honda Pilot	197	79	71	110	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	60.5	26.0	4.5	-	-	-
Hyundai Accent	173	68	57	102	2,625	850	14.0	NR	54.0	42.0	5.0	51.5	25.0	2.0	-	-	-
Hyundai Elantra	184	72	56	107	2,765	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	-	-	-
Hyundai Ioniq	176	72	57	106	3,070	850	19.5	NR	55.0	42.0	5.0	51.5	27.0	2.5	-	-	-
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 Kona Electric	165	71	61	102	3,745	860	19.0	NR	54.5	42.0	4.0	52.0	25.0	3.0	-	-	-
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 Fe	188	74	66	109	4,015	860	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	16.0	NR	57.0	43.0	4.0	55.0	30.5	3.5	-	-	-
Hyundai Tucson	182	73	66	109	NA	NA	NA	2,000	57.5	NA	NA	56.0	NA	NA	-	-	-
Hyundai Veloster	167	71	55	104	2,795	700	20.0	NR	55.5	42.5	4.0	51.0	27.0	0.0	-	-	-
Hyundai Venue	159	70	62	99	2,645	840	19.0	NR	53.5	41.0	5.5	50.5	25.5	3.5	-	-	-
Infiniti Q50	190	72	57	112	3,875	900	14.0	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	NA	58.0	NA	NA	57.0	NA	NA	-	-	-
Infiniti QX60	201	77	69	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti 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 F-Type	176	76	52	103	3,520	420	12.0	NR	56.5	NA	NA	-	-	-	-	-	-
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	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jeep Cherokee	183	73	66	107	4,070	900	31.0	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	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	-	-	-
Kia Forte	183	71	57	106	2,805	850	15.0	NR	55.0	42.0	5.0	52.0	28.0	2.5	-	-	-
Kia K5	193	73	57	112	3,150	905	16.0	NR	57.0	43.0	5.0	55.5	31.0	3.0	-	-	-
Kia Niro	172	71	60	106	3,155	850	19.0	NR	55.0	42.5	5.0	53.0	28.5	4.5	-	-	-
Kia Niro Electric	172	71	62	106	3,935	850	19.0	NR	55.5	42.5	3.5	52.5	29.0	3.5	-	-	-
Kia Rio	173	68	57	102	2,575	850	14.0	NR	53.5	42.0	4.5	51.5	25.0	2.0	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Seltos	172	71	64	104	3,120	860	28.0	NR	54.5	42.0	6.0	52.5	27.0	4.0	-	-	-
Kia Sorento	189	75	67	111	4,120	NA	NA	3,500	59.0	NA	NA	58.0	NA	NA	53.0	NA	NA
Kia Soul	165	71	63	102	2,995	860	24.0	NR	54.5	42.5	6.0	52.0	28.0	5.0	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Kia Stinger	190	74	55	114	3,910	930	23.0	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	NA	8,200	61.0	42.5	7.0	59.0	28.5	5.5	-	-	-
Land Rover Discovery	196	82	74	115	5,405	1,200	43.0	7,700	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	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	-	-	-
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	79	65	106	4,235	825	25.0	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	29.0	5,500	57.0	42.5	4.5	55.0	28.5	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 leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Lexus ES	196	73	57	113	3,770	905	17.0	NR	55.0	43.0	2.5	52.0	31.5	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	185	72	56	110	3,900	825	14.0	NR	55.0	43.5	2.5	52.0	28.5	1.5	-	-	-
Lexus LC	187	76	53	113	4,260	720	5.0	NR	56.5	NA	NA	49.0	NA	NA	-	-	-
Lexus LS	206	75	58	123	5,170	870	17.0	NR	57.0	43.0	2.5	54.5	33.0	2.5	-	-	-
Lexus LX	200	78	75	112	6,000	1,385	NA	7,000	61.0	NA	NA	59.0	NA	NA	59.0	NA	NA
Lexus NX	183	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lexus UX	177	72	60	104	3,570	890	18.0	NR	54.5	42.5	3.0	51.0	27.0	3.0	-	-	-
Lincoln Aviator	199	80	70	119	5,065	1,415	49.0	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	56.0	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda 3	184	71	57	107	3,025	860	13.0	NR	55.0	42.0	4.0	52.0	27.0	2.0	-	-	-
Mazda 6	192	72	57	111	3,405	850	15.0	NR	57.0	41.0	3.0	53.5	29.0	4.0	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-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-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-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mercedes-Benz A-Class	179	71	57	107	3,425	950	9.0	NR	55.0	43.0	2.5	53.0	27.5	2.5	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	13.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	185	72	57	107	3,485	950	16.0	NR	54.5	43.0	3.0	53.0	27.0	1.0	-	-	-
Mercedes-Benz CLS	196	74	56	116	4,255	NA	12.0	NR	58.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	195	74	58	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
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	28.0	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	76	59	127	NA	NA	19.0	NR	60.0	NA	NA	58.0	NA	NA	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper 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	173	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	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Nissan Altima	193	73	57	111	3,240	900	15.0	NR	57.5	41.5	3.5	54.0	29.5	2.5	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	210	73	72	126	4,505	NA	-	6,720	58.5	NA	NA	58.5	NA	NA	-	-	-
Nissan Kicks	169	69	62	103	2,630	850	25.0	NR	53.0	42.5	6.0	51.0	27.0	4.0	-	-	-
Nissan Leaf	176	71	61	106	3,850	860	24.0	NR	54.0	41.0	5.5	51.0	27.0	2.0	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	197	78	70	114	4,505	NA	NA	6,000	60.0	NA	NA	NA	NA	NA	NA	NA	NA
Nissan Rogue	183	72	67	107	3,600	900	36.5	900	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	14.0	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	15.0	NR	53.0	41.5	4.5	52.0	27.0	1.5	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Polestar 2	181	71	58	108	4,680	NA	NA	NR	55.0	42.0	5.5	52.0	28.0	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 leg room (in.)	Front head room (in.)	Rear shoulder room (in.)	Rear leg room (in.)	Rear head room (in.)	Third row shoulder room (in.)	Third row leg room (in.)	Third row head room (in.)
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 718 Cayman	172	71	51	97	3,055	680	10.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	178	73	51	97	3,380	995	5.0	NR	50.0	NA	NA	47.0	NA	NA	-	-	-
Porsche Cayenne	194	78	67	114	4,680	1,475	32.0	7,715	59.0	42.5	4.5	55.5	29.0	2.5	-	-	-
Porsche Macan	185	76	64	111	4,415	1,150	29.0	4,410	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	78	56	116	4,125	990	18.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Porsche Taycan	195	78	54	114	5,095	830	14.0	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	-	-	-
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	NA	NR	54.5	NA	NA	50.0	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	12.0	NR	56.0	42.5	5.0	53.5	29.0	2.5	-	-	-
Subaru Legacy	191	72	59	108	3,510	850	15.0	NR	57.5	42.5	6.5	56.5	30.0	2.0	-	-	-
Subaru Outback	191	73	66	108	3,915	900	37.0	3,500	57.0	42.5	4.5	57.5	30.0	5.0	-	-	-
Subaru WRX	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	55.5	42.5	6.0	52.5	29.0	3.5	-	-	-
Tesla Model S	196	77	57	117	4,595	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Tesla Model Y	187	76	64	114	4,375	830	25.0	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 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	196	73	57	113	3,680	940	16.0	NR	57.5	41.5	2.5	55.5	31.0	2.0	-	-	-
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	-	-	-
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 Corolla	182	70	57	106	2,960	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	-	-	-
Toyota Corolla Hatchback	170	70	57	104	3,020	860	18.0	NR	54.0	42.0	4.5	53.0	26.0	3.0	-	-	-
Toyota Highlander	195	76	68	112	4,365	1,390	41.0	5,000	58.5	42.0	4.5	57.5	31.0	4.5	49.0	22.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	61	110	4,100	690	13.0	NR	53.5	41.0	4.0	52.0	27.0	2.0	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	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 RAV4 Prime	181	73	67	106	4,335	970	30.5	2,500	58.0	42.0	4.0	56.0	29.0	5.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	204	79	69	121	4,585	1,420	48.0	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	10.0	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	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
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	27.0	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 Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen GTI	168	71	58	104	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen ID.4	181	74	64	109	NA	NA	NA	2,700	NA	NA	NA	NA	NA	NA	-	-	-
Volkswagen Jetta	185	71	57	106	3,065	970	16.0	NR	55.0	43.5	4.0	52.5	30.0	2.5	-	-	-
Volkswagen Passat	194	72	58	110	3,315	925	16.0	NR	56.0	42.5	3.5	55.5	33.0	3.0	-	-	-
Volkswagen Taos	176	73	64	106	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	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	12.0	2,000	55.5	42.0	3.0	53.5	28.0	2.5	-	-	-
Volvo S90	200	74	57	121	4,085	950	14.0	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	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0