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252
Models
Rated

BEST

AND

WORST



HYUNDAI
PALISADE

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**TOP-SCORING
MID-SIZED SUVs**
SUBARU, KIA,
AND HYUNDAI

**BEST TIRES
FOR ALL
SEASONS**

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SAFEST
BACK
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TELLURIDE**
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FROM THE EDITORS



The CR Difference

WHEN YOU'RE BUYING a new car, it can feel like every-one 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, 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

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Ask Our Experts

We cover keeping gas fresh, the right battery for your car, and saving money.



Q. How much of a deal do I need to get on a 2020 car to overcome the depreciation?

Car dealers are eager to clear out leftover 2020 models because they have to pay interest on them. So you can expect to get a discount.

But buying a closeout car is a good deal only if you'll keep it for more than five years or if you're a high-mileage driver who trades in cars every three to five years. A closeout car makes it appear that you spread out your mileage over an extra year. So even if you go well over the typical 12,000 to 15,000 annual miles, you'll get a similar trade-in value as a lower-mileage driver who bought the same model at the start of 2020 at a higher price.

Analyze the deal to ensure that you're really saving. A new car loses about 10 percent of

its value as it drives off the lot, so the discount should be 10 percent or higher. Keep in mind that many cars are worth about half their original purchase price after three years.

Q. How do I know if an AGM battery is right for my car?

It's best to check with your mechanic before upgrading from a traditional lead-acid (aka "flooded") battery to an absorbed glass mat (AGM) one.

This is because many newer vehicles require the battery to be "registered" to the car, typically by using a professional tool that interfaces with the car's computer system.

AGMs batteries are pricey but built to stand up to repeated

draining and recharging cycles better than traditional batteries.

"If you live in an area with extreme temperatures and are looking for a maintenance-free battery, consider getting an AGM," says John Banta, one of CR's engineers who tests car batteries. "High heat can affect the life of AGM batteries, much like flooded batteries, but AGMs tend to perform better overall in our tests."

No matter which type you choose, be sure your replacement battery is the same size as the old one.

Q. What can I do to prevent the gas in my car from going bad?

Using old fuel in your car can sap engine power, causing hesitation and stalling. The worst case is that your car might not start.

"Gas can start to go bad in as little as just three months because the lighter, more volatile components of gasoline evaporate over time," says John Ibbotson, chief automotive

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months is how short a life span car batteries can have in some of the warmest regions in the U.S.

SOURCE: Consumer Reports.

services manager at CR's Auto Test Center.

It's easy to protect your car's gas. First, add fuel stabilizer—a liquid that works to keep gasoline from degrading over time—into the tank. Then, fill the tank all the way to limit the amount of oxygen for the gas to evaporate into.

START YOUR ENGINES

Exclusive reliability ratings, plus rear-seat safety and child-seat ratings.

Vehicles You Can Depend On

CR's exclusive reliability ratings can help you choose a new car that will be dependable now and years down the road.



**KIA
TELLURIDE**
Most reliable
midsize SUV
(top).

**FORD
EXPLORER**
Least reliable
midsize SUV

Some people believe that only older vehicles—ones well out of warranty—can bring repair headaches. But data show that shoppers in the market for a new car also need to be concerned about reliability. We know this because Consumer Reports members who responded to our 2020 Auto Surveys, the largest of their kind, tell us about the problems they had with their cars, minivans, SUVs, and trucks over the previous 12 months. From that treasure trove of data, we can predict the reliability for almost every mainstream 2021 model.

A model that is unreliable when new rarely gets better as it ages. While repairs may be covered under warranty when a vehicle is new, it still costs consumers time to bring the vehicle to and from the dealership for repairs.

Below, we look at how every mainstream automaker performed in this year's survey and highlight key findings for each brand.

Asian Automakers

Mazda takes the number one spot this year for most reliable automaker. Key to the automaker's success is that it redesigns models conservatively. The entire lineup benefits from many shared platforms and components, with only modest changes during redesigns. We predict all Mazdas will have above-average reliability.

Toyota and **Lexus** are ranked second and third, respectively. All Toyota models had average or better reliability. The popular RAV4 SUV is still just average, plagued by minor transmission problems, fuel system issues, and electronics problems with infotainment systems.

Lexus' rating was marred by the LS sedan's much-below-average reliability. It has ongoing problems, including with the engine, transmission, fuel system, and in-car electronics. All other Lexus vehicles are outstanding.

The **Honda** Passport is below average due to transmission troubles, some engine and driveline vibration issues, as well as reports of blank screen and

screen freezing. The Odyssey minivan still has worse-than-average reliability, with infotainment issues and problems with the power sliding doors. The Insight hybrid and the Clarity line are well above average.

The **Acura** RDX is below average because of transmission computer issues, and numerous problems with freezing and blank display screens that require hardware replacement. We lack data on Acura's other model, the ILX; the MDX and TLX are redesigned for 2021.

Hyundai's Tucson and Palisade SUVs are above average, and the Kona is well above average. It helped that Hyundai dropped the problematic 1.6-liter turbo engine and dual-clutch transmission from the Tucson. The redesigned Sonata is its least reliable model, although it still scores average.

Genesis offers few models, and we had sufficient data only on the G70. It is showing below-average reliability due to engine issues involving the ignition coils, as well as brake problems.

Subaru can't seem to work out the kinks in its Ascent, which has subpar reliability. Problems with the brakes, transmission, power equipment, climate system, and steering/suspension continue to hurt it. Luckily, other models such as the Forester and Crosstrek are above average. The redesigned Outback and Legacy are average due to screen freezing and other issues with the infotainment system and body hardware.

The **Infiniti** QX50 slid in its second model year to below-average reliability because of screen replacement, blank screen, fuel pump, body hardware, and power equipment issues. The

Q50 sedan scores well above average, while the QX60 SUV remains average.

Nissan is hurt by the Pathfinder and Rogue Sport. Both had in-car electronics and transmission issues, and the Rogue Sport also had suspension issues. The Leaf EV is average, and the Altima and Murano are above average.

Kia's SUVs proved to be more reliable than its cars. The new CVT transmission in the Forte and Soul proved problematic and dragged down Kia's reliability. The Niro EV had issues with a bearing in the electric motor. Fortunately, Kia's SUVs are above average, including the Telluride, Kia's highest scoring vehicle, and the Sportage.

Domestic Automakers

Buick is the most reliable domestic automaker this year. The Encore has been around for years and scores well above average. The Enclave has improved slightly since its redesign in 2018 to average now but still shows transmission computer issues, as well as complaints about engine knock and non-operational heater systems.

Ram's two models, both redesigned for 2019, sit at the opposite end of the spectrum. The 1500 scores below average, plagued with electronics issues—screen replacements, headlights, body control modules, gauges, and engine computers. The 2500 heavy-duty truck has well-above-average reliability.

The **Dodge** Durango SUV is well below average because of A/C compressor/

condenser, power equipment, and oxygen sensor issues. The Challenger's reliability remains impressive.

Chrysler's only model in our survey with sufficient sample size is the Pacifica, which remains below average.

GMC is a mixed bag. Its Acadia, Terrain, and Sierra 2500 HD had average or better reliability, but the Sierra 1500 pickup truck is still well below average. Owners told us that the display screen required hardware replacement, and the truck had transmission problems. The Canyon was below average.

Chevrolet remains in the bottom half of our rankings, despite improving by eight positions from last year's ranking. The all-electric Bolt is a bright spot as Chevy's most reliable vehicle. The Malibu and Silverado 1500 are all well below average, and the Colorado, Traverse, and Blazer are below average. The Silverado had problems similar to the GMC Sierra's, while the Traverse's problems included minor transmission issues, in-car electronics, and power equipment. Other models, including the Trax, Equinox, and Silverado 2500HD, are average or better.

Jeep has an interesting story this year. Its Gladiator truck has very few problems. It's based on the Wrangler, which was redesigned in 2018. Though the Wrangler has shown improvement in subsequent model years, it remains below average due to steering/suspension and power equipment problems, as well as the center screen freezing. The Jeep Grand Cherokee is average.

Two **Cadillacs** had sufficient data. The XT5 is average, and the XT4 is well below average. Both suffered from in-car electronics problems, and members told us that their XT4s also had trouble with the torque converter and the A/C compressor.

The **Ford** Explorer, redesigned for 2020, is one of the lowest-scoring models this year. Even in its first year, owners told us of numerous transmission replacements, along with drive system, in-car

electronics, power equipment, and engine and body hardware issues. The redesigned Escape's reliability is also quite disappointing. The F-250, F-350, Expedition, Fusion, and Mustang are all average, and the Edge SUV is Ford's only model to score above average.

Tesla's newest introduction, the Model Y, had build quality issues with body hardware and paint, and some drive system failures. Owners report body panels being painted different colors, sometimes with dust, debris, and even human hair stuck in the paint. The Model 3, at average, is Tesla's most reliable model. The Model S drops to below average partly because of ongoing air suspension issues. The Model X continues to be below average because of climate control system failures and problems with the gullwing doors.

Lincoln's multiple brand-new SUVs share platforms with their problematic Ford counterparts, which earned them last place in our brand rankings. The new Aviator has glitches in the instrument cluster and infotainment systems, drive system failure, and problems with keyless entry. The Corsair has problems with the rain-sensing wipers. The Nautilus has transmission problems, some requiring replacement. Lincoln has also discontinued its historically reliable sedans, the Continental and MKZ.

European Automakers

Porsche is this year's highest-ranking European brand. Its SUVs, the Macan and Cayenne, are both average. Macan owners reported problems with the transfer case, transmission, and suspension.

BMW saw improvement in its 2019 redesigned models, with the 3 Series moving to above average and the X5 coming in at average. The X5 still has infotainment screen freezing and other glitches with the system (such as

upside down onscreen images). The X1 is above average, and the 2 Series and 5 Series are average; the X3 dropped to below average.

The **Audi** A4 and A5 continue to have outstanding reliability, while the Q5 is average and the A6 improved to average. But the new Q8 and e-Tron are much worse than average, and the redesigned-for-2019 Q3 is worse than average. The Q8 is still plagued by in-car electronics issues with screens going blank, software issues, and drive system problems. E-Tron owners told us about drive system electrical failures, along with power equipment problems.

Volvo moved closer to the middle of the pack, with its S60/V60 and XC40 having above-average reliability scores. They are recent redesigns that performed well. Conversely, the XC90 and XC60 are among our 10 least reliable new models, with many members reporting the display screen freezing and going blank, along with premature brake wear and brake rotor problems.

Mercedes-Benz has several new and redesigned models for 2020, and only the older C- and E-Class, and GLC reach average reliability. The redesigned GLE SUV is one of the least reliable models in our survey, with drive system failures, emission sensor issues, power equipment problems, and in-car electronics headaches.

The **Mini** Cooper has below-average reliability; the Countryman is average.

Volkswagen's Atlas SUV still has dismal reliability, mainly because of power equipment, in-car electronics, and emissions/fuel system problems. The Jetta is also well below average. Both the Tiguan and GTI are below average, with GTI owners reporting engine cooling problems due to water pump failure. The Golf is VW's only well-above-average model.

We had insufficient model data for **Alfa Romeo, Fiat, Jaguar, Land Rover, Mitsubishi, and Maserati.**

2021 ALL-NEW & REDESIGNED MODELS

CR's auto statisticians calculate reliability ratings for every major mainstream car, minivan, SUV, and truck on the market, even ones that are brand-new, just redesigned, or that we don't have sufficient data for. We do this by analyzing annual CR member surveys data on a model's reliability history, calculating the brand's overall reliability, and if applicable, the reliability of models that use some of the same components. 2021 models with an asterisk (*) are new or redesigned.

SUBCOMPACT/COMPACT SUVs

Kia Seltos*	↓
Mitsubishi Eclipse Cross	↓
Mitsubishi Outlander	↓
Mitsubishi Outlander Sport	↓
Nissan Rogue*	↓
Toyota RAV4 Prime*	↓
Volkswagen ID4*	↓
Chevrolet Trailblazer*	↓
Ford Bronco Sport*	↓
Volkswagen Taos*	↓
Fiat 500X	↓

MIDSIZE SUVs

Hyundai Santa Fe*	↑
Toyota Venza*	↑
Kia Sorento*	↓
Ford Bronco*	↓
Volkswagen Atlas Cross Sport	↓

LARGE SUVs

Toyota Sequoia	↑
Chevrolet Suburban*	↓
Chevrolet Tahoe*	↓
GMC Yukon*	↓
GMC Yukon XL*	↓
Nissan Armada	↓

LUXURY COMPACT SUVs

BMW X2	↑
BMW X4	↓
Buick Encore GX	↓
Buick Envision*	↓
Ford Mustang Mach E*	↓
Jaguar E-Pace	↓
Jaguar I-Pace	↓
Mercedes-Benz EQC*	↓
Mercedes-Benz GLA*	↓
Mercedes-Benz GLB	↓
Alfa Romeo Stelvio	↓
Land Rover Discovery Sport	↓
Land Rover Range Rover Evoque	↓
Land Rover Range Rover Velar	↓
Maserati Levante	↓

LUXURY MIDSIZED SUVs

Acura MDX*	↓
Aud Q7	↓
BMW X6	↓
Genesis GV80*	↓
Jaguar F-Pace	↓
Cadillac XT6	↓
Land Rover Defender	↓
Land Rover Discovery	↓
Land Rover Range Rover	↓
Land Rover Range Rover Sport	↓

LUXURY LARGE SUVs

Lexus LX	↑
Toyota Land Cruiser	↑
BMW X7	↓
Infiniti QX80	↓
Lincoln Navigator	↓
Cadillac Escalade*	↓
Mercedes-Benz GLS	↓

SUBCOMPACT CARS

Chevrolet Spark	↓
Hyundai Accent	↓
Hyundai Venue	↓
Kia Rio	↓
Mitsubishi Mirage	↓
Nissan Versa	↓

COMPACT CARS

Toyota C-HR	↑
Hyundai Elantra*	↓
Nissan Kicks	↓
Nissan Sentra	↓
Fiat 500L	↓

MIDSIZE CARS

Kia K5*	↓
Toyota Mirai*	↓
Volkswagen Passat	↓

LARGE CARS

Chrysler 300	↑
Dodge Charger	↑
Nissan Maxima	↑
Kia Cadenza	↓
Kia K900	↓

LUXURY COMPACT CARS

Acura ILX	↓
Acura TLX*	↓
BMW 2 Series Gran Coupe	↓
BMW i3	↓
Lexus IS*	↓
Volkswagen Arteon	↓
Cadillac CT4	↓
Mercedes-Benz A-Class	↓
Mercedes-Benz CLA	↓
Polestar 2*	↓
Alfa Romeo Giulia	↓

LUXURY MIDSIZED CARS

Audi A7	↓
Cadillac CT5	↓
Genesis G80*	↓
Jaguar XF	↓
Mercedes-Benz CLS	↓
Maserati Ghibli	↓

ULTRA-LUXURY CARS

BMW 7 Series	↓
Porsche Panamera	↓
Genesis G90	↓

Audi A8	↓
Mercedes-Benz S-Class*	↓
Porsche Taycan	↓

SPORTS/SPORTY CARS

Hyundai Veloster	↑
Lexus RC	↑
Subaru BRZ	↑
Toyota 86	↑
Audi TT	↓
BMW 4 Series*	↓
BMW 8 Series	↓
BMW Z4	↓
Nissan Z	↓
Porsche 718 Boxster	↓
Porsche 718 Cayman	↓
Porsche 911	↓
Toyota Supra	↓
Chevrolet Camaro	↓
Chevrolet Corvette	↓
Subaru WRX/STi	↓

MINIVANS

Toyota Sienna*	↑
Kia Sedona	↓
Chrysler Voyager	↓

PICKUP TRUCKS

Nissan Frontier	↓
Ford F-150*	↓
Nissan Titan	↓

RELIABILITY PREDICTIONS FOR 2021

Our predictions are based on overall reliability for the past three model years, provided the vehicle has not been redesigned. One or two years of data will be used if the model was redesigned in 2020 or 2019. These charts give our predicted reliability score: 41-60 is average, 61-80 is better than average, and 21-40 is worse than average.

We base these on data gathered from our members each year about problems with their vehicles. CR's latest auto surveys gathered data covering about 329,000 vehicles. We analyzed trouble areas and created an overall reliability score for each model and year. Serious problem areas that can lead to expensive repairs are more heavily weighted.

SUBCOMPACT SUVs

Mazda CX-30	95
Honda HR-V	90
Mazda CX-3	87
Hyundai Kona	87
Subaru Crosstrek	78
Chevrolet Trax	41
Nissan Rogue Sport	33
Ford EcoSport	28
Jeep Renegade	19

COMPACT SUVs

Mazda CX-5	85
Kia Sportage	81
Hyundai Tucson	78
Subaru Forester	77
Honda CR-V	73
Chevrolet Equinox	57
GMC Terrain	57
Toyota RAV4	49
Volkswagen Tiguan	31
Jeep Cherokee	31
Jeep Compass	21
Ford Escape	10

MIDSIZED/LARGE SUVs

Kia Telluride	83
Toyota 4Runner	81
Nissan Murano	72
Mazda CX-9	70
Ford Edge	69
Toyota Highlander	69
Hyundai Palisade	65
Subaru Outback	60

Jeep Grand Cherokee	48
Honda Pilot	47
Ford Expedition	46
Chevrolet Blazer	39
Honda Passport	34
Chevrolet Traverse	32
Nissan Pathfinder	29
Jeep Wrangler	27
Volkswagen Atlas	19
Subaru Ascent	18
Dodge Durango	16
Ford Explorer	1

LUXURY COMPACT SUVs

Lexus UX	95
Lexus NX	91
Buick Encore	91
BMW X1	66
Volvo XC40	66
Audi Q5	58
Cadillac XT5	57
Porsche Macan	54
Mercedes-Benz GLC	50
Mini Countryman	45
Acura RDX	34
Infiniti QX50	31
BMW X3	31
Audi Q3	30
Volvo XC60	28
Cadillac XT4	20
Lincoln Corsair	14
Tesla Model Y	5

Newly Recommended Models With Improved Reliability

Audi A6
BMW 3 Series
BMW 5 Series
BMW X5
BMW X7
Cadillac XT5
GMC Acadia
Infiniti Q50
Jeep Gladiator
Mini Countryman
Volvo S60

No-Longer-Recommended Models With Declining Reliability

Audi E-Tron
Audi Q3
BMW X3
Ford Ranger
Genesis G70
Infiniti QX50
Kia Forte
Kia Niro EV
Kia Soul
Mini Cooper
Nissan Rogue Sport
Subaru Ascent
Tesla Model S
Volkswagen GTI
Volvo XC60

LUXURY MIDSIZED/LARGE SUVs

Lexus GX	90
Lexus RX	74
Porsche Cayenne	55
Buick Enclave	50
Infiniti QX60	46
GMC Acadia	46
BMW X5	46
Tesla Model X	31
Volvo XC90	26
Audi E-Tron	12
Lincoln Nautilus	9
Audi Q8	8
Lincoln Aviator	2
Mercedes-Benz GLE	1

COMPACT HYBRIDS/ELECTRIC CARS

Toyota Prius	93
Toyota Prius Prime	88
Honda Insight	86
Chevrolet Bolt	85
Kia Niro	54
Hyundai Kona Electric	54
Nissan Leaf	54
Hyundai Ioniq	47
Kia Niro EV	18

COMPACT CARS

Toyota Corolla	90
Volkswagen Golf	82
Mazda3	64
Honda Civic	60

Toyota Corolla Hatchback	58
Subaru Impreza	52
Volkswagen Jetta	19
Kia Soul	18
Kia Forte	13

MIDSIZED/LARGE CARS

Honda Clarity	85
Toyota Camry	83
Mazda6	80
Nissan Altima	69
Toyota Avalon	60
Honda Accord	59
Subaru Legacy	59
Ford Fusion	56
Hyundai Sonata	43
Chevrolet Malibu	12

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BRAND REPORT CARDS

Here we present the rankings of brands as a whole based on their average reliability scores for their models that CR has data for. We list whether the brand's rank went up or down since our last survey, and identify the most reliable and least reliable scores within each brand. Our predicted reliability score is calculated on a 0-to-100-point scale, with the average rating falling between 41 and 60 points. For a brand to

be ranked, we must have sufficient survey data for two or more models. We have insufficient data to rank the Acura, Alfa Romeo, Chrysler, Fiat, Genesis, Jaguar, Land Rover, Maserati, and Mitsubishi brands.

2021 Rank	Rank Change From 2020	Brand	Average Reliability Score	Most Reliable	Least Reliable
MORE RELIABLE					
1	↑ 1	Mazda (7)	83	98	64
2	↑ 1	Toyota (11)	74	93	49
3	↓ 2	Lexus (6)	71	95	13
4	↑ 14	Buick (2)	70	91	50
5	↑ 7	Honda (10)	63	90	34
6	—	Hyundai (6)	62	87	43
RELIABLE					
7	—	Ram (2)	58	82	34
8	↓ 1	Subaru (6)	57	78	18
9	↓ 5	Porsche (2)	55	55	54
10	↓ 2	Dodge (2)	54	91	16
11	↑ 2	Infiniti (3)	54	84	31
12	↑ 5	BMW (6)	52	72	31
13	↓ 2	Nissan (5)	51	72	29
14	—	Audi (8)	46	86	8
15	↓ 6	Kia (7)	45	83	13
16	↑ 6	GMC (5)	43	73	13
17	↑ 8	Chevrolet (9)	42	85	12
18	↑ 6	Volvo (5)	41	71	17
19	↑ 7	Jeep (6)	41	99	19
LESS RELIABLE					
20	↑ 1	Mercedes-Benz (4)	40	65	1
21	↑ 9	Cadillac (2)	38	57	20
22	↓ 6	Ford (10)	38	69	1
23	↓ 13	Mini (2)	37	45	28
24	↑ 3	Volkswagen (5)	36	82	19
25	↓ 2	Tesla (4)	29	53	5
26	↓ 11	Lincoln (3)	8	14	2

Know What You're Buying

If you're looking for a new ride and want to follow our advice to steer clear of a potentially problematic redesign, you may find yourself confused by advertising promotions that play fast and loose with terminology. Follow these steps to success:

Always do your research in advance. The free model pages on CR.org let members know whether the model they're considering is a brand-new debut or whether it has been redesigned from the prior year. The more complex or extensive the changes, the greater the chance of first-year problems.

If the car has been redesigned, consider asking the dealer whether there are any previous-generation models available. An added bonus is that the older model is likely to be discounted.

If you still want that newly redesigned model but don't want to run the risk of first-year troubles, wait a year and check CR's data to see whether it meets our reliability standards.

You may plan to lease or trade in your car before the warranty expires. But keep in mind that even though you won't have to pay for repairs, you'll waste a lot of time repeatedly taking an unreliable car to and from service, which can quickly get frustrating.

START YOUR ENGINES

READY FOR PRODUCTION
The SCaRAB airbags offer protection no matter the front seat position.

The Future of Back-Seat Safety

When it comes to safety advances, the back seat may finally catch up with the front.

Unbelted rear-seat occupants are eight times more likely to be injured and twice as likely to die in a crash as belted rear-seat occupants, according to a study by the Insurance Institute for Highway Safety (IIHS). Yet an IIHS survey found that only 74 percent of rear-seat passengers in private vehicles reported buckling up, compared with 91 percent of front-seat passengers.

“If rear occupants don’t wear their belts, they’re putting themselves at risk and putting other occupants in danger, too,” says Emily Thomas, an automotive safety engineer at Consumer Reports’ Auto Test Center.

Technology Takes a Back Seat
Until the mid-2000s, the back seat was always the safest place to sit. But crash-test evaluations, such as those done IIHS and the National Highway Traffic Safety Administration (NHTSA), have

ILLUSTRATION: MMD+I

prioritized front-seat crash protection because that's where people are more likely to sit. Those tests have led to a number of safety advances for the front seats that aren't yet available in the back. Front passengers now get airbags that protect in front and side crashes. The front seat belts on most newer cars have pretensioners, which tighten the belt at the onset of a crash, and load limiters, which let the belt spool out a bit to reduce any jerking force that might injure the occupant's chest.

As a result, the front seats of cars from the 2007 and newer model years are so safe that some occupants may have a slightly higher risk of death or injury if they sit in the back.

"Vehicle manufacturers are not incentivized with ratings to put technological innovations back there," says Kristy Arbogast, co-scientific director of the Center for Injury Research and Prevention at the Children's Hospital of Philadelphia.

The IIHS is already in the process of introducing a rear-seat front-crash test. Jessica Jermakian, its vice president for vehicle research, says that testing is already underway and that results will be available as soon as next year.

Congress ordered NHTSA to mandate rear seat-belt reminders in all new vehicles by 2015, but the agency is only now deciding how to implement the requirement after years of delays and a lawsuit filed by safety groups. A spokeswoman, Kathryn Henry, says NHTSA is conducting research into rear-seat occupant protection that it expects to be completed by the end of next year.

Safer Cars of the Future

As the auto industry and regulators begin to focus on rear-seat safety,

researchers and automakers are developing new ways to keep passengers safe. Here's a look at what you might expect to see in the near future.

■ **VIRTUAL CRASH TESTS:** Ratings aren't yet available for rear-seat safety, but researchers are already using computerized models of the human body to help fine-tune safety systems for rear passengers. For example, Jalaj Maheshwari of the Center for Injury Research and Prevention is using these human body models to evaluate how well booster seats protect children even if they're not seated properly. "Children don't sit in an ideal seating position," he says. "They move about; they have a lot of energy." So Maheshwari "places" human body models in seating positions that aren't used in traditional crash tests. Other labs run simulations of occupants of above- or below-average weight; neither are represented by existing crash-test dummies.

■ **REAR-SEAT AIRBAGS:** Airbags prevent injury by spreading out crash forces and keeping occupants from striking hard surfaces. Mercedes-Benz already offers optional inflatable rear-seat belts, which are designed to reduce forces on the wearer's chest. The 2021 Mercedes S-Class sedan will get rear airbags that deploy from the back of the front seats and are meant to offer additional head, neck, and shoulder protection for rear occupants. The automotive supplier ZF also has developed a production-ready rear airbag called the Self Conforming Rearseat Airbag, or SCarAB, which the company says several automakers have expressed interest in installing in coming vehicles.

■ **PERSONALIZED SAFETY:** In the future, back seats may automatically adjust to meet the safety needs of occupants of all ages, shapes, and sizes, Arbogast

OF THE NEW VEHICLES THAT CR HAS EVALUATED:

36%

have pretensioners in the rear seating positions.

38%

have load limiters in the rear seating positions.

LESS THAN

40%

have side airbags designed to protect the pelvis and torso of rear occupants.

says. Just as today's vehicles have presets that can adjust seats for comfort, tomorrow's vehicles may have presets that customize safety features for different occupants. And some of those adjustments may be automated. The driver's seat in some Mercedes-Benz and Genesis vehicles can already automatically adjust to an ideal driving position when a driver inputs his or her height and weight.

Seat manufacturers and safety researchers are working on how to use that data to optimize safety features, too. "The position of the shoulder belt adjusts to you, the seat bottom you're sitting on may adjust to you," Arbogast says. "All of that is technologically possible. It costs money, it adds weight to the car, it's not a simple calculus, but it's one we can do."

START YOUR ENGINES

What You Should Know About Booster Seats

CR recommends that kids stay in a car seat with a harness for as long as possible. Our experts explain why it's safer.



82

OVERALL SCORE

Graco Nautilus SnugLock LX \$205



INSIDE CR'S LABS

Consumer Reports' car-seat crash test simulates a 35-mph frontal crash on a real vehicle seat.

PARENTS SHOULD NOT rush to transition their growing children to the next stage of child car seats—such as moving from a harnessed seat to a booster—because each change could mean a step down in safety, CR’s child-safety experts say.

The best practice for when to safely transition your child, such as at a certain weight or height threshold, might not always match what is permitted on the manufacturer’s label, our experts have found from Consumer Reports’ car-seat testing.

This disparity highlights the risk of relying solely on the minimum car-seat manufacturer specifications when deciding the next option for your child. It also underscores the need for standardized industry practices that are government-regulated.

Despite research and recommendations from medical groups, such as the American Academy of Pediatrics (AAP), that children are safer when they remain seated in a harnessed forward-facing seat, the seat manufacturers sometimes label booster seats as being allowable for children starting at 30 pounds.

CR recommends children stay harnessed for as long as possible because of the safety benefits. We deduct points in our testing for any booster seat with a label that certifies that it can be used below a 40-pound weight threshold.

Indeed, almost half the boosters in Consumer Reports’ ratings have labels indicating that kids who are 30 pounds can safely use the seats.

Additionally, there is currently no federal standard for the side-impact performance of car seats, despite language on the seats or their packaging claiming side-impact testing.

Car-seat manufacturers conduct proprietary side-impact testing, but how they do it and the results of the tests are not public. The claims of side-impact protection vary



WHAT TO KNOW BEFORE YOU BUY

KNOW YOUR CHILD Keep track of your child’s height and weight. These factors, along with age, will determine the type of car seat you need. Health problems that affect muscle control or breathing, such as cerebral palsy and muscular dystrophy, can also affect your choice.

KNOW YOUR CAR Check the child-safety sections of your vehicle owner’s manual and study up on relevant features, such as the car’s seat belt and anchoring hardware that allow you to attach a car seat to the vehicle. That anchoring system is known as LATCH (Lower Anchors and Tethers for Children).

KNOW YOUR STORES Choose a retailer that accepts returns. Some car seats are not compatible with the back-seat cushion angle or seat-belt placement in some cars, so you may find that you need to return your car seat if it isn’t a good fit for your car.

KNOW YOUR SEAT’S EXPIRATION DATE Yes, car seats have one, usually between six and 10 years. Do not use an expired car seat, because it might not provide as much protection, including the latest safety features, or be tested to the most current standards. It’s especially important to find out the year a car seat was manufactured—and whether it was involved in a crash—if you are considering buying a secondhand seat or using a hand-me-down.

among manufacturers and don’t necessarily indicate any standardized measure of side-impact protection from seat to seat.

The National Highway Traffic Safety Administration has been mandated to develop side-impact testing standards for car seats, but that effort has languished.

Car seats have proved to be effective at reducing the potential for injury and death for children in crashes. In a crash, the risk of injury is reduced by 71 to 82 percent with car-seat use and by 45 percent with booster use (children 4 to 8 years old) compared with using the vehicle seat belt alone. The protection offered by any car seat is better than not using one.

Still, parents and caregivers should keep in mind that the minimum height, weight, and even age guidelines on the labels and instructions that come with a car seat might not always be the best in terms of a child’s overall safety.

Children are better restrained, and consequently safer, when secured by a five-point harness in a forward-facing car seat than when they’re using a seat belt in a booster seat.

Even though you might think your child seems old enough or weighs enough to transition to the next seat, there are many things to consider.

“Age is a significant factor in determining the skeletal strength of your child’s bones to withstand crash forces,” says Emily Thomas, Ph.D., automotive safety engineer at Consumer Reports’ Auto Test Center. “Allowing your child to stay harnessed up to the height or weight limit of their forward-facing harnessed car seat can help ensure that their body is strong enough to transition to a booster.”

Thomas adds that “kids in booster seats need to be able to sit upright with proper belt fit for the entire car ride. This developmental readiness may occur at different ages because every child is different.”

WHICH KIND OF CAR SEAT IS RIGHT FOR YOUR CHILD?

The first three seats below are best for most families: an infant seat for your baby's first year, a convertible until age 5 or 6, and a belt-positioning booster until your child fits your car's seat belt alone. The other two seats can be good choices for some—for example, an all-in-one for a caregiver who occasionally travels with children and a toddler booster/combination seat for parents who want to pass a convertible to a younger sibling.



INFANT SEAT

CHILD'S WEIGHT
4 to 35 pounds

Infant car seats, which are rear-facing only, are best for babies from birth to age 1. They can also be used for children up to age 2 if they meet the seat's height and weight requirements. But CR's testing shows that a convertible seat may offer added head protection for babies 1 year or older. And though some infant seats are designed for babies weighing up to 35 pounds, most children outgrow the height limit first. These seats attach to a base installed in the car and can be removed to serve as an infant carrier or snapped into a compatible stroller.



CONVERTIBLE SEAT

CHILD'S WEIGHT
5 to 50 pounds when rear-facing and 20 to 85 pounds when forward-facing

Convertible seats are typically best for children between ages 1 and 3 when in the rear-facing position, and for children ages 3 through 6 when forward-facing. The seats may also be used for kids of other ages if they fit the seat's height and weight limits. These seats are good options for several reasons. CR's tests show that convertible seats, when rear-facing, offer better head protection for children 1 year and older than do infant seats. And they allow kids to stay rear-facing longer. When your child reaches the height or weight limit of the rear-facing mode, the seat can be turned forward-facing.



BELT-POSITIONING BOOSTER SEAT

CHILD'S WEIGHT
30 to 120 pounds

These seats, which raise children up so that a car's seat belt fits correctly, should be used after a child outgrows a convertible seat, generally around age 6. Boosters should be used until a child is tall enough (4 feet, 9 inches) to properly fit just the car's seat belt, typically sometime between ages 8 and 12. These seats come in three main styles: high-back, backless, and models that can convert from high-back to backless. CR recommends using boosters in high-back mode: That better positions the shoulder seat belt and provides some side-impact protection.



ALL-IN-ONE SEAT

CHILD'S WEIGHT
4 to 50 pounds when rear-facing, 20 to 80 pounds when forward-facing, and 30 to 120 pounds in belt-positioning booster mode

All-in-one seats can serve as a child's car seat from birth up to age 12, providing good value. But CR's tests have found that by trying to do too much, they often don't do any single task all that well. These seats also lack the convenience of a detachable carrier, are usually large, and might not fit smaller babies or small cars well. Still, they make good backup seats and may work well for caregivers who only occasionally drive with children in their cars.



TODDLER BOOSTER/ COMBINATION SEAT

CHILD'S WEIGHT
22 to 90 pounds in harness mode and 30 to 120 pounds in belt-positioning booster mode

These seats, which are forward-facing only, can be used with a harness or, with the harness removed, as a booster using just the car's own seat belt. Harness mode is best for kids who are at least 2 years old until about age 6. After that, children can sit in booster mode until they are tall enough (4 feet, 9 inches) to properly fit the car's seat belt, usually between ages 8 and 12. These seats are a good and safe choice for kids who have outgrown a rear-facing seat but aren't ready for a belt-positioning booster, and can be an option if you need to pass a convertible seat to a younger sibling.

Ratings > **Buckle Up!** Our experts rate five types of car seats so that you can find the safest and most easy-to-use model for your family.



Brand + Model	Overall Score	Price	Test Results							
			Crash protection/ structural integrity	Ease of use	Fit to Vehicle					
Rear-facing LATCH	Rear-facing belt	Forward-facing LATCH			Forward-facing belt	Booster fit (with back)	Booster fit (no back)			
INFANT										
✓ Clek Liing	90	\$400	Best	↑	↑	↑	-	-	-	-
Ⓢ Chicco KeyFit	89	\$160	Best	↑	↑	↑	-	-	-	-
Ⓢ Chicco KeyFit 30	87	\$200	Better	↑	↑	↑	-	-	-	-
✓ Maxi-Cosi Mico Max Plus	85	\$300	Best	↑	↑	↑	-	-	-	-
✓ Graco SnugRide SnugLock 35 DLX	82	\$200	Better	↑	↑	↑	-	-	-	-
✓ Graco SnugRide SnugLock 35 Elite	81	\$200	Better	↑	↑	↑	-	-	-	-
✓ Chicco Fit2	81	\$280	Better	↑	↑	↑	-	-	-	-
CONVERTIBLE										
✓ Chicco NextFit Zip	85	\$300	Best	↑	↑	↑	↑	↑	-	-
✓ Britax Boulevard ClickTight	84	\$325	Best	↑	↑	↑	↑	↑	-	-
✓ Britax Marathon ClickTight	84	\$300	Best	↑	↑	↑	↑	↑	-	-
✓ Nuna Rava	81	\$450	Better	↑	↑	↑	↑	↑	-	-
Ⓢ Cosco Scenera NEXT	74	\$50	Better	↑	↑	↓	↑	↑	-	-
Ⓢ Evenflo Sure Ride	74	\$100	Best	↑	↑	↑	↑	↑	-	-
HIGH-BACK TO BACKLESS BOOSTER										
Ⓢ Evenflo Big Kid Sport (model number starting with 319)	75	\$30	Pass	↑	-	-	-	-	↑	↓
Ⓢ Evenflo Big Kid Sport (model number starting with 365)	75	\$30	Pass	↓	-	-	-	-	↑	↓
✓ Nuna Ace	72	\$200	Pass	↑	-	-	-	-	↑	↓
✓ Chicco KidFit	70	\$100	Pass	↑	-	-	-	-	↑	↑
ALL-IN-ONE										
Ⓢ Graco Milestone	79	\$230	Best	↑	↑	↑	↑	↓	↑	-
✓ Graco 4Ever	75	\$300	Best	↑	↑	↑	↑	↓	↑	-
Ⓢ Evenflo Symphony (With SureLATCH)	72	\$200	Best	↑	↑	↑	↑	↑	↑	-
Evenflo SafeMax All-in-One	64	\$280	Best	↓	↓	↑	↑	↑	↑	-
TODDLER BOOSTER/COMBINATION										
✓ Graco Nautilus SnugLock LX	82	\$205	Better	↑	-	-	↑	↑	↑	-
Ⓢ Cosco Highback Booster	75	\$42	Best	↑	-	-	↑	↑	↑	-
Ⓢ Evenflo Maestro Sport	73	\$75	Best	↑	-	-	↑	↑	↓	-
✓ Graco Nautilus 65 LX	72	\$170	Better	↑	-	-	↑	↑	↑	-

> All-Access and Digital members can find the latest, complete ratings at [CR.org/carseats](https://www.cars.com/cr.org/carseats).

HOW WE TEST: Overall Score is based on the performance of the product in all our tests. To assess **Crash protection/ structural integrity**, we simulate a

35-mph frontal collision with standard child-sized dummies to evaluate potential injuries and whether the seat remains intact. Models are rated Basic, Better, or

Best. High-back to backless boosters are assessed on a pass-fail basis. **Ease of use** is an assessment of a seat's instructions, features, and how easy it is to make

adjustments. **Fit to Vehicle** evaluates the ability to securely and correctly install each seat using seat belts and LATCH systems in a variety of vehicles.

ON THE ROAD

The cars and SUVs we're testing, plus the best midsize SUVs for less than \$45,000.

What We're Testing at Our Track

As more 2021 models are introduced, we've been adding them to our test program. Here are our first impressions of the Kia K5, Toyota Venza, and Chevrolet Tahoe that we bought, plus previews of the Nissan Rogue and Genesis GV80 that we rented from their automakers.



INSIDE
CR'S LABS

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

KIA K5

This flashy, turbocharged car may make you reconsider buying a sedan

THE 2021 K5 gives midsize sedan buyers a sleek alternative to more ho-hum-looking competitors. It's slightly longer and lower than the Optima it replaces, and offers the choice of two different turbocharged four-cylinder engines and available all-wheel drive.

Most versions will have a 1.6-liter turbo engine, with a more powerful 2.5-liter turbo reserved for the GT.

We bought an LXS trim but also rented the more upmarket GT-Line and EX trims from the manufacturer. Though our test results will be based on the LXS, these impressions are from our brief experience with all three cars.

What We Like

We like the K5's conventional controls, such as the traditional gear selector, and buttons and knobs for the climate system. The infotainment touch screen responds quickly to inputs, it's relatively easy to figure out the various menus while driving, and Android Auto and Apple CarPlay are standard.

The 1.6-liter engine delivers robust power. The mostly smooth-shifting transmission is responsive and well-tuned, forgoing a downshift at times and instead using the engine's plentiful low-to-midrange torque to deliver an extra burst of speed.

There's a surprisingly good amount of front-seat room in spite of the K5's low roofline. The driver's seat is comfortable and supportive, though the LX and LXS trims lack power adjustments. The door and center armrests are nicely placed, but the center console cuts into the driver's knee.

There's plenty of rear-seat headroom, along with a comfortable seatback angle,



good knee room, and sufficient leg support.

The attractive mix of interior materials and padded surfaces in the EX trim and above wouldn't be out of place in a luxury car.

Views out are fairly good for a curvy midsize sedan. The windshield pillars are slim, and the side windows are reasonably large. The rear pillars are thick, but the back window is quite big.

Though forward collision warning (FCW) and automatic emergency braking (AEB) with pedestrian detection are standard, blind spot warning (BSW) is standard only on the LXS trim and above.

What We Don't

Both the GT-Line and the EX trims come standard with 18-inch wheels, which we think play a part in the K5's rather jittery ride. While the LXS rides more comfortably on its 16-inch wheels, it isn't available with a power driver's seat.

Although the K5 takes off from a complete stop without hesitation, rolling stops—like when a red light turns green before you fully stop—are another matter. Hitting the gas pedal results in a momentary

delay of power. If you try to compensate by flooring the gas pedal, the power comes on in an aggressive burst that can spin the front tires.

The location of the center dash air vents means they cool your arms more than your face and torso. This was particularly obvious in this summer's hot and humid weather.

CR's Take

The K5's stylish lines make it stand out from the midsize sedan crowd, and even the base engine is competitive in the segment. Its easy-to-use controls, available all-wheel drive, and some luxury-like interior materials should broaden its appeal.

WHAT WE BOUGHT

MODEL LXS

PRICE \$25,610

ENGINE 180-hp, 1.6-liter turbocharged 4-cylinder

TRANSMISSION 8-speed automatic

DRIVE WHEELS Front

TOYOTA VENZA

Efficient and well-equipped, but this hybrid has some annoyances



THE VENZA NAME returns to Toyota's lineup after a six-year hiatus, and it is applied to a whole new, hybrid-only vehicle that fills a gap between the RAV4 and Highlander SUVs.

It has a more premium feel than the RAV4 and splits the difference in size between the small and midsize classes.

All Venzas are all-wheel drive. The 2.5-liter four-cylinder hybrid powertrain drives the front wheels, while a separate electric motor drives the rear wheels. The EPA rates the Venza at 39 mpg combined.

Our impressions are based on driving both the XLE trim that we bought and a Limited trim we rented from Toyota.

WHAT WE BOUGHT

MODEL XLE

PRICE \$40,160

ENGINE 219-hp, 2.5-liter 4-cylinder hybrid

TRANSMISSION
Electronic continuously variable

DRIVE WHEELS All

What We Like

Each of the three trim levels is nicely equipped, with the base LE getting a power driver's seat and dual-zone climate controls. Our XLE features the optional premium audio, which has a large 12.3-inch touch screen, and heated front seats, while the Limited comes with a power passenger seat, the big touch screen, and a moonroof with adjustable levels of opacity.

Toyota's hybrid leadership is evident in the Venza's smooth and responsive performance at low speeds on electric power. Like most hybrids, the engine wakes up and becomes vocal when more power is needed. It's the only thing that detracts from the SUV's refinement.

The cabin is neatly finished. It's nothing flashy, but it is well-assembled and a notable step up from the RAV4.

Testers of different sizes and proportions found the driver's seat to be comfortable, aided by appropriate torso and leg bolsters. The four-way lumbar adjustment also helped. The rear seat is comfortable and has good foot room, though it's less spacious than its peers.

Ride comfort is quite good, and handling is responsive.

All Venzas are equipped with standard forward collision

warning (FCW), automatic emergency braking (AEB) with pedestrian detection, blind spot warning (BSW), and rear cross traffic warning (RCTW).

What We Don't

The Venza's touch-screen controls make it tricky to perform some functions, like audio on and off or manual tuning while driving.

Annoyingly, the ignition button is not integrated into the dash. Instead, it looks like an aftermarket add-on that's tucked into the small storage area at the bottom of the center console. Not only does it take up the already-limited storage space but it also makes it awkward to access the USB ports.

In the Limited with the large sunroof, we learned that some drivers and passengers found headroom to be limited in the front and back seats. This may not be a problem for all occupants, but it is considering if you take a Venza for a test drive.

Cargo space is deep from front to back, but the load floor is high, impacting both lifting heavy items and limiting the interior height.

Though the Venza's narrow size may help with city parking, elbow room is tight with three adults in the back seat.

CR's Take

The Venza comes across as a Toyota sprinkled with some Lexus luxury dust—more pampering than a RAV4 but roomier than the Lexus NX. Like many Toyotas, there isn't much excitement here, but it is quite pleasant. The high level of standard and optional equipment should draw shoppers who crave frugal fuel economy in a more upscale SUV.



CHEVROLET TAHOE

Significant redesign brings a roomy cabin, a refined powertrain, and easy controls

GM UPPED THE ANTE with the Tahoe's redesign, adding inches to the wheelbase and overall length, shifting to an independent rear suspension, updating powertrains, and including new high-tech features and connectivity.

This longer Tahoe lessens the case for the massive Suburban, and the new rear suspension aids both ride and handling. Most versions get a strong 355-hp V8 engine paired with a 10-speed automatic transmission.

Though these are our first impressions, check CR.org for our final test results.

What We Like

The move to an independent rear suspension has paid dividends, and the Tahoe now absorbs bumps and rough pavement effectively. It feels a bit buoyant at high speeds but never becomes bouncy.

The interior is stunningly quiet, an accomplishment given how much air this massive machine pushes through. We wish all cars and SUVs were this quiet.

Ample power is available at any time, even when towing. The 10-speed automatic teams well with the engine, and



most shifts are imperceptible.

Chevy's clear, vivid infotainment screen is quick to react and a cinch to navigate, even when moving between Apple CarPlay and the built-in settings. The steering wheel controls are likewise easy to use. Between those and the redundant buttons under the screen, there's little need to touch the screen.

The third-row split-fold bench seat can genuinely accommodate adults. Access is decent, with a flip and slide of the second-row seats.

There is storage space everywhere you look, starting with a deep nook with a sliding door to the right of the infotainment screen. The large, two-tier center armrest can serve as a desk for a lap-top, and there's additional room underneath the lid.

The new rear suspension allows the third-row seat to fold into the floor, which creates more cargo space. Folding the second- and third-row seats opens up a huge space. The load floor is inches lower and deeper than before.

What We Don't

The button-based gear selector isn't intuitive to use. We want

to push the D to engage Drive, rather than pull. Instead, D and R (for Reverse) operate in the same manner, risking confusion. To its credit, the selector is placed high in a readily visible location.

The tall hood hurts forward visibility—a particular concern in tight quarters, parking, and maneuvering when children may be around. Our test SUV's parking sensors and the surround-view camera's overhead perspective can help offset the limitations.

You can't escape the no table body roll when the Tahoe is pushed and the light steering effort: Both traits detract from agility.

Though the cargo floor height is lower than before, it's strikingly higher than the ones in most midsize SUVs.

CR's Take

The Tahoe is a well-balanced, very functional, and high-tech vehicle capable of addressing the needs of a large, active family. We've commuted with it extensively, towed a heavy 2-ton load, and even used it as a mobile office during a storm-related power outage. So far the SUV shines for its ride quality, interior, and powertrain.



WHAT WE BOUGHT

MODEL 4WD LT

PRICE \$63,650

ENGINE 355-hp, 5.3-liter V8

TRANSMISSION
10-speed automatic

DRIVE WHEELS All

NISSAN ROGUE

Redesigned small SUV edges upscale and is a serious competitor

NISSAN'S REDESIGNED ROGUE is based on a new platform and has been upgraded in almost every way. Though it retains a 2.5-liter four-cylinder engine, it gets expanded connectivity and a rich complement of advanced safety features.

It's essentially the same size as the outgoing model, but the fresh design, solid stance, and tasteful accents signal a move upscale.

We rented a Rogue Platinum from Nissan to get some early impressions. When the Rogue goes on sale this fall, we will buy a more mainstream SV AWD trim level to test.

What We Like

This is an easy vehicle to enter. Most drivers will find that the seat is at a natural height, meaning you step into the Rogue rather than climb into it. The rear door opens a wide 90 degrees, making it a cinch for passengers to enter and easy for parents to lean in to tend to children.

The seats are quite comfortable for the class, but clearly the quilted perches in our Platinum aren't what most drivers of more mainstream trim levels will experience. That said, the stitching is impressive, with a



complex and attractive pattern that shames some luxury cars. There is good bolstering on the seatback and bottom cushion. Our drivers considered these seats to be both comfortable and supportive.

There are good forward and side views, aided by thin pillars and large side windows. The space between the door-mounted side mirrors and the front windshield pillars helps. Rear corner visibility is hurt by the thick pillars, as is common in this class.

The various controls are clearly labeled and easy to use. We appreciate the many physical buttons for common infotainment and climate control functions. The stubby electric gear selector makes a forward-back sliding motion, rather than pivoting at the base. It's unconventional and is likely to take some getting used to. The infotainment screen is large, with pleasing graphics and simple-to-read fonts, and it's flanked by convenient volume and tuning knobs.

Nissan's 2.5-liter engine is smooth, providing adequate, unobtrusive power. But it doesn't feel particularly eager. You need to tip into the revs to really wake up the engine. The CVT mimics how a

traditional automatic transmission shifts.

The Rogue is quite agile, with a natural steering feel and quick turn-in response. It stays planted even during spirited excursions, giving the driver confidence. It isn't as sporty as the Ford Escape, but it is better than most entries in the category.

What We Don't

This is a very likeable vehicle, and in our brief experience with the new Rogue we haven't discovered anything that warrants significant demerit.

About the only true dislike is that only the driver-side front window has an auto-up function, even on the Platinum trim. It is common now for at least the driver and front-passenger windows to be able to be powered up with one pull of the switch.

CR's Take

This Rogue feels like a major upgrade over the previous generation. We'll keep an eye on how nice the interior is and how quiet the cabin is in the SV version we plan to buy, vs. the Platinum trim we drove. And, of course, we'll put it through our fuel economy tests to see how it matches up with the competition.

WHAT WE RENTED

MODEL Platinum

MSRP \$36,830

ENGINE 181-hp, 2.5-liter four-cylinder

TRANSMISSION Continuously variable

DRIVE WHEELS All

GENESIS GV80

Its impressive power, comfort, agility, and tech put other luxury SUVs on notice

THE GV80 SUV is the first step in Genesis, Hyundai's luxury marque, broadening its appeal. The automaker took its time developing the GV80, creating a refined, richly appointed SUV that we think will attract attention from shoppers right from day one.

It is primarily a two-row SUV, although a tight third row is optional. There are two turbo-charged engines offered, a four- and a six-cylinder.

We rented two early examples from Genesis, giving us a chance to experience the two powertrains and two seating configurations before the GV80 went on sale.

What We Like

The base engine is quite satisfying, and it's among the better turbo-fours we've experienced, with minimal hesitation when accelerating. Plus it has a refined feel and sound once underway. The V6 is robust and delivers effortless acceleration. The eight-speed automatic shifts smoothly.

Ride, handling, and steering are impressive, making the GV80 feel tied down and connected to the road. The ride is taut, although it has good compliance for absorbing

road imperfections even with the optional 22-inch wheels on high-end versions.

You're likely to say "wow" at first glance of the interior, with its fine attention to detail and an impressive look and feel. One favorite example: A padded section on the center console provides a soft place for the driver's right knee to rub against. Many rivals just have hard plastic there.

The gauge cluster is a clear display with vivid, high-resolution graphics. In addition to the standard BSW, top trims have a video feed when a turn signal is activated: It displays the vehicle's left side in the left of the cluster and its right side in the right of the cluster.

We found the wide front seats to be comfortable and supportive. There are so many adjustments that people of all sizes should be able to find a suitable position.

The second row is roomy and comfortable, with easy access through the wide doors. Once seated, feet tuck easily under the front seats and there is adequate headroom.

What We Don't

The Achilles' heel for the GV80 is the infotainment dial—a



rotary bezel with a concave touchpad in the center. This jewel-like control is beautifully crafted, and even its operation is pleasing when fiddling with it. However, it's confusing and distracting to use for infotainment system adjustments and selections. Even using the large touch screen was frustrating. The hard-to-interpret labels add to the difficulty. It's better to use the hard keys under the screen and steering wheel controls. Many testers gave up and left whatever the default settings were, or even drove in silence. Compounding matters is the round gear selector—right next to that rotary controller.

The third-row seat is rather small, as is the norm for this class. Genesis expects very few GV80s to be sold with this extra seat, and we see why.

CR's Take

The GV80 looks sharp, and many embellishments make it more appealing the longer you spend time in the SUV. It isn't perfect, particularly the few puzzling controls. On the road it's smooth, quiet, and refined—just what one wants in a luxury SUV. It looks distinctive and feels more expensive than it is.



WHAT WE RENTED

MODEL Prestige; V6

MSRP \$48,900-\$70,950

ENGINE 300-hp, 2.5-liter turbo 4-cylinder; 375-hp, 3.5-liter turbo V6

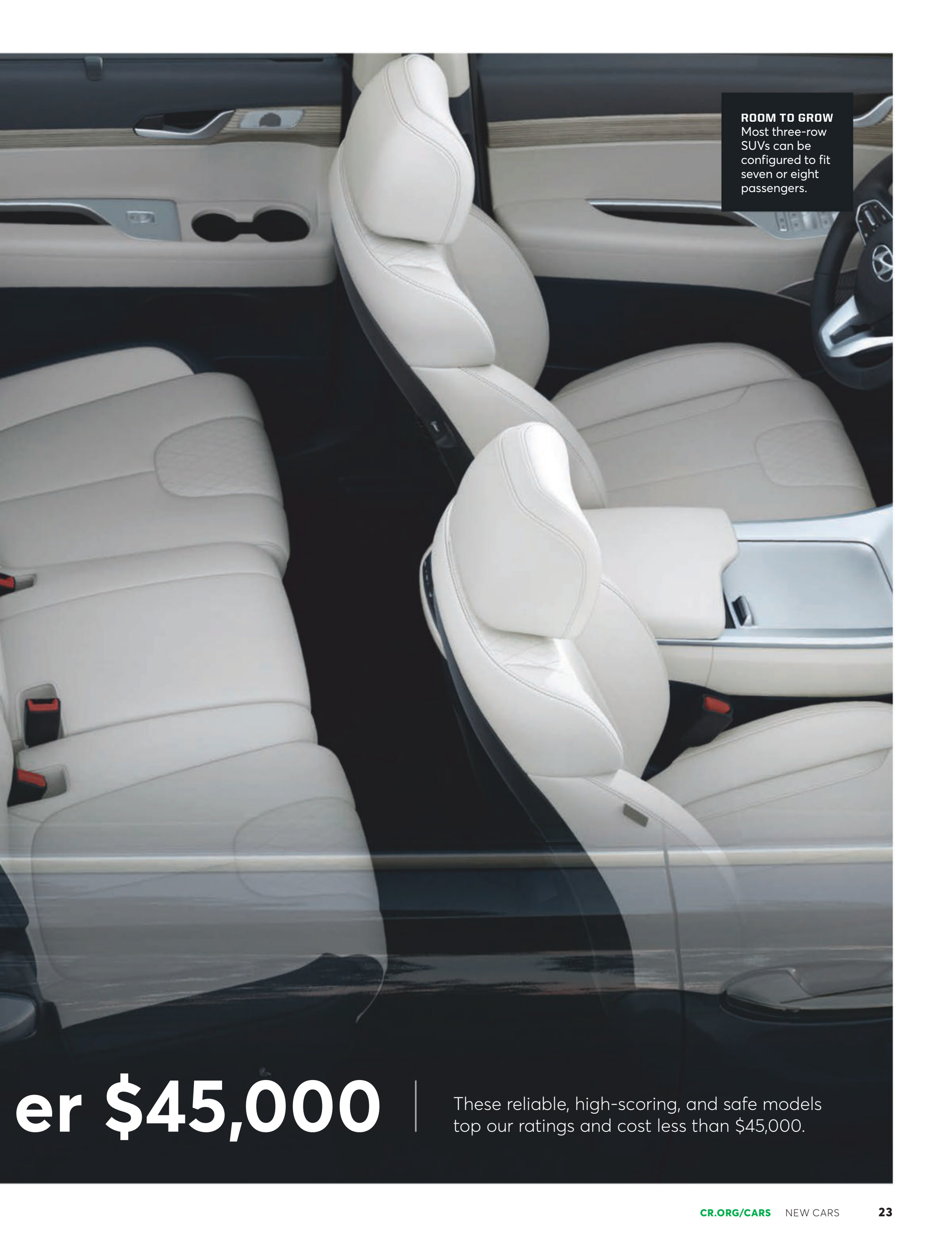
TRANSMISSION
8-speed automatic

DRIVE WHEELS All

ON THE ROAD



Best Midsize SUVs Und



ROOM TO GROW

Most three-row SUVs can be configured to fit seven or eight passengers.

er **\$45,000**

These reliable, high-scoring, and safe models top our ratings and cost less than \$45,000.

KIA TELLURIDE



VITAL STATS

97 OVERALL SCORE	97 ROAD TEST	\$40,855 PRICE AS TESTED
TRIM LINE EX	21 MPG	DRIVETRAIN 291-hp, 3.8-liter V6; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Ride
- Quietness
- Braking
- Powertrain
- Interior room
- Well-equipped for price

REASON TO SKIP

- Agility

THE WELL-APPOINTED Telluride is a formidable competitor in the segment. It delivers a refined driving experience, vast cargo room, and a shocking amount of luxury touches for its price.

The 3.8-liter V6 engine provides readily accessible power and works well with the responsive, smoothshifting eight-speed auto-matic transmission. In our tests, the Telluride ran from 0 to 60 mph in 7.2 seconds and returned 21 mpg overall. Both of these stats are competitive within this class.

Its ride is comfy, and its suspension soaks up most bumps. Despite its rugged looks, it's not designed for serious off-roading.

This big SUV isn't a sporty handler, either, and we noticed that it tended to lean into corners. Still, it zipped through our obstacle-avoidance-maneuver test without drama.

The Telluride's cabin boasts a high level of fit and finish, highlighted by a pleasing mix of soft-touch surfaces, nicely styled imitation wood, and satin-finish trim. The front seats are wide, comfortable,

and adjustable enough to suit most body types.

The second-row accommodations are also generous, but the low-perched third row is best suited for younger kids.

Infotainment and climate controls are a snap to master, and Android Auto and Apple CarPlay compatibility come standard. We like that USB ports for second-row passengers are mounted on the front seatbacks.

Forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, lane departure warning (LDW), lane keeping assistance (LKA), blind

spot warning (BSW) and rear cross traffic warning (RCTW) are standard. There's also a rear-seat reminder, and a setting that keeps the doors from being opened when a car is approaching from the rear.



BEST VERSION TO GET

The EX version brings the best balance of comfort, luxury, and convenience. It includes a three-zone automatic climate control, a leather interior with heated and ventilated front seats, and a sunroof.

HYUNDAI PALISADE



VITAL STATS

85 OVERALL SCORE	88 ROAD TEST	\$43,415 PRICE AS TESTED
TRIM LINE SEL	21 MPG	DRIVETRAIN 291-hp, 3.8-liter V6; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Powertrain
- Interior room
- Access
- Quietness

REASONS TO SKIP

- Agility
- Gear selector



BEST VERSION TO GET

Consider the SEL with the Convenience and Premium packages for leather seats, a power passenger seat, rear heated seats, and a heated steering wheel. Then add the Driver Guidance package for the active cruise control and satellite radio.

THE PALISADE IS an extremely functional, three-row family vehicle, distinguished by a no-nonsense powertrain and thoughtful interior. It joins the mechanically related Kia Telluride in disrupting the rankings within this popular vehicle class, but it trails the Telluride because of nuanced differences in ride, handling, braking, controls, and optional equipment.

Hyundai uses the same smooth, quiet, and punchy V6 engine found in the Telluride. As with the Kia, it provides effortless acceleration and returns a reasonable 21 mpg overall. The eight-speed

transmission shifts smoothly and responsively.

The SUV does a decent job absorbing bumps, though the large 20-inch wheels—common on the Palisade—compromise ride comfort. Its steering feels vague and the big SUV leans into corners, but the Palisade impressed us during the obstacle-avoidance maneuver.

The Palisade's cabin has a pleasing mix of soft-touch surfaces and textured, aluminum-look trim. It's a nice presentation, especially for the price. The Palisade can seat either seven or eight people, depending on whether the second row is a bench or two separate seats. Test drivers of various

sizes found it quite easy to get comfortable. The roomy cabin has many convenient details, such as readily accessible USB ports for the rear passengers and a handy release for the second-row seat to allow access to the third row. The infotainment system and general controls are easy to use, although some gray buttons on the center stack lack contrast and are hard to see clearly. Unlike the Telluride, the Palisade has an unintuitive, push-button gear selector.

FCW, AEB with pedestrian detection, LKA, and a rear occupant alert all come standard. Though BSW is standard on the Telluride, it's optional on the Palisade.

TOYOTA HIGHLANDER



VITAL STATS

84

OVERALL SCORE

86

ROAD TEST

\$42,843

PRICE AS TESTED

TRIM LINE
XLE (V6)

22
MPG

DRIVETRAIN
295-hp, 3.5-liter V6; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Smooth V6
- Ride comfort
- Controls are easy to use
- Second-row seats

REASON TO SKIP

- Agility

THE REDESIGNED Highlander looks, feels, and drives like its predecessor. It benefits from incremental improvements across the board and remains competitive in the class. All told, it's a smart choice for families looking for a do-it-all vehicle—but it's not a standout.

The smooth-running, lively V6 engine serves up lots of power for passing or climbing hills. It's paired with a responsive, smooth-shifting eight-speed automatic transmission. The available hybrid feels less powerful but gets an impressive 35 mpg overall.

The Highlander's ride is compliant and controlled.

Anyone who was happy with the old Highlander's dynamics will like the new model. Handling is slightly more agile, and a touch more capable when pushed to its limits. The suspension allowed pronounced body roll when driving the Toyota on our track and through our accident-avoidance maneuver.

We like the high-end materials and subtle details in the nicely appointed cabin, but the interior doesn't make a strong first impression unless you get to the top Platinum trim.

The Highlander's front seats are comfortable for many body types. Forward visibility is good, but the

view gets pinched toward the rear, a consequence of its styling.

The second-row bench seat provides good support and affords a lot of leg and elbow room. The seat slides fore and aft, and reclines in two independent sections, enabling plenty of passenger and cargo flexibility. The third row is snug, low, and firm.

Toyota has stepped up its infotainment game by finally making Android Auto and Apple CarPlay compatibility standard. The controls are easy to use.

Though FCW, AEB with pedestrian detection, LDW, and LKA are standard, BSW is optional.

BEST VERSION TO GET

At a minimum, shoppers should consider the XLE trim; those who want real leather seating and a heated steering wheel might opt for the Limited. Then decide whether you want seven- or eight-passenger seating.



MAZDA CX-9



VITAL STATS

80

OVERALL SCORE

79

ROAD TEST

\$40,470

PRICE AS TESTED

TRIM LINE
TOURING

22
MPG

DRIVETRAIN
227-hp, 2.5-liter 4-cylinder turbo; 6-speed automatic; all-wheel drive

REASONS TO BUY

- Nimble handling for its size
- Effortless power delivery
- Luxury-level ride comfort
- Very quiet cabin

REASONS TO SKIP

- Infotainment system's learning curve
- Not as roomy as competitors, especially third row
- Short on towing capacity

BEST VERSION TO GET

The Touring with the Touring Premium package includes a lot of features for right around \$40,000. Get a Signature only if you really want the brown leather or the real wood trim; it adds no functional advantage over the Grand Touring.

MAZDA'S CX-9 stands out for its agile handling, comfortable ride, and quiet interior.

Making just 227 hp on regular fuel, the CX-9 is eclipsed on paper by V6-powered rivals, but on the road it feels fleet and responsive. That said, the engine lacks the slickness and polished sound of a V6. Fuel economy is very good, at 22 mpg overall.

Most midsize three-row SUVs feel rather mundane to drive. By contrast, the CX-9 feels alert and hunkered-down when driving through the corners.

Ride comfort is commendable as well, with the CX-9 absorbing bumps with aplomb. It's also quiet inside, lending it a substantial, upscale feel.

Inside, the CX-9 looks more plush than the purposeful Pilot or Highlander rivals. Swanky top-trim Signature models have rich brown leather and real wood trim, but even our midtrim Touring is nicely trimmed.

However, the narrow cockpit might compromise comfort. Cabin room falls behind the cavernous

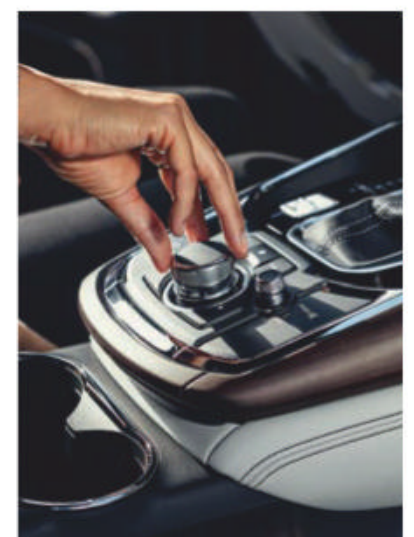


standards of the class; the other SUVs here feel more like a minivan inside than the CX-9 does.

The second-row seat is very roomy and slides forward. For anything more than a short drive, the third row is best suited for kids. Some luxuries that are available on competitors, like a panoramic sunroof, are absent from the options list.

That rakish sloping roofline contributes to a sleek design but ultimately limits cargo volume and compromises visibility.

The infotainment system uses a console-mounted controller knob to interact with the big center-dash



screen, but it's tedious and cumbersome to use.

Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, LKA, and LDW, along with adaptive cruise control, a convenience feature.

SUBARU OUTBACK



VITAL STATS

86

OVERALL SCORE

91

ROAD TEST

\$39,572

PRICE AS TESTED

TRIM LINE
XT

24
MPG

DRIVETRAIN
260-hp, 2.4-liter
4-cylinder turbo;
continuously
variable
transmission;
all-wheel drive

REASONS TO BUY

- Ride comfort
- Seat comfort
- Driving position
- Visibility
- Transmission with turbo engine

REASON TO SKIP

- Some controls

DON'T BE FOOLED by the Outback's raised wagon looks. It's a comfortable, functional vehicle that's well-suited for every-day commutes and weekend adventures. Its size and capabilities make it a slick alternative to an SUV, and its elevated ground clearance and standard all-wheel drive make it ready to tackle light off-road duties.

The Outback has a solid feel, with a ride so comfortable that it outshines some luxury SUVs. Handling is responsive and secure. We were impressed with its performance in our accident avoidance maneuver.

The standard 182-hp, 2.5-liter engine does the job

and gets good fuel economy, but it becomes loud under duress and delivers just adequate acceleration. The uplevel 260-hp turbo engine transforms the Outback, granting it effortless punch and a quieter demeanor.

The CVT faithfully mimics traditional gear shifts, and the turbo power masks some of the common CVT quirks, such as revs rising quicker (and louder) than speed. We got 24 mpg overall with the turbo engine. A Legacy we tested with the standard engine returned 28 mpg overall.

Overall, the interior has a solid and substantial feel to it. The upper dashboard is well-padded, and the

mid-dash area is also padded and stitched.

Our testers like the slightly elevated seating position and slim roof pillars, which combine to give the Outback an excellent visibility all around.

The nicely shaped leather seats offer good comfort and support. The rear seat is supportive and roomy.

The infotainment system's large, colorful screen is slow to respond to inputs and drivers must go through multiple steps to perform some common climate functions.

FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

BEST VERSION TO GET

We would gravitate toward the Limited trim for its more supportive leather seats, power passenger seat, and power rear gate. If you go for the Premium trim, be sure to add the optional blind spot warning.



FORD EDGE



VITAL STATS

83 **84** **\$42,610**

OVERALL SCORE

ROAD TEST

PRICE AS TESTED

TRIM LINE
SEL

22
MPG

DRIVETRAIN
250-hp, 2.0-liter 4-cylinder turbo; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Handling
- Quietness
- Braking
- Interior room
- Access

REASON TO SKIP

- Driving position

BEST VERSION TO GET

We recommend going with the SEL trim for the larger infotainment screen, 10-way power driver's seat, rear parking sensors, and dual-zone automatic climate control. Buyers can almost equip an SEL to a Titanium level without its larger wheels and tires.

THE EDGE IS a well-rounded vehicle that's distinguished by its handling agility, steady ride, quiet interior, and overall premium feel. A recent freshening improved acceleration and fuel economy, and Ford made key safety features standard across the model range.

Thanks to its driving experience, it feels like a more upscale vehicle. The ride has an underlying firmness, yet it effectively manages bumps and rough surfaces. Its handling inspired confidence in our drivers, with controlled body motions and responsive steering.

The standard 2.0-liter, four-cylinder turbo engine delivers smooth acceleration without any initial hesitation found in some rivals. The eight-speed automatic transmission isn't as smooth as the previous six-speed version, but the powertrain shaves a second off the 0 to 60 mph sprint. At the same time, fuel economy is 22 mpg overall. A powerful twin-turbo 2.7-liter V6 engine is available on the ST trim.

Getting in is easy because of the large door openings



and low floor. Once inside, the quiet, austere cabin is functional and dressed with soft-touch surfaces. The front seats are comfortable and supportive, but our testers found the driving position to be a bit cock-eyed because the left foot rest sits too close to the driver, creating a skewed sitting posture. The rear seat has plenty of headroom and legroom.

The Edge has easy-to-use controls, including a rotary gear selector. The infotainment system has big onscreen buttons and a streamlined touch-screen interface. Apple CarPlay and Android Auto compatibility further aid usability,



and for 2021 can connect wirelessly to the system. We found that it can be tricky to interact with the screen in the instrument panel.

Ford's standard Co-Pilot 360 system includes FCW, AEB with pedestrian detection, BSW, and LKA.

HYUNDAI SANTA FE



VITAL STATS

80

OVERALL SCORE

80

ROAD TEST

\$37,200

PRICE AS TESTED

TRIM LINE LIMITED

21
MPG

DRIVETRAIN
235-hp, 2.0-liter 4-cylinder turbo; 8-speed automatic; all-wheel drive

REASONS TO BUY

- Easy access and roomy seats
- Stylish and practical interior
- Controls are easy to use

REASONS TO SKIP

- Turbo engine's uneven power delivery
- Overly firm ride

BEST VERSION TO GET

Look for a 2020 model, which is reviewed here. They'll be discounted so dealers can make room for the 2021's. The 2.4-liter engine is less expensive and more refined than the turbo, and gets 2 mpg better fuel economy.



THE MIDSIZED SANTA FE is priced close to some top-trim versions of compact SUVs, which can make it a compelling bargain.

It's available with a 2.4-liter four-cylinder engine or an uplevel 2.0-liter turbo four-cylinder. The 2.4-liter is smooth and provides predictable power delivery. The turbo is strong, but power comes in bursts that cause the SUV to unexpectedly hesitate or launch forward. We got just 21 mpg overall, unimpressive for a small turbo engine.

The Santa Fe's composed, tied-down handling and responsive steering gave our drivers confidence when rounding corners. The ride

is overly firm, particularly with the 19-inch tires that come on turbo versions. The cabin is quiet, only disturbed by some engine noise when revved.

It's easy to enter and exit this SUV through its large doors, and the hip-height seats help passengers slide in. Once inside, the driver and passengers—particularly those in the back—will find plenty of headroom and legroom, and comfortable, supportive seats.

The Santa Fe has a modern, clean, and nicely finished cabin with well-padded surfaces, brushed metal accents, and rich materials, such as our SUV's

two-tone leather upholstery. There's plenty of interior storage space.

The controls are an example of very good ergonomics. They're clear to read and easy to master, including the quick-to-respond infotainment system. But it may be a bit of a reach for tall drivers to access the touch screen.

Cargo space is decent, but we were disappointed that the Santa Fe doesn't come with a standard cargo cover; it's a dealer-installed accessory.

All trims get standard FCW, AEB with pedestrian detection, and LKA. For 2021, the refreshed Santa Fe gets new engines and a hybrid.

NISSAN MURANO



VITAL STATS

79 **77** **\$42,085**

OVERALL SCORE

ROAD TEST

PRICE AS TESTED

TRIM LINE
SL

21
MPG

DRIVETRAIN
260-hp, 3.5-liter V6; continuously variable transmission; all-wheel drive

REASONS TO BUY

- Plush cabin
- Powerful engine
- Surround-view camera
- Quietness

REASONS TO SKIP

- Visibility to sides and rear
- Light and vague steering
- CVT idiosyncrasies

BEST VERSION TO GET

The SL trim line is in the sweet spot. Its surround-view camera, blind spot warning, and rear cross traffic warning help mitigate the restricted view out. Add the Technology package to get a moonroof and adaptive cruise control.

THE MURANO HAS all of the curves and angles of a concept car, with an interior that screams “luxury.” But those swoops interfere with outward visibility, and the driving experience doesn’t live up to the promises of the styling.

Like other Nissans with the punchy 3.5-liter V6, there’s plenty of oomph on tap. But while the CVT is among the better ones on the market, this combination seems happiest in around-town cruising. Fuel economy is 21 mpg overall, which is average for the category and better than the V6 engines in some competitors.

Whether on the street or our test track, we found the Murano’s handling predictable. It managed a modest speed through our avoidance maneuver, but at its limits the overly light steering detracted from driver confidence and enjoyment. Handling is ultimately secure, but it lacks any sporty, engaging character.

The ride is steady and absorbent, and highway travel is a smooth cruise, particularly with the

standard 18-inch wheels. Steer clear of the 20-inch wheels, which don’t do any favors for comfort.

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

The Murano’s intuitive infotainment system combines an easy-to-use interface, traditional volume and tuning knobs, and a row of onscreen buttons, making it easy to

find a desired function.

For 2021, all trims get standard FCW, AEB with pedestrian detection, BSW, LDW, RCTW, and rear automatic braking. Both BSW and RCTW are essential, given the Murano’s poor side and rear visibility.



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

Wet track testing tells us how well tires stop and handle on wet pavement and resist hydroplaning.

Do I Have to Replace All 4 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 all-wheel-drive vehicles may need to replace all four tires even if only one is damaged so that tire diameters match, which ensures even traction and prevents damage to the AWD system. This can be costly when just one tire goes flat or is damaged. Now there's a less expensive option: shaved tires. Owners can buy one tire from Tire Rack (888-541-1777) 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. Additionally, 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 $\frac{6}{32}$ -inch. Other retailers may offer a similar service, but the equipment required to properly shave a tire's tread isn't common.

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 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 at a track in New York. (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. Last, we conducted extensive treadwear tests on public roads in western Texas.

Warranty Worries

Tires commonly have a ride uniformity warranty, covering manufacturing defects that can affect ride quality. This warranty 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 and uniformity 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 industry standards for snow traction.

■ **Owners should investigate** online the cost and difficulty of replacing tires. (The tire size is on the sidewall and a sticker

on the doorjamb on the driver's side.) 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 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
Sumitomo Encounter HT	53	\$139	↑	↓	↓	↑	↓	NA	↓	↑	↑	65,000
Toyo Open Country H/T II	51	\$169	↓	↓	↓	↓	↑	NA	↓	↑	↑	75,000
Nitto Dura Grappler	51	\$164	↑	↓	↓	↓	↓	NA	↓	↑	↓	70,000
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
Pirelli Scorpion All Terrain Plus	54	\$159	↓	↓	↓	↑	↑	NA	↓	↑	↑	55,000
Nokian Rotiiva AT	54	\$166	↑	↓	↓	↑	↑	NA	↓	↑	↑	50,000
Sailun Terramax A/T 4S	53	\$133	↑	↓	↓	↑	↓	NA	↓	↑	↑	40,000
Maxxis Bravo A/T 771	50	\$134	↑	↓	↓	↑	↓	NA	↓	↓	↓	50,000
Nitto Terra Grappler G2	48	\$179	↓	↓	↓	↑	↑	NA	↓	↓	↑	70,000

PHOTO: JOHN POWERS/CONSUMER REPORTS

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)
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
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
Nexen Roadian GTX	60	\$151	↑	↓	↓	↑	↑	NA	↓	↑	↑	45,000
Nitto NT421Q	58	\$148	↑	↓	↓	↑	↑	NA	↓	↑	↓	60,000
WINTER/SNOW TRUCK TIRES												
✓ Michelin Latitude X-Ice XI2	72	\$189	↓	↓	↓	↓	↑	NA	↑	↑	↑	NA
✓ Nexen Winguard Winspike WS62	72	\$128	↓	↓	↓	↓	↑	NA	↑	↓	↑	NA
✓ Nokian Hakkapeliitta R3 SUV	71	\$170	↓	↓	↓	↓	↑	NA	↑	↑	↑	NA
✓ General Grabber Arctic	70	\$129	↓	↓	↓	↑	↑	NA	↑	↑	↑	NA
✓ Bridgestone Blizzak DM-V2	69	\$169	↓	↓	↓	↓	↑	NA	↑	↓	↑	NA
Hankook i*Pike RW11	67	\$166	↓	↓	↓	↑	↑	NA	↑	↓	↑	NA
Goodyear WinterCommand	66	\$155	↓	↓	↓	↓	↑	NA	↓	↓	↓	NA
Firestone Winterforce 2 UV	65	\$139	↓	↓	↓	↑	↑	NA	↓	↑	↑	NA
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

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)
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
Bridgestone Turanza Serenity Plus	59	\$147	↑	↓	↑	↑	↓	↓	↓	↑	↓	65,000
Toyo Celsius [†]	53	\$113	↓	↓	↓	↑	↑	↑	↓	↓	↓	60,000

WINTER/SNOW CAR TIRES												
✓ Bridgestone Blizzak WS90	71	\$127	↓	↓	↓	↑	↑	↑	↓	↓	↓	NA
✓ Cooper Discoverer True North	70	\$92	↓	↓	↓	↓	↑	↑	↑	↑	↓	NA
✓ Hankook Winter i*Cept iZ2	70	\$101	↓	↓	↓	↑	↑	↑	↑	↑	↑	NA
✓ Continental WinterContact SI	69	\$121	↓	↓	↓	↑	↑	↑	↑	↑	↑	NA
✓ Michelin X-Ice XI3	68	\$98	↓	↓	↓	↑	↑	↑	↓	↑	↑	NA
✓ Nokian Hakkapeliitta R3	68	\$147	↓	↓	↓	↑	↑	↑	↓	↓	↑	NA
General Altimax Arctic 12	67	\$84	↓	↓	↓	↑	↑	↑	↓	↑	↓	NA
Nexen Winguard Ice Plus	66	\$99	↓	↓	↓	↑	↑	↑	↑	↑	↓	NA
Falken HS449 Eurowinter	64	\$91	↓	↓	↓	↑	↑	↑	↑	↓	↓	NA

Digital and All Access members can find the latest, complete ratings at [CR.org/tires](https://www.cr.org/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.

[†] All-weather model.

Standout Models

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



BMW X5
This top-rated luxury SUV carries five adults in comfort.



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

Volkswagen Golf

Fuel-Efficient

Toyota Corolla Hatchback



Volkswagen Golf

86

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



Nissan Sentra

77

OVERALL SCORE

Cars

MIDSIZED 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
- Ford Fusion
- Nissan Altima

Fuel-Efficient

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



Toyota Camry

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
- Dodge Charger
- Kia Cadenza
- Chrysler 300
- Nissan Maxima



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 their warranty ends, some have complex and distracting controls.

Best Compact

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

Best Midsize & Large

- BMW 7 Series

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



Audi A4

87

OVERALL SCORE

CR'S TEST DATA & RATINGS Standout Models

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 Hybrid



Subaru Forester

89
OVERALL SCORE

MIDSIZED

\$37,000-\$50,000

PROS

Versatility, good interior and cargo space, 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

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, spotty reliability for some.

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, spotty reliability for some.

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
- Subaru BRZ
- 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, exposed cargo areas, 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.

- **Price as tested** is the sticker price at the time we bought the tested vehicle.
- **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Surveys; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For informa-

tion on safety and crash tests, see page 190.

- **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 a brand's

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

- **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.
- **Overall mpg** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.
- **High and lows** give a summary of a model's notable strengths and weaknesses.

Key to the Ratings

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

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

Why Some Vehicles Aren't Rated

Some models have been redesigned or extensively updated since our last test and are scheduled to be included in future road tests. These include the Acura MDX and TLX; Buick Envision; Cadillac Escalade; Chevrolet Corvette and Suburban; Ford F-150; Genesis G80; GMC Yukon XL; Hyundai Elantra and Tucson; Jaguar XF; Kia Sorento; Lexus IS; Mercedes-Benz S-Class; Nissan Rogue; and Toyota Sienna and Venza. For more, check future issues of CR Cars or [CR.org](https://www.consumerreports.org).

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
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.
Toyota Mirai (2020)	65	\$58,335	↑	↑	61	67 ¹	Long range for an EV, relatively quick fill-ups, ride, emits only water vapor.	Only seats 4, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL.
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.
✓ 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 advanced 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.

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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								
✓ Volkswagen Golf	86	\$25,315	⬆️	⬆️	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Hard to find.
✓ 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, relatively roomy rear-seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap.
Fiat 500L Pop	25	\$24,595	⬇️	⬇️	50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position, no advanced safety features offered.
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, standard all-wheel drive.	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.
✓ Honda Clarity Plug-in Hybrid	80	\$34,290	⬆️	⬆️	74	110 ^① / 39 ^②	Acts as an EV for short distances, ride, interior room, reliability.	Clumsy handling, front-seat comfort, confusing controls, small gas tank for long trips.
✓ Ford Fusion Titanium (2.0T)	79	\$33,180	⬇️	⬆️	83	22	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.
✓ Nissan Altima 2.5 SV	79	\$29,330	⬆️	⬇️	81	31	Controls, fuel economy, rear seat room.	Agility, ride, ease of entry.
✓ Ford Fusion SE (1.5T)	78	\$27,720	⬇️	⬆️	81	24	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.

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

CARS: MIDSIZED *Continued*

✓ Ford Fusion Hybrid SE	77	\$28,290	↓	↑	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, rear seat, small trunk opening.
✓ 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.

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.
✓ Dodge Charger R/T Plus (V8)	79	\$40,375	↑	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Visibility, access, optional advanced safety equipment.
✓ Kia Cadenza Technology	79	\$36,945	↓	↓	91	24	Acceleration, smooth powertrain, quietness, braking, interior room, controls.	Lacks agility.
✓ Chrysler 300 C (V8)	78	\$45,650	↑	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Expensive optional advanced safety equipment.
✓ Chrysler 300 Limited (V6)	78	\$38,335	↑	↑	83	22	Transmission, ride, quietness, seat comfort, fit and finish.	Expensive optional advanced safety equipment.
✓ Dodge Charger SXT (V6)	78	\$34,510	↑	↑	82	22	Transmission, quietness, ride, interior room, feature content.	Visibility, access, optional advanced safety equipment.
✓ Nissan Maxima Platinum	77	\$41,995	↑	↓	81	25	Acceleration, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.

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 [Ⓜ]	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.
✓ Audi A3 Premium	69	\$31,495	↓	↓	77	27	Handling, solid feel, braking.	Rear seat, some controls.

[Ⓜ] Miles-per-gallon equivalent (MPGe). [Ⓜ] Miles per gallon while running on gas engine.

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Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
CARS: LUXURY SMALL <i>Continued</i>								
✓ 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.
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)	43	\$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.

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

SPORTS CARS *Continued*

✓ 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.
✓ Subaru BRZ Premium	78	\$27,117	↑	↑	79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating, no advanced safety features offered.
✓ Toyota 86	77	\$25,025	↑	↑	78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating, no advanced safety features offered.
✓ 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, automatic emergency braking not offered.
✓ Nissan 370Z Touring	73	\$38,565	↓	↓	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access, no advanced 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

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.

① Miles-per-gallon equivalent (MPGe).

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-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.
✓ Hyundai Kona SEL (2.0L)	77	\$25,025	↑	↓	71	26	Agility, braking, controls, fuel economy, reliability.	Ride, noise, acceleration.
✓ 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, advanced 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.

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

SUVs: SMALL *Continued*

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.

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, standard all-wheel drive.	Some controls require multiple steps.
Ford Edge SEL (2.0T)	83	\$42,610			84	22	Quietness, handling, braking, interior room.	Driving position.
Hyundai Santa Fe Limited (2.0T) (2020)	80	\$37,200			80	21	Handling, controls, rear-seat room.	Uneven power delivery with turbo engine.
Nissan Murano SL	79	\$42,065			77	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing 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.

Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
SUVs: MIDSIZED (3-ROW) Continued								
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.
Nissan Pathfinder SL	54	\$40,470	⬇️	⬇️	72	18	Roominess, controls, access.	Reliability, handling, fuel economy, rear visibility, second-row thigh support.
Dodge Durango GT (V6)	49	\$43,525	⬇️	⬇️	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability, fuel economy.
Ford Explorer XLT (2.3T)	42	\$49,940	⬇️	⬇️	78	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
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 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	53	\$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.

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

SUVs: LUXURY SMALL *Continued*

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.
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	51	\$48,070			69	21	Handling, fit and finish.	Reliability, uneven power delivery, ride, visibility, controls.
Jaguar F-Pace Prestige	50	\$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.

[□] Miles-per-gallon equivalent (MPGe).

Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
SUVs: LUXURY MIDSIZED (2-ROW) <i>Continued</i>								
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.
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.

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

SUVs: LUXURY LARGE *Continued*

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.
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 profiles, along with the vehicle ratings (page 46) and our data charts (starting on page 184), to narrow your choices.

1. RECOMMENDED VEHICLES

These are the vehicles that did well in CR's Overall Score within their category. The score includes CR's stringent testing, reliability, owner satisfaction, and safety. These vehicles must perform well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. MODEL-LINE 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 drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers that can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and **Transmissions** show the different drivetrain choices.

3. FACTS & 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

RATINGS KEY

WORSE ← | → BETTER

RECOMMENDED

1

2

3

4

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 city speeds (AEB city) and/or at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), and blind spot warning (BSW). We use Opt. to indicate that the system is optional 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 1.

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 high-way 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.

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 previous 12 months, 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 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, the transmission is reluctant to downshift, making the car seem lethargic when drivers need power. The stiff, jumpy ride and mundane handling are out of place in a luxury compact sedan. Road noise is incessant. The infotainment system is convoluted and overly distracting. Most advanced safety features are standard, but blind spot warning is optional. Acura has added lumbar support adjustment for the driver recently.

\$25,900-\$31,780

BASE PRICE RANGE

61

ROAD TEST



ADAS



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 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.

\$45,000-\$62,000E

BASE PRICE RANGE

NA

ROAD TEST



ADAS



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: 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (335 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **NA**

Width (in.) **NA**

Height (in.) **NA**

Wheelbase (in.) **NA**

Weight (lb.) **NA**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NA**

FUEL

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	⬇	⬇	⬆



Acura RDX

65 OVERALL SCORE

The RDX drives nicely, but its convoluted and distracting controls hurt the overall package. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic transmission. This powertrain proves energetic once it gets past its initial hesitation. We got 22 mpg overall. The RDX is enjoyable to drive, with a lively and engaging feel, and nimble handling. Living with the RDX is challenging 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 seats are comfortable, and interior room is on a par with the class. All RDXs come standard with forward collision warning and automatic emergency braking with pedestrian detection, but blind spot warning is optional.

\$38,200-\$48,000
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

NA OVERALL SCORE

The redesigned TLX is an 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 the pairing feels energetic. Front-wheel drive is standard, with all-wheel drive optional; the more powerful Type S only gets AWD. The ride is quite comfortable and handling is nimble, but the driving experience is underwhelming. Road and engine noise undermine the premium pretense. Drivers interact with the infotainment display via a fussy touchpad. We found this system very distracting and unintuitive to use. Forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance are standard, but blind spot warning is part of an option package.

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

NA 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.) **NA**

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

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	⬆️	⬆️	⬇️



Alfa Romeo Giulia

43

OVERALL
SCORE

Alfa's compact luxury sport 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 even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall on premium gasoline. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but that performance comes at the expense of comfort. Forward collision warning and automatic emergency braking are standard, and Alfa made the infotainment system more user friendly.

\$39,400-\$74,500

BASE PRICE RANGE

70

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Quadrifoglio, Sport, Ti, Ti Sport, Ti Lusso

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.

\$41,400-\$80,500

BASE PRICE RANGE

74

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, Quadrifoglio, Sport, Ti, Ti Sport, Ti Lusso

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 ✓

69 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

77
ROAD TEST

Opt.
ADAS

↑
RELIABILITY

⬇️
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 **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	⬇️	*	*

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, mated to a well-matched 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 forward collision warning and city-speed automatic emergency braking with pedestrian detection. For 2021 lane departure warning and lane keeping assistance are standard. The Allroad wagon version adds versatility, but the Q5 SUV has more cargo room.

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

88
ROAD TEST

↑
ADAS

↑
RELIABILITY

↑
SATISFACTION



OVERVIEW

BODY STYLES: sedan; wagon
TRIM LINES: Allroad, Premium, Premium Plus, Prestige, S4
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (261 hp); 3.0-liter V6 turbo (349 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **186**
 Width (in.) **73**
 Height (in.) **56**
 Wheelbase (in.) **111**
 Weight (lb.) **3,630**
 % Weight Front/Rear **56/44**

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

FUEL
 Premium
 CR Overall mpg **27**

RELIABILITY HISTORY

	'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 A5

NA OVERALL SCORE The A5 is based on the A4, and is available in coupe, convertible, and hatchback bodystyles. 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 forward collision warning and city-speed automatic emergency braking with pedestrian detection. For 2021 lane departure warning and lane keeping assistance are standard. The more sporty 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
U RELIABILITY	U 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
EPA Combined mpg **27**

RELIABILITY HISTORY

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



Audi A6

77 OVERALL SCORE The Audi A6 features lots of new technology, including an advanced infotainment system. 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 before launch or from a rolling stop. In our tests, the four-cylinder returned a commendable 26 mpg overall. 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. Forward collision warning and automatic emergency braking 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	U 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 (248 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	U	I	*
Engine, Major	U	U	*
Engine, Minor	U	U	*
Engine, Cooling	U	U	*
Transmission, Major	U	U	*
Transmission, Minor	U	U	*
Drive System	I	I	*
Fuel System	D	U	*
Electrical	U	U	*
Climate System	U	U	*
Suspension	U	U	*
Brakes	D	U	*
Exhaust	U	U	*
Paint/Trim	U	I	*
Noises/Leaks	D	D	*
Body Hardware	U	I	*
Power Equipment	U	I	*
In-Car Electronics	D	D	*



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. Forward collision warning, automatic emergency braking, and lane departure warning 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
 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	*	*	*

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. Those passengers traveling in the rear seat will find limo-like room. Forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance are standard.

\$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 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. Thick pillars at the rear hinder visibility, but blind spot warning is optional.

\$36,000-\$39,300

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 (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. The available Audi Virtual Cockpit lets drivers switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. All Q5 trims come standard with forward collision warning, city-speed automatic emergency braking, lane departure warning, lane keeping assistance, blind spot warning, and rear cross traffic warning. An optional package is required to get high-speed automatic emergency braking and adaptive cruise control with traffic-jam assist.

\$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. Forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, 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, 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 forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning and lane keeping assistance. For 2021 blind spot warning 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

⬆️
ADAS

⬇️

RELIABILITY

⬆️

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 advanced safety systems, a disappointment for a car in this price range.

\$49,800-\$72,500

BASE PRICE RANGE

84
ROAD TEST

Opt.
ADAS

1
RELIABILITY

1
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	*	*	*

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 advanced safety features. The E-Tron's 95-kilowatt-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 near empty through a 240-volt connector. The standard air suspension gives the Audi a super-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		⬇️	*



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 contributes 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. Forward collision warning and city-speed automatic emergency braking with pedestrian and cyclist detection are standard. All-speed automatic emergency braking, blind spot warning, and lane departure warning are optional. The M340i with a 3.0-liter turbo six-cylinder and the 330e plug-in hybrid are new.

\$41,250-\$72,800
 BASE PRICE RANGE

86 ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION
 ⬆️ ADAS



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 in a more stylish, two-door coupe guise. The iDrive infotainment system is slick and comprehensive but takes some getting used to. Two turbocharged engines are available: a 255-hp, 2.0-liter four-cylinder and a 382-hp, 3.0-liter six-cylinder with a 48-volt mild-hybrid setup to support accessories without hurting fuel consumption. The sole transmission is an eight-speed automatic. Rear- and all-wheel drive is available. Forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, lane departure warning, lane keeping assistance, and rear cross traffic warning are all standard.

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

NA ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION
 ⬆️ ADAS



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 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid is a compelling version. It can go about 20 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Forward collision warning and city-speed automatic emergency braking 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 current BMW 7 Series aced our tests. It has 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 the 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. The 8 is a resurrected series that was BMW's flagship coupe in the 1990s. The modern 8 Series is meant to compete with other six-figure boutique cruiser-type cars, offering a mix of luxury, high-tech features, power, and exclusivity. The 8 comes with a turbocharged six-cylinder or V8 engine, mated to an eight-speed automatic and all-wheel drive. We found the Six 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. Note that for that style and exclusivity, the 8 compromises access, visibility, and room.

\$85,000-\$130,000
BASE PRICE RANGE

NA ROAD TEST
1 RELIABILITY
1 ADAS
1 SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe; sedan
TRIM LINES: 840i, M8, M850i
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 X1

73 OVERALL SCORE The X1 shares a platform with the Mini Cooper and 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 its relatively low ride height, the X1 almost feels like driving a sedan. Although capable and responsive, the X1's ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior exudes quality and the controls are relatively easy to use. The front seats are rather short and flat, however, and it's too easy for rear-seat passengers to hit their shins against the backs of the front seats. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is not available.

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

74 ROAD TEST
1 RELIABILITY
1 ADAS
1 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	1	*	*
Engine, Major	1	*	*
Engine, Minor	1	*	*
Engine, Cooling	1	*	*
Transmission, Major	1	*	*
Transmission, Minor	1	*	*
Drive System	1	*	*
Fuel System	1	*	*
Electrical	1	*	*
Climate System	1	*	*
Suspension	1	*	*
Brakes	1	*	*
Exhaust	1	*	*
Paint/Trim	1	*	*
Noises/Leaks	1	*	*
Body Hardware	1	*	*
Power Equipment	1	*	*
In-Car Electronics	1	*	*



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 than an SUV. Its gutsy 228-hp turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. An M35i performance version is available. 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 forward collision warning and automatic emergency braking with pedestrian detection. Blind spot warning is not available.

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

77 ROAD TEST
 ⬇️ ADAS
 ⬆️ RELIABILITY
 ⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M35i, sDrive28i, xDrive28i
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (301 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **172**
 Width (in.) **72**
 Height (in.) **60**
 Wheelbase (in.) **105**
 Weight (lb.) **3,645**
 % Weight Front/Rear **58/42**

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

FUEL
 Premium
 CR Overall mpg **25**

RELIABILITY HISTORY

	'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 OVERALL SCORE
 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 forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and lane departure warning. A plug-in hybrid version is new for 2021.

\$43,000-\$69,900
 BASE PRICE RANGE

92 ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ ADAS
 ⬆️ 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 new safety technology and an inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp 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 expect similar performance from the X4. Forward collision warning and automatic emergency braking 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

1
RELIABILITY

▲
ADAS

▲
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 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 forward collision warning, city-speed automatic emergency braking with pedestrian and cyclist detection, blind spot warning, lane departure warning, and rear cross traffic warning.

\$59,400-\$105,100
BASE PRICE RANGE

98
ROAD TEST

1
RELIABILITY

▲
ADAS

▲
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M, M50i, sDrive40i, xDrive40i, xDrive45e
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter 6 turbo (335 hp); 3.0-liter 6 hybrid (389 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600 hp); 4.4-liter V8 turbo (617 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **194**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **117**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'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 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. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A 3.0-liter turbo six-cylinder is also available.

\$49,700-\$63,700

BASE PRICE RANGE

86
ROAD TEST

1
ADAS

1
RELIABILITY

2
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		*	*

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

1
RELIABILITY

2
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	*	*	*



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 both 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. Some of the standard advanced safety features includes forward collision warning and automatic emergency braking 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 being redesigned for 2021. The Chinese-built Envision uses a 2.0-liter turbocharged four-cylinder paired to a nine-speed automatic. Both front- and all-wheel drive are available. The previous-generation Encore we tested has clumsy handling, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, soft and unsettled at the same time. Access is easy, and the rear seat is relatively roomy. The infotainment system is easy to use. The Envision comes standard with forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.

\$33,000-\$44,000E

BASE PRICE RANGE

NA

ROAD TEST

1

ADAS

1

RELIABILITY

1

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Preferred, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (252 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**

Width (in.) **72**

Height (in.) **67**

Wheelbase (in.) **108**

Weight (lb.) **4,050**

% Weight Front/Rear **59/41**

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **32.5**

Towing Capacity (lb.) **1,500**

FUEL

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	↑	↑	↑



Cadillac CT4

65

OVERALL SCORE

The Cadillac CT4 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, forward collision warning and automatic emergency braking with pedestrian detection are standard on. In addition, Cadillac's Super Cruise driver assistance system is now available.

\$33,395-\$44,895

BASE PRICE RANGE

78
ROAD TEST

⬇️
ADAS

✓
RELIABILITY

⬆️
SATISFACTION



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 replaced the CTS. We found that it 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 hesitate before upshifting. Both rear- and all-wheel drive are available. Controls are more user-friendly, but the gear selector might take some getting used to. The front seats are very comfortable but the rear cabin is short on headroom. Standard safety systems include forward collision warning and city-speed automatic emergency braking 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

⬇️
ADAS

✓
RELIABILITY

⬆️
SATISFACTION



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 are redesigned for 2021, growing in size and features. As before, the Escalade shares much with the similar Chevrolet Tahoe and Suburban and the GMC Yukon and Yukon XL, including the move to a contemporary independent rear suspension. This promises to improve ride and allow for more rear cargo space. The standard engine is a 420-hp, 6.2-liter V8. There's also a diesel engine offered, a 277-hp, 3.0-liter six cylinder. 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 available premium stereo. The Escalade comes with forward collision warning and automatic emergency braking with pedestrian detection. Plus it offers the latest version of Super Cruise automated driving system.

\$77,490-\$107,290

BASE PRICE RANGE

NA ROAD TEST	I 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. Forward collision warning, and city-speed automatic emergency braking with pedestrian detection are standard.

\$35,795-\$42,495

BASE PRICE RANGE

78 ROAD TEST	I ADAS
↓ RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Luxury, Premium Luxury, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (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		I	*
Drive System		↑	*
Fuel System		↑	*
Electrical		↑	*
Climate System		↓	*
Suspension		↑	*
Brakes		↓	*
Exhaust		↑	*
Paint/Trim		↑	*
Noises/Leaks		↓	*
Body Hardware		↓	*
Power Equipment		↑	*
In-Car Electronics		↑	*



Chevrolet Blazer

67 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 only on front-wheel-drive versions. The all-wheel-drive ones get a 305-hp V6. The Blazer rides and handles well, it's 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 advanced safety features beyond blind spot warning and rear cross traffic warning, buyers have to pick an expensive option package that's available only on the high-end versions. Getting automatic emergency braking, forward collision warning, lane departure warning, and lane keeping assistance bumps the price up considerably. A turbocharged 2.0-liter four-cylinder engine is also available.

\$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 The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 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. Forward collision warning, city-speed automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning are all optional.

\$36,620-\$41,020

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 rear-seat room is extremely tight. Also available is a performance ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic.

\$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 both the V6 engine, which returned 18-mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended-cab and crew-cab body styles. Inside are the latest electronics, including the easy-to-use infotainment system. These small trucks offer forward collision and lane departure warnings. Recent updates include a new Infotainment system and an available locking tail gate.

\$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 all-new Corvette Stingray underwent a radical shift for 2020: The iconic sports car shifts to a mid-engine design like exotic supercars 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 there's no manual transmission available. Chevrolet claims the Corvette with the Z51 performance package can go from 0 to 60 mph in less than 3 seconds. We drove an early version of the new Corvette and found it to be extremely agile, with an invigorating sound, and yet the ride is docile. Rear and side visibility are severely hampered. There are small cargo spaces up front and under the rear glass. Blind spot warning 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 quite 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. Forward collision warning and city-speed automatic braking 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 second 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 3 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 new 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. The news for 2021 is more trim lines will be available with important safety features, such as forward collision warning and automatic emergency braking.

\$28,600-\$57,200
 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, bare-bones runabout doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal, at just 33 mpg overall. Handling is very responsive, but the overly sensitive steering makes the Spark a bit too darty at highway speeds and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The 7-inch color display houses Chevy's latest Infotainment 3 system, making the Spark up to date on the connectivity front. Available advanced safety features include forward collision warning and lane departure warning.

\$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

NA

OVERALL
SCORE

The new Suburban entered the modern era with an independent rear suspension that improved 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, thanks to the electro-magnetic suspension. Handling is rather ponderous but safe. 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 Suburban and the tall hood cuts forward visibility. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning, lane departure warning, and lane keep assistance are optional.

\$51,700-\$75,300

BASE PRICE RANGE

NA
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.) **NA**

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

Towing Capacity (lb.) **8,100**

FUEL

Regular or diesel

EPA Combined mpg **17**

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 OVERALL SCORE

The new Tahoe entered the modern era with an independent rear suspension that improved 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, due to its electro-magnetic 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. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning, lane departure warning, and lane keeping assistance are optional.

\$49,000-\$72,600
BASE PRICE RANGE

73 ROAD TEST

RELIABILITY: ✓ SATISFACTION: ↑

ADAS: ↓



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.) **8,200**

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 OVERALL SCORE

Chevrolet resurrected the Trailblazer name for its sub-compact SUV which, size-wise, is positioned between the Trax and the Equinox. It shares a platform 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 are 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 automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance. It also offers optional blind spot and rear cross traffic warning.

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

66 ROAD TEST

RELIABILITY: ✓ SATISFACTION: ↓

ADAS: ↓



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 SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. Front- and second-row captain's seats are comfortable, and the third row is roomy. An eight-passenger configuration is available on lower trims. We like the intuitive infotainment system. The manual sun-roof shades are out of place in the \$50,000 Premier trim. Forward collision warning and automatic emergency braking 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 TEST

Opt.
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, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder engine and six-speed automatic transmission, a combination that doesn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and basic overall, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. At around \$26,000, our tested Trax LT with all-wheel drive cost as much as larger, more substantial compact SUVs.

\$21,400-\$23,820
BASE PRICE RANGE

55
ROAD TEST

Opt.
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 only available 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 charge. The Uconnect infotainment system is easy to use. The last freshening added a gear selector knob and a big information screen in the gauge cluster. Forward collision warning and automatic emergency braking are available.

\$30,445-\$37,395

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 Pacifica minivan is updated for 2021, and is available with all-wheel drive. It also adds the next-generation Uconnect infotainment system, and higher-end Pinnacle trim level. The Pacifica is offered in seven- or 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 with an electric range of about 30 miles before it transitions to hybrid operation and gets 27 mpg overall. Standard safety equipment includes forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance. The Voyager is now the lower-priced Chrysler minivan.

\$35,045-\$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	⬇️	⬇️	↑



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. Performance ranges 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. Blind spot warning, rear cross traffic warning, and forward collision warning are available. All-wheel drive is optional with the V6 engine.

\$28,295-\$79,595
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 OVERALL SCORE Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat Redeye's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. Forward collision warning, automatic emergency braking, and lane keeping assistance are available.

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

82-85
ROAD TEST

RELIABILITY

Opt.
ADAS

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 OVERALL SCORE
 Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect 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. New for 2021 is a 710-hp SRT Hellcat version.

Fiat 500L

25 OVERALL SCORE
 The 500L has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an awkward driving position that dictates bent knees and stretched arms. The Fiat also scored a Poor in the IIHS small-overlap frontal crash test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fiat dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic. Important safety features such as forward collision warning and automatic emergency braking are not offered.

\$31,765-\$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	⬇️	*	*

\$22,500-\$24,645
 BASE PRICE RANGE

50
 ROAD TEST

NA
 ADAS

⬇️
 RELIABILITY

⬇️
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Lounge, Pop, Trekking
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.4-liter 4 turbo (160 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **167**
 Width (in.) **70**
 Height (in.) **66**
 Wheelbase (in.) **103**
 Weight (lb.) **3,330**
 % Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **860**
 Cargo Volume, cu.ft. **22.5**
 Towing Capacity (lb.) **NR**

FUEL

Premium
 CR Overall mpg **27**

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 While the 500X may look appealing, the more time drivers they spend with it, the more its appeal wanes. The small SUV suffers from a stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier version of the discontinued Fiat 500, the X is a sibling vehicle to the Jeep Renegade, and it 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, and there are a number of available advanced safety features, including forward collision warning, automatic emergency braking, and blind spot warning.

\$24,590-\$29,495
BASE PRICE RANGE

50
ROAD TEST

Opt.
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pop, Trekking, Urbana
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.) **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	*	*	*



Ford Bronco

NA 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 available removable hardtop. There are seven trim levels, spanning 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 7-speed manual and a 10-speed automatic. The interior features a variety of off-road specific features, such as floor drains, water-resistant controls, 360-degree camera, and navigation with trail maps powered by Ford's new Sync 4 infotainment system. Standard safety equipment includes forward collision warning and automatic emergency braking 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
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			



Ford Bronco Sport

NA
OVERALL SCORE

The all-new 2021 Bronco Sport is aimed at small SUV buyers who have a penchant for off-road adventure. It's based on the Escape, but increased ground clearance, a more serious four-wheel-drive system, and short overhangs make it a rugged off-road player in the small SUV segment. Lower trims come with a 181-hp, turbocharged three-cylinder engine, with higher trims getting a 245-hp, 2.0-liter turbo four-cylinder. An 8-speed automatic and 4WD come standard. Inside, there's an 8-inch touch-screen infotainment system, with standard Android Auto and Apple CarPlay compatibility. Standard advanced driver assistance features include forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic warning, lane keeping assistance, and automatic high beams.

\$26,660-\$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 **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 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, and 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 parallel-parked. Blind spot warning and cross traffic warning are offered on higher trims, but neither forward collision warning nor automatic emergency braking 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 12-inch touchscreen and wireless Android Auto and Apple CarPlay connectivity. Standard safety equipment includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic warning, and lane departure warning.

\$31,100-\$43,265
 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. A plug-in hybrid with a 37-mile range is also available. The optional 2.0-liter turbo four-cylinder is more powerful and smooth. The ride has an underlying firmness. Handling is quite 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 forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$24,885-\$38,835
 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 advanced safety features. The 3.5-liter turbocharged V6 engine is mated to a 10-speed automatic transmission, and this pairing provides effortless motivation. We got 16 mpg overall in our fuel economy tests, 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 forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, 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 advanced safety systems includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$32,765-\$58,250
BASE PRICE RANGE

78 ROAD TEST

1 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 F-150 continues with a steel frame and aluminum body, three cab configurations, three bed lengths, and six engines, including a diesel and a new hybrid. There are myriad configurations again, with six trim levels. Look beneath its aluminum skin, and there are numerous clever features available, 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, optional built-in generator capability, and the ability to drive hands-free on selected divided highways. The F-150 uses a new Sync 4 infotainment system. Every F-150 comes with standard forward collision warning and automatic emergency braking 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, 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.) **2,480**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **10,100**

FUEL

Regular or diesel
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	●	▲	▼



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 performance is accompanied by 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, forward collision warning with pedestrian detection, lane departure warning, blind spot warning, and lane keeping assistance are standard on all but the Shelby models.

\$26,670-\$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 sporty and iconic Mustang, but it is otherwise its own animal. The Mach-E is offered in rear- and all-wheel drive. And there will be both standard and extended range versions, with the distance per charge goes from 210 to 300 miles. Power for most configurations will span 266 to 346 horsepower. A sportier GT trim joins later with 459 horsepower. The five-passenger interior is rather stark, with a giant, 15.5-inch vertical screen in the center dash that is home to the automaker's next-generation Sync infotainment system. All Mach-Es come with the Ford Co-Pilot 360 2.0 suite of advanced safety and driver assist features, including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$42,895-\$60,500
BASE PRICE RANGE

NA
ROAD TEST

✓ ADAS

⬇️ RELIABILITY

✓ 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.) **63**
 Wheelbase (in.) **117**
 Weight (lb.) **NA**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined 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 Ranger

46
OVERALL SCORE

Ford brought back the Ranger name with a redesigned compact truck that combines modern elements with some primitive execution. The Ranger 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's 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 a special off-road suspension. Automatic emergency braking is standard.

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

55
ROAD TEST

✓ ADAS

⬇️ RELIABILITY

✓ 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		⬆️	⬇️



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 pushbutton gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. While forward collision warning and automatic emergency braking are optional, blind spot warning and rear cross traffic warning are standard.

\$29,800-\$48,300

BASE PRICE RANGE

83
ROAD TESTOpt.
ADAS

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	↓	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↓	↑	↓
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↓
Body Hardware	↓	↑	↑
Power Equipment	↓	↓	↑
In-Car Electronics	↑	↑	↓



GMC Canyon

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. 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. These small trucks offer optional forward collision warning and lane departure warning, but no automatic emergency braking or blind spot warning. Recent updates include a new infotainment system and an available locking tail gate. An off-road AT4 model is new for 2021.

\$26,400-\$44,700

BASE PRICE RANGE

60-61
ROAD TESTOpt.
ADAS

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab

TRIM LINES: AT4, Denali, Elevation, Elevation Standard

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **212**

Width (in.) **74**

Height (in.) **79**

Wheelbase (in.) **128**

Weight (lb.) **4,500**

% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **1,555**

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

Towing Capacity (lb.) **7,000**

FUEL

Regular or diesel

CR Overall mpg **18-24**

RELIABILITY HISTORY

	'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 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 crew-cab four-wheel-drive version. 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. Blind spot warning and automatic emergency braking are optional.

\$29,700-\$59,000
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 that is positioned as a more-premium offering. However, there are a few critical differences that compromise it. 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 unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use. Forward collision warning, city-speed automatic emergency braking, lane departure warning, and lane keeping assistance are standard on all trim lines.

\$25,000-\$39,900
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. 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. 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. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning, lane departure and lane keep assist are optional.

\$50,700-\$71,400

BASE PRICE RANGE

73

ROAD TEST

↓

ADAS

↑

RELIABILITY

↑

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	↑	↑	↑

GMC Yukon XL

NA

OVERALL SCORE

The redesigned Yukon XL entered the modern era with an independent rear suspension that improved 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. Handling is rather ponderous but safe. The enormous cabin is eerily quiet. Cargo capacity is enormous. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon XL and the tall hood cuts forward visibility. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning, lane departure and lane keep assist are optional.

\$53,400-\$74,100

BASE PRICE RANGE

NA

ROAD TEST

↓

ADAS

↓

RELIABILITY

↑

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. **NA**

Towing Capacity (lb.) **8,300**

FUEL

Regular or diesel

EPA Combined 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	↑	↑	*



Genesis G70

64 OVERALL SCORE

The Genesis G70 sport sedan has a standard 252-hp turbo four-cylinder engine that is energetic, but 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. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard.

\$36,000-\$48,200
BASE PRICE RANGE

74 ROAD TEST

RELIABILITY

ADAS

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-wheel-drive platform, and features the latest infotainment and innovative advanced safety systems. It competes with the Mercedes E-Class and BMW 5-Series. Beneath the sleek shape is an all-new structure that is shared with the GV80 SUV. The standard engine is a 300-hp, 2.5-liter turbocharged four-cylinder engine, and the uplevel engine is 375-hp, 3.5-liter turbo V6 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 safety features include forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.

\$47,700-\$67,650
BASE PRICE RANGE

NA ROAD TEST

RELIABILITY

ADAS

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. **NA**
 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	⬆️	⬆️	*



Genesis G90

68

OVERALL SCORE

The G90 embodies stress free luxury at a competitive price. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is the better choice of the two engines. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive. The spacious cabin is somewhat understated in appearance, though it's decked out in soft materials and trimmed in wood and chrome. We like that the controls are user-friendly. The ride is cushy and cosseting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. Those in back even get controls in the rear armrest to manage audio and climate settings. A complete suite of advanced safety features is standard.

\$72,950-\$79,200

BASE PRICE RANGE

89

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Premium, Ultimate

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) 205

Width (in.) 75

Height (in.) 59

Wheelbase (in.) 124

Weight (lb.) 4,820

% Weight Front/Rear 53/47

CARGO MEASUREMENT

Max. Load (lb.) 880

Cargo Volume, cu.ft. 16

Towing Capacity (lb.) NR

FUEL

Regular or premium

CR Overall mpg 18

RELIABILITY HISTORY

	'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. It competes with the Audi Q7, BMW X5 and Lexus RX. It shares its architecture with the redesigned G80. Both rear and all-wheel drive versions are available. The standard engine is a 2.5-liter four-cylinder turbo and the uplevel engine is a punchy 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 forward collision warning, automatic emergency braking that can detect vehicles approaching from the side in addition to pedestrians, blind spot warning, and rear cross traffic warning with emergency braking.

\$48,900-\$70,950

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.) NA

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			



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 2.0-liter turbocharged engine makes 252 hp and is paired with a slick 10-speed automatic transmission that is operated by 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 safety equipment includes forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.

\$24,020-\$36,250
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 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 mid 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 with Android Auto and Apple CarPlay compatibility. All trims get advanced safety features as standard equipment, except for blind spot warning, which comes on the EX and above trims.

\$25,050-\$35,950
BASE PRICE RANGE

80-82 ROAD TEST ↑ ADAS

↑ RELIABILITY ↓ 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	↓	↓	↑



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 come standard with forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance. The Si performance version and the coupe bodystyle have been discontinued. A redesigned Civic is imminent.

\$22,000-\$43,995
BASE PRICE RANGE

75-76
ROAD TEST

1
RELIABILITY

ADAS

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.) **2,745**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

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

FUEL

Regular or premium
CR Overall mpg **31-32**

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 either as 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, but in hybrid mode the engine makes a loud ruckus. The ride is comfortable, but its handling is rather clumsy. The cabin is roomy, but the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. Forward collision warning and automatic emergency braking are standard, but there is no true blind spot warning system that covers both sides. The push-button gear selector takes getting used to. The electric version has been discontinued.

\$33,400-\$36,600
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 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 premium features include heated leather seats, a sunroof, and keyless entry. The EX is the best choice because it comes with advanced safety features and Android Auto and Apple CarPlay compatibility.

\$20,820-\$28,890
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. It's based on the Civic sedan and has the same strengths and weaknesses. The Insight's ride is comfortable, handling is secure but mundane, and rear seat is relatively roomy. But the very low stance 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 the cabin gets loud when the gas engine awakens as more power is needed. Standard advanced safety systems include forward collision warning and automatic emergency braking, while blind spot warning and rear cross traffic warning are standard on all versions except for the base LX.

\$22,930-\$28,840
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 packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector 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 advanced safety systems 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 five-seat, 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. Forward collision warning and automatic emergency braking are standard, but blind spot warning comes only on more expensive trims.

\$32,590-\$43,980

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. 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 and lags in responding to a touch command. The push-button gear selector takes getting used to. All Pilots come standard with forward collision warning, automatic emergency braking, and lane keeping assistance. For 2021 a nine-speed automatic transmission is standard.

\$32,250-\$49,920
 BASE PRICE RANGE

80 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↓ SATISFACTION



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 is built on the same platform as the Honda Pilot. Unlike other trucks, it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is rather tricky to use. Recent updates include a nine-speed automatic transmission, standard forward collision warning and automatic emergency braking, and standard Android Auto and Apple CarPlay compatibility. The 2021 model gets a mild freshening.

\$33,900-\$43,520
 BASE PRICE RANGE

83 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Black Edition, RTL, RTL-E, Sport
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.) **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 can match that. 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 backseat is tight. Advanced safety features come only on the top Limited trim, which is priced like a compact car, and undermine the reason to buy a subcompact.

\$15,395-\$19,500

BASE PRICE RANGE

64
ROAD TESTOpt.
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

NA

OVERALL
SCORE

The Elantra grows up for 2021, with larger dimensions and a more sophisticated infotainment system. For the first time, a hybrid powertrain is available in the Elantra, with the automaker claiming over 50 mpg combined. The standard engine is a 147-hp four-cylinder, teamed with a continuously variable transmission. There's also a sporty N Line version, which gets a 201-hp, turbocharged 1.6-liter engine mated to either a six-speed manual or seven-speed dual clutch automatic transmission. The stretched dimensions bring increased leg, shoulder, and headroom. Connectivity is a key theme with wireless Android Auto and Apple CarPlay, dual Bluetooth support, and a digital key. The new Elantra packs a suite of standard advanced safety equipment, including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$19,650-\$28,100

BASE PRICE RANGE

NA
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.) 2,865

% Weight Front/Rear NA

CARGO MEASUREMENT

Max. Load (lb.) 850

Cargo Volume, cu.ft. NA

Towing Capacity (lb.) NR

FUEL

Regular

EPA Combined mpg 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	↓	↓	↑



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 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, including forward collision warning and automatic emergency braking with pedestrian detection, are standard.

\$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. While the base 2.0-liter engine is adequate around town, it can feel sluggish at times. We got 26 mpg with it in our all-wheel-drive Kona. 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. Safety features include standard forward collision warning with automatic emergency braking, and optional blind spot warning, rear cross traffic warning, and driver monitoring.

\$20,400-\$45,400
BASE PRICE RANGE

71 ROAD TEST

⬆️ 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 as good as the conventional version. 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 an odd gear selector that is challenging to use at a glance. Standard safety features include forward collision warning with automatic emergency braking, blind spot warning, and rear cross traffic warning. The Kona Electric is available in limited states.

\$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		↑	*



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 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 for the infotainment system. Several advanced safety systems come standard, including forward collision warning, automatic emergency braking with pedestrian detection, lane keeping assistance, driver monitoring, and rear occupant alert.

\$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 ✓

80 OVERALL SCORE

The midsize Santa Fe will have an extensive freshening for 2021 with new engines, interior changes and the availability of a hybrid version. The roomy cabin remains, boasting a roomy rear seat. The controls are clear and easy to master, particularly the quick-to-respond infotainment system, but the pushbutton gear selector is tricky to use without looking. When we originally tested it we found handling very secure but the ride skewed a bit too firm. Hopefully it improved after the freshening. Standard safety systems include forward collision warning and automatic emergency braking. The scores and CR's recommendation are for the 2020 model.

\$26,275-\$39,575
BASE PRICE RANGE

80 ROAD TEST

↑ ADAS

↑ RELIABILITY

↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Limited, SE, SEL, SEL Plus, Ultimate

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 **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **860**
 Cargo Volume, cu.ft. **35.5**
 Towing Capacity (lb.) **3,500**

FUEL

Regular
 CR Overall mpg **21**

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 sleek, coupe-like Sonata has a standard 2.5-liter four-cylinder that is coupled to an eight-speed automatic. This combination provides unobtrusive, linear power, and 31 mpg overall. The uplevel 1.6-liter turbo engine provides readily available power at lower revs. We got an excellent 44 mph from the hybrid version, but found its six-speed transmission has rough shifts. All version 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. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard.

\$23,600-\$33,850
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 horsepower. 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 headlamps that are hidden in the grille design. It will go on sale this spring as a 2022 model. A plug-in hybrid and sportier N Line version will join later.

\$24,000-\$35,000
BASE PRICE RANGE

NA ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Hybrid, Limited, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 hybrid (227 hp); 2.5-liter 4 (187 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **182**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **108**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

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

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	⬆️	⬆️	⬆️



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 backseat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. 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. For 2021, forward collision warning, and automatic emergency braking are standard on all trims, and the N gets a new eight-speed dual-clutch 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 think. 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. Heated front-seats are optional, and buyers can opt for a white roof. The Venue touts a long list of standard advanced safety features, including forward collision warning, automatic emergency braking, and lane keeping assistance. Blind spot warning and rear cross traffic warning are optional.

\$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 seven-speed automatic transmission, makes the Q50 quick. But fuel economy is just 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti's 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. Forward collision warning and automatic emergency braking 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. 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. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all 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 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. A recent freshening included a bump in power and an increase in towing capacity. Forward collision warning, automatic emergency braking, and blind spot warning are now standard.

\$44,350-\$48,150

BASE PRICE RANGE

79
ROAD TEST

ADAS

RELIABILITY

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 to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Forward collision warning, automatic emergency braking with pedestrian detection, a rear-seat reminder system, lane departure warning, blind spot warning, and rear cross traffic warning are standard. For 2021 lane keeping assistance and active blind spot 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

51 OVERALL SCORE

The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven: It's either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile, with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system, are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. Recent updates included standard Android Auto and Apple CarPlay compatibility. Forward collision warning, city-speed automatic emergency braking, and lane keeping assistance come standard. Driver assistance features, including adaptive cruise control and blind spot warning, are optional.

\$40,995-\$49,995
BASE PRICE RANGE

69 ROAD TEST

⬇️ RELIABILITY

⬆️ ADAS

⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, HSE, R Dynamic, S, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **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

50 **OVERALL SCORE** Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its supercharged 3.0-liter six-cylinder engine, but the omnipresent engine drone quickly becomes tiring. A 2.0-liter turbo is the base engine. 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. The A/C system isn't always up to the task. Standard equipment includes forward collision warning and automatic emergency braking.



Jaguar I-Pace

59 **OVERALL SCORE** The Jaguar I-Pace all-electric crossover seats five, has an EPA-estimated range of 234 miles, and is 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. But we found that it takes quite a while to charge, about 13 hours to charge the 90-kilowatt-hour battery from almost empty through a 240-volt connection. Jaguar says that on a DC fast-charger, the I-Pace can be charged to 80 percent in 40 minutes.

\$49,995-\$65,200
BASE PRICE RANGE

72
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, R-Dynamic S, S
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 3.0-liter 6 supercharged (335 hp); 3.0-liter 6 supercharged (395 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	*	*	*

\$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 or all-wheel-drive versions. The only engine is a 2.0-liter turbo four-cylinder. The supercharged 3.0-liter V6 is discontinued for 2021. The 8-speed automatic shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. While the interior ambience was a bit austere for a Jaguar, it is getting overhauled for 2021. The infotainment system has been updated to an 11.4 inch screen with Jaguar's latest Pivi Pro system. The air-conditioning system is rather wimpy. Automatic emergency braking and blind spot warning are optional.

\$43,995-\$49,995
BASE PRICE RANGE

NA ROAD TEST

Opt. ADAS

✓ RELIABILITY

I 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 the controls are intuitive, particularly with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk has more off-road capabilities. Updates for 2021 include standard forward collision warning and automatic emergency braking.

\$26,310-\$35,550
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	I	↓	I
Engine, Major	✓	✓	✓
Engine, Minor	✓	I	I
Engine, Cooling	✓	✓	✓
Transmission, Major	✓	I	✓
Transmission, Minor	✓	↓	✓
Drive System	✓	✓	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	✓	I
Brakes	✓	✓	I
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	✓	I	I
Body Hardware	✓	I	✓
Power Equipment	✓	↓	I
In-Car Electronics	✓	I	✓



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. Most 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. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward collision warning, lane departure warning, and blind spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.

\$23,915-\$30,815
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, 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 pickup truck is a longer-wheelbase Wrangler with a 5-foot bed. The standard engine is a 3.6-liter V6 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 relatively civilized. Handling, however, is rather clumsy. The truck comes with a soft top or an optional removable hardtop. 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 advanced safety features include forward collision warning, automatic emergency braking, and blind spot warning. A 3.0-liter V6 diesel engine is optional for 2021, and full-time four-wheel drive is now available on all trim lines.

\$33,565-\$43,895
BASE PRICE RANGE

52
ROAD TEST

Opt.
ADAS

RELIABILITY

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. A number of V8 engines are available, including a 5.7-liter, the 6.4-liter one in the SRT, and the 707-hp, 6.2-liter supercharged V8 in the Trackhawk. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates include engine stop/start for the revised V6 and an easier-to-use gear selector.



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 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 an overly 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 safety features such as forward collision warning and automatic emergency braking on all trims except for the Trailhawk.

\$32,370-\$87,670
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	↓	↑	↓

\$22,850-\$28,700
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 current Jeep Wrangler represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and four-door configurations. There is a multitude of options that can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available 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. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are optional. Updates for 2021 include a new Wrangler 4xe, which comes with a plug-in hybrid powertrain.

\$28,315-\$42,215

BASE PRICE RANGE

36
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV

TRIM LINES: Rubicon, Sahara, Sport, Sport S

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (270 hp); 2.0-liter 4 hybrid (375 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **188**

Width (in.) **74**

Height (in.) **74**

Wheelbase (in.) **118**

Weight (lb.) **4,440**

% Weight Front/Rear **52/48**

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **41.5**

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

FUEL

Regular or premium or diesel
CR Overall mpg **18**

RELIABILITY HISTORY

	'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 Cadenza ✓

79 OVERALL SCORE The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the K5 and is competitive with the Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. High-end Limited version includes additional soft surfaces and more luxurious leather seats. All versions come with a suite of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$37,850-\$43,550

BASE PRICE RANGE

91
ROAD TEST

↑
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, Technology

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 3.3-liter V6 (290 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**

Width (in.) **74**

Height (in.) **58**

Wheelbase (in.) **112**

Weight (lb.) **3,725**

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

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **16**

Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **24**

RELIABILITY HISTORY

	'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 an overly stiff ride and the car is very loud. 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 forward collision warning and automatic emergency braking are standard. A sportier GT model, offering a turbocharged engine, is also available.

\$17,890-\$23,290

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 and above to get a power seat. The infotainment system is easy to use but only versions with the smaller screen have wireless Apple CarPlay and Android Auto. Standard equipment includes forward collision warning, automatic emergency braking with pedestrian detection, lane keeping assistance, driver attention monitor, and a rear seat reminder, but blind spot warning comes on trims LXS and up. All-wheel drive is available on some trims.

\$23,490-\$30,490

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 K900

NA OVERALL SCORE The second-generation K900 serves as the flagship sedan for Kia. It is positioned as a value-driven luxury car that promises the features and experience found in prestige-brand rivals at a significantly lower cost. It is powered by a 3.3-liter twin-turbo V6, producing 365 hp. This engine is paired with an eight-speed automatic transmission. Power is routed as needed via an all-wheel-drive system. The well-appointed interior offers large screens, plus a 9.7-inch head-up display. The comprehensive suite of safety systems has some interesting features, such as a live video feed of adjacent lanes activated by the turn signal, a driver attention monitor, and an exit assist that watches for potential hazards when opening a door.

\$59,900

BASE PRICE RANGE

NA

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Luxury

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.3-liter V6 turbo (365 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **202**

Width (in.) **75**

Height (in.) **59**

Wheelbase (in.) **122**

Weight (lb.) **4,735**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **15**

Towing Capacity (lb.) **NR**

FUEL

Premium

EPA Combined mpg **21**

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 transmission. We got 43 mpg overall, which is good but not as impressive as 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. Recent updates include new headlights, a standard 8-inch touch screen, and various exterior styling details. Available safety features include automatic emergency braking, blind spot warning, lane keeping assistance, and rear cross traffic warning, but they push the price above \$30,000.

\$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: Electric (201 hp); 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-kWh battery that takes about 10 hours to charge from almost empty through 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. Kia has limited its availability to certain states.

\$39,090-\$44,590
BASE PRICE RANGE

81 ROAD TEST

⬆️ RELIABILITY

⬆️ ADAS

⬆️ 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 also achieve that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get the advanced safety features. But that puts it very close to the price of a compact car, which is another reason to skip the Rio. Recent changes include a new 1.6-liter four-cylinder engine, which is now matched with a continuously variable transmission.

\$15,850-\$16,790
BASE PRICE RANGE

61 ROAD TEST

⬇️ RELIABILITY

Opt. ADAS

⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: LX, S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (120 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **173**

Width (in.) **68**

Height (in.) **57**

Wheelbase (in.) **102**

Weight (lb.) **2,575**

% Weight Front/Rear **61/39**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **33**

RELIABILITY HISTORY

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

\$30,400-\$41,500
BASE PRICE RANGE

70
ROAD TEST

Opt.
ADAS

1
RELIABILITY

✓
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 slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine suffers from non-linear 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. The base LX trim does not include any advanced safety features, but forward collision warning, automatic emergency braking, and other systems come with the higher trims.

\$21,990-\$27,890
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 has redesigned its Sorento SUV for 2021, improving fuel economy, adding high-tech features, and expanding safety equipment. The Sorento is again a three-row vehicle, and Kia says it has a hint more interior space than the last generation. The Sorento will be launched with three engine choices: 191-hp four-cylinder, 281-hp turbo four-cylinder, and a 227-hp hybrid four-cylinder. A plug-in hybrid will join for the 2022 model year. A new X-Line trim level grants the Sorento more off-road capability, with a 1-inch higher ground clearance and a more advanced all-wheel-drive system with snow mode. The Sorento comes standard with forward collision warning, automatic emergency braking with pedestrian detection, lane keeping assistance, lane departure warning, and driver attention warning.

\$28,000-\$48,000E
BASE PRICE RANGE

NA ROAD TEST

▲ ADAS

| 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.) **4,120**
% Weight Front/Rear **NA**

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

Kia Soul

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 more 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. Advanced safety and driver assistance features are standard on most trims, but none are available on the base LX trim.

\$17,490-\$27,550
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	▲	▲	
Brakes	▲	▲	
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks		▲	▲
Body Hardware	▲	▲	
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.

\$23,990-\$35,150
BASE PRICE RANGE

78
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

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 forward collision warning, automatic emergency braking, and lane keeping assistance are optional, blind spot warning and rear cross traffic warning are standard.

\$33,090-\$52,590
BASE PRICE RANGE

75
ROAD TEST

Opt.
ADAS



RELIABILITY



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 models in the category. It shares its platform and many components with the Hyundai Palisade. The Telluride has a slick 291-hp V6 engine paired with a 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 one-touch fold/slide second-row seats. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard advanced safety systems include forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$31,990-\$44,090
 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

NA OVERALL SCORE
 The new Defender SUV is a modern take on Land Rover's classic model. It comes with a choice of four- or six-cylinder turbocharged engines, two- or four-door body styles, a number of seating configurations from five to seven passengers. A comprehensive list of off-road-ready features includes various terrain programs. With the 6-cylinder, acceleration is plentiful. The ride is steady but rather firm. Handling is a bit ponderous. The seats are very comfortable and the interior has a safari expedition vibe. Even though it's all new, the infotainment system is rather slow and distracting to use. At least it's compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard. Adaptive cruise control and rear cross traffic warning are optional.

\$46,100-\$83,000
 BASE PRICE RANGE

NA 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: 4WD
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. **NA**
 Towing Capacity (lb.) **8,200**

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			*



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 340-hp, 3.0-liter supercharged V6 engine produces plenty of power and the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. Though the optional air suspension makes the ride mostly steady, the 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. Blind spot warning is now standard.

\$52,300-\$69,200

BASE PRICE RANGE

71
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: HSE, HSE Luxury, Landmark Edition, SE

DRIVE WHEELS: 4WD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**Width (in.) **82**Height (in.) **74**Wheelbase (in.) **115**Weight (lb.) **5,405**% Weight Front/Rear **48/52**

CARGO MEASUREMENT

Max. Load (lb.) **1,200**Cargo Volume, cu.ft. **42.5**Towing Capacity (lb.) **8,200**

FUEL

Premium or diesel

CR Overall mpg **17**

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 even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved capable off-road, commendably ascending our rock hill 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. Recent updates include standard forward collision warning, and automatic emergency braking with pedestrian detection.

\$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); 2.0-liter 4 turbo (286 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**Width (in.) **82**Height (in.) **68**Wheelbase (in.) **108**Weight (lb.) **4,325**% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **935**Cargo Volume, cu.ft. **33**Towing Capacity (lb.) **4,410**

FUEL

Premium

CR Overall mpg **21**

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 ultra-luxury sedan will feel right at home in the stately Range Rover. The in-line 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 now-discontinued 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.

\$92,000-\$211,000
BASE PRICE RANGE

78
ROAD TEST

1 ADAS

▼ RELIABILITY

1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: Autobiography, Autobiography Fifty Edition, 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-spd 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 overly 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 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. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard; other advanced safety features are optional.

\$43,300-\$56,850
BASE PRICE RANGE

58
ROAD TEST

▲ ADAS

▼ RELIABILITY

1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: R-Dynamic, R-Dynamic HSE, R-Dynamic SE, S, SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **172**
Width (in.) **79**
Height (in.) **65**
Wheelbase (in.) **106**
Weight (lb.) **4,235**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **825**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **3,700**

FUEL

Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'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: 2.0-liter 4 hybrid (398 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518 hp); 5.0-liter V8 supercharged (575 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **78**

Height (in.) **70**

Wheelbase (in.) **115**

Weight (lb.) **5,255**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,345**

Cargo Volume, cu.ft. **31.5**

Towing Capacity (lb.) **7,715**

FUEL

Premium 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. Available powertrains include a 3.0-liter supercharged V6 and a 2.0-liter turbocharged four-cylinder, plus a new 5.0-liter supercharged V8. 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 an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. Forward collision warning and automatic emergency braking with pedestrian detection 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 supercharged (335 hp); 3.0-liter 6 supercharged (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 has a quiet demeanor, and the interior quality 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 ES absorbs bumps very well, and the body stays composed. Handling has been improved with this generation. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touch-pad controller for interacting with the infotainment system is fussy and distracting. Standard safety equipment includes forward collision warning and automatic braking with pedestrian detection, lane keeping assistance, and lane departure warning. Updates for 2021 include a new ES 250 with a 2.5-liter four-cylinder engine and AWD.

\$39,900-\$50,810
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

The GX 460 is very quiet and quick, yet this hulking brute is both highly capable off-road and capable of towing a 6,500-pound load. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all-around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning are standard.

\$53,100-\$64,365
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

NA OVERALL SCORE The redesigned Lexus IS brings a mild update that doesn't stray much from the previous model. It is offered in rear- or all-wheel-drive with a turbocharged four-cylinder engine for rear-wheel-drive. AWD brings a V6 engine. Handling is said to be improved. The interior remains very snug and still suffers from a protrusion into the driver's legroom in AWD versions. The infotainment system still relies on a distracting touchpad but now the screen is touch enabled. There is a complete roster of advanced safety and driver assistance features that come standard, including automatic emergency braking with pedestrian and daytime bicycle detection, blind spot warning, rear cross traffic warning, lane departure warning, and lane keeping assistance.

\$39,000-\$44,900

BASE PRICE RANGE

NA 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.) **3,850**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT
 Max. Load (lb.) **NA**
 Cargo Volume, cu.ft. **14**
 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 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. 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 a small bag. Blind spot warning and rear cross traffic warning are standard.

\$92,950-\$101,000

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 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. Automatic emergency braking and lane departure warning with lane keeping assistance are standard. Blind spot warning and rear cross traffic warning are now standard.

\$37,510-\$46,810
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. Automatic emergency braking and lane departure warning with lane keeping assistance are standard. Blind spot warning and rear cross traffic warning are standard for 2021.

\$42,120-\$97,100
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 is now Android Auto and Apple CarPlay compatible. The awkward mouse controller is replaced with an awkward touchpad. 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 model RX L has more cargo space and a very tight third-row seat. For 2021 its standard suite of advanced safety and driver assistance features includes blind spot warning and rear cross traffic warning.

\$45,070-\$51,200
 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. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard. Blind spot warning and rear cross traffic warning are now standard on all trim lines for the 2021 model year.

\$32,300-\$39,700
 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, positioned between the Nautilus and Navigator. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. 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. Fortunately, 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 Co-Pilot360 safety suite, with automatic emergency braking, pedestrian detection, blind spot warning, rear cross traffic warning, lane keeping assistance, and automatic high beams, is standard.

\$50,190-\$88,335

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. It replaced the MKC and is much improved. 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 very responsive and secure. The front seats aren't everyone's cup of tea due to 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. Many advanced safety features come standard, including forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning. Note that adaptive cruise control is a separate option. A plug-in hybrid model joins the line for 2021.

\$35,945-\$50,230

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 a refreshed version of the MKX SUV. Engine choices are either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic transmission is standard. We found that the Nautilus with the more powerful engine delivers effortless power. It has a comfortable ride, a quiet cabin, and agile handling. The cabin is swanky, and the infotainment system is relatively easy to use. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added several safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines a collision is probable and can't be avoided by braking alone.

\$41,040-\$63,800
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 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. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. Standard safety features include forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.

\$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 a 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, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing in 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.

\$74,390-\$109,890

BASE PRICE RANGE

71
ROAD TESTOpt.
ADAS

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, GranLusso, GranSport, Trofeo, S, S Q4

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (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, the Levante is Maserati's first-ever SUV. Most versions come with either a 345-hp or a 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector is unintuitive to use. Advanced safety features include forward collision warning, automatic emergency braking, and lane departure warning.

\$77,890-\$152,690

BASE PRICE RANGE

NA
ROAD TESTOpt.
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 (590 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**

Width (in.) **78**

Height (in.) **66**

Wheelbase (in.) **118**

Weight (lb.) **4,905**

% Weight Front/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	*	*	*



Mazda3 ✓

75 OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. The tested 2.5-liter four-cylinder engine and six-speed automatic transmission work well together. All-wheel drive is also available. 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 less sporty than in past generations. Mazda has improved the ride; it's firm but absorbs impacts well. The cabin is relatively quiet and nicely finished, but the rear seat is snug. Forward collision warning and automatic emergency braking are standard. An available monitoring system can determine the driver's level of attentiveness. Two new four-cylinder engines are available: a base 2.0-liter and a turbocharged 2.5-liter.

\$20,500-\$33,750
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	↓	↓	↑

Mazda6 ✓

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. A full suite of advanced safety features, including forward collision warning and automatic emergency braking, is standard across all trim lines.

\$24,325-\$35,750
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 but isn't overly 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 modest. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.

\$20,640-\$22,040
BASE PRICE RANGE

64
ROAD TEST

RELIABILITY

ADAS

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 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 27 mpg overall is respectable. 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. Forward collision warning and automatic emergency braking are standard. New for 2021 is an optional 2.5-liter turbo engine, which comes with all-wheel drive.

\$21,900-\$29,950
BASE PRICE RANGE

64
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Preferred, Premium, 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. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A top-trim Signature is available with a stronger turbocharged engine.

\$25,270-\$37,405
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: 2.2-liter 4 turbodiesel (168 hp); 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,590**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,000**

FUEL

Regular or premium or diesel
CR Overall mpg **24**

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 captain 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. Forward collision warning and automatic emergency braking with pedestrian detection are standard.

\$33,960-\$46,605
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 quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy. We'd skip the optional automatic transmission, which works fine but dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and 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. Forward collision warning, city-speed automatic emergency braking, and blind spot warning are standard.

\$26,580-\$34,750
BASE PRICE RANGE

80
ROAD TEST

I
ADAS

↑
RELIABILITY

↑
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	*	I	*



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 quite nimble, but the ride is overly stiff. Though the front seats are comfortable, adults won't want to sit in the tight rear seat for long. Fit and finish throughout the cabin is very good, but Mercedes' latest infotainment system is distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel. Forward collision warning and automatic emergency braking with pedestrian detection and blind spot warning are standard.

\$33,650-\$45,850
BASE PRICE RANGE

64
ROAD TEST

↑
ADAS

↓
RELIABILITY

I
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. Lane keeping assistance is optional, and automatic emergency braking is standard. Recent changes include a new plug-in hybrid model, standard blind spot warning, and a larger 10-inch screen for the infotainment system. The AMG versions are high-powered, track-ready performance sedans.

\$41,400-\$84,900
 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 there's decent power. Handling is quite nimble, but 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 the infotainment system quite tricky to use. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.

\$37,850-\$47,850
 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 a dozen years ago. Now, the redesigned third-generation CLS continues to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to a straight, inline six-cylinder. Forward collision warning, automatic emergency braking, and blind spot warning are standard. Consumers will have to pay for the optional package that includes active steering and adaptive cruise control.

\$70,300-\$81,550

BASE PRICE RANGE

NA	⬆️
ROAD TEST	ADAS
⬇️	⬇️
RELIABILITY	SATISFACTION



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 **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 E-Class ✓

74 The E-Class delivers good fuel economy and is quite nimble, making it fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 255-hp, 2.0-liter turbo four-cylinder engine and nine-speed automatic transmission returned a commendable 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother impacts from some potholes. However, the infotainment system is overly distracting because many common tasks require a few steps. Using steering-wheel controls too easily ends up changing a display or audio selection. The seats are supercomfortable, and there is an optional massage feature. Fit and finish is meticulous. Forward collision warning and automatic emergency braking are standard. 2021 brings a mild refreshing.

\$54,250-\$112,450

BASE PRICE RANGE

85	⬆️
ROAD TEST	ADAS
⬇️	⬇️
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe; sedan; wagon
TRIM LINES: All-Terrain, AMG E53, AMG E63 S, E350, E450
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (603 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
 Width (in.) **74**
 Height (in.) **58**
 Wheelbase (in.) **116**
 Weight (lb.) **4,030**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT

Max. Load (lb.) **1,070**
 Cargo Volume, cu.ft. **16**
 Towing Capacity (lb.) **NR**

FUEL

Premium
 CR Overall mpg **24**

RELIABILITY HISTORY

	'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 EQC

NA Mercedes-Benz joins the electric-vehicle charge with its EQ sub-brand and the EQC, an SUV based on the GLC. It uses a motor at each axle, enabling all-wheel drive. Output is a healthy 402 horsepower, and the company estimates 0-60 mph times of 4.8 seconds. The 80-kWh battery should deliver about 200 miles of range, though final figures aren't available yet. There are numerous modes available to dial in the personality and efficiency as desired, such as comfort, sport, and maximum range. Drivers interact with the various components via touchpads on the center console, steering wheel, and directly on the touch screen. We've found this system extremely frustrating to use in other Mercedes-Benz vehicles we've tested. The EQC offers standard advanced safety systems such as automatic emergency braking, with cyclist and pedestrian detection, and blind spot warning.

\$67,900-\$76,620
BASE PRICE RANGE

NA ROAD TEST ▲ ADAS
▼ RELIABILITY ▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advanced, Premium, Progressive
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (402 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **74**
 Height (in.) **64**
 Wheelbase (in.) **113**
 Weight (lb.) **5,345**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,115**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **4,000**

FUEL

Electric
 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			*

Mercedes-Benz GLA

60 The GLA is redesigned for 2021 and is markedly better than the cramped, stiff riding original. It is a solid and substantial car and it adapts the complex MBUX infotainment system. Power comes from the same 221-hp turbocharged four-cylinder engine as the GLB, mated to an 8-speed dual clutch automatic. Front-wheel drive is standard; all-wheel drive is optional. We found a slight hesitation from a rolling stop but ultimately acceleration is quick and fuel economy is commendable. The GLA is taut and agile but the ride skews firm. The seats are comfortable and supportive and fit and finish is impressive. Forward collision warning, automatic emergency braking, and blind spot warning are standard. Adaptive cruise control and lane change assistance are part of an optional Driver Assistance Package.

\$36,230-\$47,550
BASE PRICE RANGE

74 ROAD TEST ▲ ADAS
▼ RELIABILITY I SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250, 35 AMG, 45 AMG
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. **NA**
 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. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. Fortunately, 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 cumbersome to use. The GLB comes with either front- or all-wheel drive. Forward collision warning, automatic emergency braking with pedestrian detection and blind spot warning are standard.

\$38,050-\$40,050
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 cabin is very quiet. The tastefully appointed cabin is 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. Forward collision warning and automatic emergency braking are standard.

\$43,200-\$73,900
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 S-Class

NA OVERALL SCORE The redesigned Mercedes-Benz S-Class flagship sedan pushes the technical boundaries for comfort, performance, connectivity, and safety. The new car gains an inch in length and two inches in wheelbase. The S-Class is offered with a 429-hp, 3.0-liter inline-six or a 496-hp, 4.0-liter turbocharged V8. Both engines are teamed with a nine-speed automatic transmission and supplemented with a 48-volt mild-hybrid system. The second-generation MBUX infotainment system has more computing power and enables more natural language capabilities. It has a rear wheel steering feature that can turn the wheels in the direction of travel to aid handling and in the opposite direction to aid parking. The S-Class has every advanced safety feature known to man, plus a few new innovations, such as the ability to raise the ride height to better protect during a side impact.

\$95,000-\$150,000E
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
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	*	*	*



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. 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 backseat is still tiny. The high-performance John Cooper Works version bumps the power to 301 hp and gets firmer suspension. There's a wagon-like Clubman with small barn-style rear doors. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is not available. An all-electric version with a 110-mile estimated range is new.

\$19,750-\$44,900
BASE PRICE RANGE

80 ROAD TEST	⬇️ ADAS
⬇️ RELIABILITY	⬇️ SATISFACTION



OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible
TRIM LINES: Base, JCW, Oxford Edition, S, SE, Sidewalk Edition
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	⬆️	⬇️	*



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 in 2014, minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, there are many much better used cars available. New features for 2021 include standard forward collision warning and city speed automatic emergency braking with pedestrian detection.

\$13,995-\$17,745

BASE PRICE RANGE

29
ROAD TEST

1
ADAS

1
RELIABILITY

2
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: ES, GT, LE, SE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 (78 hp)

TRANSMISSIONS: 5-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **149**

Width (in.) **66**

Height (in.) **59**

Wheelbase (in.) **97**

Weight (lb.) **2,085**

% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **825**

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

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **37**

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

55 OVERALL SCORE Outdated and outclassed, the Outlander struggles to compete. Its high point is a tiny third-row seat that's standard on most versions. Though absorbent, the Outlander's ride feels too buoyant and not tied down--despite Mitsubishi's recent improvement efforts. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when drivers ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode. It has no third row. New features for 2021 include standard forward collision warning and city speed automatic emergency braking with pedestrian detection. A redesigned 2022 model is imminent.

\$24,895-\$41,695

BASE PRICE RANGE

59
ROAD TEST

1
ADAS

1
RELIABILITY

2
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: ES, GT, LE, PHEV GT, PHEV SEL, SE, SEL, SP

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 hybrid (197 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)

TRANSMISSIONS: 6-speed automatic; CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**

Width (in.) **71**

Height (in.) **66**

Wheelbase (in.) **105**

Weight (lb.) **3,610**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,155**

Cargo Volume, cu.ft. **32.5**

Towing Capacity (lb.) **1,500**

FUEL

Regular or premium

CR Overall mpg **24**

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 Recently updated, 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 versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Apple CarPlay and Android Auto compatibility are standard. Updates for 2021 include standard forward collision warning and city speed automatic emergency braking with pedestrian detection.

\$22,595-\$26,995
BASE PRICE RANGE

NA
ROAD TEST

↓ ADAS

↓ RELIABILITY

↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, GT, LE, 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 ✓

79 The Altima is a rather unremarkable mid-sized sedan. That said, it's a competitive car that gets the job done. It delivers on room, fuel economy, and user-friendliness. But the driving experience is bland, falling short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. 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 both Android Auto and Apple CarPlay are compatible. To its credit, standard safety systems include automatic emergency braking.

\$24,100-\$35,180
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

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

\$47,100-\$68,403
BASE PRICE RANGE

69 ROAD TEST
1 ADAS
✓ RELIABILITY
✓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, Platinum Reserve, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.6-liter V8 (390 hp)
TRANSMISSIONS: 7-speed automatic

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 OVERALL SCORE The Frontier now uses an all-new 310-hp V6 paired with a nine-speed automatic, a final update before a redesigned truck is introduced. This combination promises better fuel economy and more power than the old 2.5-liter four-cylinder and manual transmission. Last redesigned in 2005, the compact Frontier pickup truck is a dated design that lacks polish. In our tests we found the Frontier to be quick and relatively nimble, but it has a very stiff ride. The previous V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. The Frontier scored a Marginal in both of the IIHS small overlap front crash tests. Key advanced safety and driver assist systems are unavailable.

\$26,790-\$37,490
BASE PRICE RANGE

NA ROAD TEST
NA ADAS
1 RELIABILITY
1 SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Midnight Edition, PRO-4X, 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.) **206**
 Width (in.) **73**
 Height (in.) **70**
 Wheelbase (in.) **126**
 Weight (lb.) **4,505**
 % Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,360**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **6,380**

FUEL

Regular
 EPA Combined mpg **19**

RELIABILITY HISTORY

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

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Nissan Kicks

64

OVERALL SCORE

Nissan replaced the funky-looking Juke with the Kicks, throwing it into the mix of the growing segment of sub-compact crossovers. 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 CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. Forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning come 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-kWh battery that delivered a range of 150 miles in our tests. The Plus version gets a 62-kWh battery, which gives the Leaf an estimated EPA range of 215 miles. It also gets a more powerful motor that makes the Leaf Plus a second quicker from 0-60 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. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.

\$31,600-\$43,900

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 ✓

77 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, but it lacks a sunroof. Forward collision warning with automatic emergency braking is standard.

\$36,990-\$44,345
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 the 20-inch tires found on the Platinum trim. For 2021, Nissan's Safety Shield 360 becomes standard for all trim lines. This package includes automatic emergency braking with pedestrian detection, forward collision warning, blind spot warning, rear cross traffic warning, lane departure warning, and rear automatic braking.

\$31,530-\$45,330
BASE PRICE RANGE

77
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (260 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **111**
Weight (lb.) **4,025**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **33.5**
Towing Capacity (lb.) **1,500**

FUEL

Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'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 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 overly powerful. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Forward collision warning with automatic emergency braking is standard.

\$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 advanced 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. The rear seat is relatively roomy, and the infotainment system is easy to use. All trims except the base version have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning, but lane keeping assistance is not offered.

\$19,090-\$21,430
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	*	*	*



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. 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 safety features include automatic emergency braking, forward collision warning, blind spot warning, rear cross traffic warning, and lane departure warning.

\$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 got more stylish with the 2020 redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. Unlike most of its competitors, it comes with standard key advanced safety features, like automatic emergency braking. 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 some midsize sedans—let alone compact ones—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 consider the Versa should get the SV for its blind spot warning and Android Auto and Apple CarPlay compatibility.

\$14,730-\$18,240
BASE PRICE RANGE

61
ROAD TEST

▲
ADAS

|
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.

Polestar 2

NA OVERALL SCORE
 The Polestar 2 is a tall hatchback from Volvo's electric vehicle performance-focused sub-brand is based on the XC40 SUV. This is Volvo's first pure EV and it has front and rear motors, which give it all-wheel-drive capability. Its 78-kWh battery, promises an EPA-rated range of 233 miles. Polestar claims the 2 will accelerate from 0 to 60 mph in about 5 seconds. The cabin look and layout are very similar to current Volvo models, down to the giant 11-inch touch screen that seems to float off the dash. The infotainment system was developed by Google. The Polestar 2 starts at \$59,900, before the federal tax credit is figured in.

\$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	*	*	*

\$59,900-\$64,900

BASE PRICE RANGE

NA
ROAD TEST

3
ADAS

1
RELIABILITY

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

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

FUEL
 Electric
 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			



Porsche 718 Boxster ✓

83 OVERALL SCORE

This well-honed thoroughbred of a sports car is a delight to drive. The available seven-speed 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 ambiance, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus. The 718 Spyder is powered by a 414-hp, 4.0-liter six-cylinder, and features more-aggressive suspension tuning.

Porsche 718 Cayman

NA OVERALL SCORE

The Cayman is essentially a 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 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 overly 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 more-aggressive suspension tuning.

\$62,000-\$88,900
BASE PRICE RANGE

95 ROAD TEST | **Opt.** ADAS
⬇️ RELIABILITY | ⬆️ 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	*	*	*

\$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 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	I ADAS
I RELIABILITY	U 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 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. Automatic emergency braking is standard. Blind spot warning, lane keeping assistance, and a surround-view camera system are optional. A coupe bodystyle and 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	U ADAS
I RELIABILITY	U 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	*	I	*
Engine, Major	*	U	*
Engine, Minor	*	D	*
Engine, Cooling	*	U	*
Transmission, Major	*	U	*
Transmission, Minor	*	U	*
Drive System	*	U	*
Fuel System	*	U	*
Electrical	*	U	*
Climate System	*	U	*
Suspension	*	U	*
Brakes	*	D	*
Exhaust	*	U	*
Paint/Trim	*	U	*
Noises/Leaks	*	U	*
Body Hardware	*	U	*
Power Equipment	*	D	*
In-Car Electronics	*	U	*



Porsche Macan ✓

76 OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars with the functional package of a small SUV. Both 3.0-liter turbocharged V6 and 2.0-liter turbo four-cylinder engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. A recent addition is the Macan GTS version, which gets a 375-hp, 2.9-liter twin-turbo V6 engine.

\$50,900-\$83,600
BASE PRICE RANGE

84 ROAD TEST

Opt. ADAS

↓ RELIABILITY

↑ 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 keep 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 engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The 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. A wagon variant is also available.

\$87,200-\$198,100
BASE PRICE RANGE

NA ROAD TEST

Opt. ADAS

↓ 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 E-Hybrid, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 2.9-liter V6 turbo (325 hp, 443 hp); 2.9-liter V6 hybrid (455 hp, 552 hp); 4.0-liter V8 turbo (473 hp, 620 hp); 4.0-liter V8 hybrid (689 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **199**
Width (in.) **78**
Height (in.) **56**
Wheelbase (in.) **116**
Weight (lb.) **4,125**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **990**
Cargo Volume, cu.ft. **18**
Towing Capacity (lb.) **NR**

FUEL

Premium
EPA Combined mpg **23**

RELIABILITY HISTORY

	'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 Porsche's new, all-electric sedan has the power, performance, and high-tech vibe to rival a Tesla. The Taycan is a low-slung four-door sedan costing six-figures. It's quick, agile, rides comfortably, and is very enjoyable to drive. The EPA-rated range is 203 miles. Charging time is long on a 240 volt connector, taking 11 hours for the larger 93 kWh 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. The car has a decent trunk and an additional small one up front. The touchscreen-based controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. The car is substantial but interior ambiance is less impressive than it is in other Porsche models.

\$103,800-\$185,000

BASE PRICE RANGE

86

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 4S, Turbo, Turbo S

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 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 **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			*

Ram 1500

63 The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly due to 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 trim Limited is lavishly furnished and features an enormous 12-inch touch screen. Advanced safety features such as forward collision warning, automatic emergency braking, pedestrian detection, and blind spot warning are optional. Updates for 2021 include a new TRX version, which comes with a 702-hp, 6.2-liter supercharged V8.

\$32,245-\$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, comparable with its rivals from Honda, Kia, and Toyota. It takes some getting used to the rather jumpy initial takeoff, however. The Ascent's plush ride is extraordinary in how it mops up bumps, and yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proves ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable. Controls are very user-friendly. Subaru's EyeSight suite of active safety features is standard. A second-and third-row seat belt reminder alert system is new for 2021.

\$32,295-\$45,445
 BASE PRICE RANGE

93 ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ ADAS
 ⬆️ 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 ✓

78 OVERALL SCORE
 Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86, because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. The ride and elevated noise can be taxing, however. There won't be a 2021 model, but a redesigned BRZ arrives for the 2022 model year.

\$28,845-\$31,495
 BASE PRICE RANGE

79 ROAD TEST
 ⬆️ RELIABILITY
 NA ADAS
 ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: Limited, ts
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 (200 hp); 2.0-liter 4 (205 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **167**
 Width (in.) **70**
 Height (in.) **51**
 Wheelbase (in.) **101**
 Weight (lb.) **2,770**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **700**
 Cargo Volume, cu.ft. **7**
 Towing Capacity (lb.) **NR**

FUEL
 Premium
 CR Overall mpg **30**

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 OVERALL SCORE
 The Crosstrek delivers good fuel economy, impressive ride comfort, and competent, enjoyable handling. 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 a newly available option. A plug-in hybrid with 17-mile mostly electric range, and 33 mpg when operating as a regular hybrid is also available. But such slim mileage improvement and 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. Forward collision warning, automatic emergency braking with pedestrian detection and other systems are standard with the automatic transmission, but not offered with the manual. Blind spot warning and rear cross traffic warning are part of an option package.

\$22,245-\$33,145
 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 EyeSight suite of forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance is standard.

\$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 a CVT that is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. While the EyeSight system has forward collision warning and automatic emergency braking with pedestrian detection is standard with the automatic transmission, it's unavailable with the manual gearbox. Blind spot warning and rear cross traffic warning are part of an option package, but not offered on the base trim.

\$18,795-\$26,395
BASE PRICE RANGE

85 ROAD TEST | **Opt.** 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 supercomfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive sedan is fitted with a choice of two four-cylinder engines: a 182-hp 2.5-liter or 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 CVT mimics the shift patterns of conventional automatics. Unfortunately, the large infotainment screen requires users to wade into menus to perform some common tasks. Standard equipment includes forward collision warning, automatic emergency braking, lane departure warning, and adaptive cruise control, but blind spot warning and rear cross traffic warning are optional.

\$22,895-\$36,145
BASE PRICE RANGE

89 ROAD TEST | ↑ ADAS
↓ RELIABILITY | ↑ 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. Thoughtful details like built-in cross bars and a dual-position cargo cover are nice touches. All versions get the EyeSight suite of advanced safety and driver assistance systems. Blind spot warning and rear cross traffic warning are optional.

\$26,795-\$39,945

BASE PRICE RANGE

91
ROAD TEST

ADAS

RELIABILITY

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 CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including automatic emergency braking and lane departure warning, is optional. Recent updates include revised suspension tuning, interior refinements, and some new features.

\$27,495-\$41,695

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)

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 Long Range is rated at 330 miles of driving range. It takes 12 hours to charge on a 32-amp 240-volt connector. Acceleration is swift, and its handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The controls are very distracting, because even simple tasks, such as adjusting the mirrors, must be performed using the large touch screen in the center of the dashboard. The Autopilot suite of driver assistance systems can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. All-wheel drive and performance versions are also available.

\$37,990-\$54,990
BASE PRICE RANGE

82 ROAD TEST ⬆️ ADAS
⬇️ RELIABILITY ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Performance, Standard Range, 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 **130**

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

This sleek, fully electric four-door luxury car covers an estimated 373 miles on a charge in the Long Range trim and 287 in standard form. Either way, it has one of the longest ranges among all EVs. The car can be charged conveniently on a dedicated Tesla connector or faster on a public Tesla Supercharger. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride, particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is standard, as well as driving assistance features.

\$69,420-\$139,990
BASE PRICE RANGE

97 ROAD TEST ⬆️ ADAS
⬇️ RELIABILITY ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Performance
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 electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the second-row seats. But these massive, 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 captain's chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the overly stiff ride and pronounced wind noise are not befitting the high price. The standard version is rated at 258 miles on a charge, and the Long Range version can cover an estimated 328 miles.

\$79,990-\$99,990

BASE PRICE RANGE

83
ROAD TEST



ADAS

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Performance

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 and is quick, agile and doesn't consume a drop of gas. It also has the same very distracting control layout and stiff ride. The AWD Long Range has an EPA estimated 316 miles of range. Charging time from near empty is 10 hours on 240 volt, though much quicker on a Tesla Wall Charger. The Model Y is taller and roomier than the Model 3. As such, the rear seat room is much better and the hatch provides more versatility. It's a five-seater, but a seven-seat option is available. Forward collision warning and automatic emergency braking with pedestrian detection are standard. Note that the Tesla doesn't have a proper blind spot warning other than a display on the center screen of surrounding cars.

\$49,990-\$59,990

BASE PRICE RANGE

90
ROAD TEST



ADAS

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Long Range, Performance

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 121

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 SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty; Limited trims get a full-time 4WD system. Controls are simple, with big buttons and knobs. A third-row seat is optional, and the power-retractable rear window is handy. Standard safety equipment includes forward collision warning and automatic emergency braking with pedestrian detection. Android Auto and Apple CarPlay compatibility is standard.

\$36,340-\$50,470
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 advanced crash-prevention features are available. Android Auto and Apple CarPlay compatibility is standard. There won't be a 2021 model, but a redesigned 86 arrives 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 Avalon is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid version has a 2.5-liter four-cylinder engine that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is plusher than most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system includes a touch screen that is easy to use. Apple CarPlay and Android Auto are now both standard. Standard safety equipment includes forward collision warning and automatic emergency braking. All-wheel drive is newly added.

\$35,875-\$43,300

BASE PRICE RANGE

93

ROAD TEST



ADAS

1

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 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. Forward collision warning and automatic emergency braking are standard. Blind spot warning and rear cross traffic warning are standard on all except the base trim. Apple CarPlay and Android Auto compatibility are standard.

\$21,445-\$26,500

BASE PRICE RANGE

64

ROAD TEST



ADAS

1

RELIABILITY



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 Camry ✓

88-90
OVERALL SCORE

The Camry is one of the best models among midsize sedans, thanks to a comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult and the rear seat is smaller than in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to an eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. CarPlay and Android Auto compatibility are standard, and all-wheel drive is available. Standard safety equipment includes forward collision warning and automatic emergency braking, but blind spot warning is optional.

\$24,970-\$35,545
BASE PRICE RANGE

86-89
ROAD TEST

ADAS

RELIABILITY

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 Corolla ✓

77
OVERALL SCORE

The redesigned Corolla sedan is fuel-efficient, but the new styling has compromised the rear-seat room and made it harder to get in and out, because of its lower stance and curvier body. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine accelerate leisurely, 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. Automatic emergency braking comes standard. New for 2021, blind spot warning and rear cross traffic warning are available on all versions.

\$19,925-\$28,210
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	↑	↑	↓



Toyota Highlander ✓

83-84
OVERALL SCORE

The redesigned, fourth-generation Highlander retains its qualities of 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. Controls are easy to use and Android Auto and Apple CarPlay compatibility is standard. The Toyota Safety Sense 2.5 suite includes standard forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance. Blind spot warning and rear cross traffic warning are optional.

\$34,810-\$50,315

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. 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 Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind spot warning, lane departure warning, and rear cross traffic warning are standard. Electronic connectivity has been updated, with Toyota's Entune touch-screen audio system standard.

\$85,515-\$87,845

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

65 OVERALL SCORE

The Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of almost 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gasoline). It takes only a few minutes to fill the tank, as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing hydrogen fueling stations in California, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it is like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable, and the cabin is quiet. Toyota is offering free fuel for three years, capped at \$15,000 in value. The redesigned 2021 Mirai (shown) will be a larger, more luxurious five-passenger rear-wheel drive car.

\$58,550
BASE PRICE RANGE

61 ROAD TEST

RELIABILITY ↑

ADAS ↑

SATISFACTION ↑



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear

ENGINES: Electric (153 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **193**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **110**
Weight (lb.) **4,100**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **690**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL

Hydrogen
CR Overall mpg **67**

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 OVERALL SCORE

In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The car can drive solely on electric, 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. Forward collision warning and automatic emergency braking are standard. All-wheel drive is optional. Both Android Auto and Apple CarPlay are available on the 2021 Prius.

\$24,525-\$32,650
BASE PRICE RANGE

75 ROAD TEST

RELIABILITY ↑

ADAS ↑

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 EV mode, the Prime operates much like the regular Prius, 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. This generation plug-in Prius also gets a three-passenger rear seat. Standard safety features include automatic emergency braking and lane keeping assistance.

\$28,220-\$34,000
BASE PRICE RANGE

74 ROAD TEST	⬆️ ADAS
⬆️ RELIABILITY	⬆️ 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 to previous generation. The 2.5-liter four-cylinder engine is paired with an eight-speed automatic transmission 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. And that hybrid delivers 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. Android Auto and Apple CarPlay compatibility are standard. Forward collision warning with pedestrian detection, automatic emergency braking, lane departure warning, and lane keeping assistance are standard. However, blind spot warning is optional.

\$26,050-\$37,030
BASE PRICE RANGE

72-76 ROAD TEST	⬆️ ADAS
⬆️ RELIABILITY	⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Adventure, Hybrid LE, Hybrid Limited, Hybrid XLE, Hybrid XLE Premium, Hybrid XSE, LE, Limited, XLE, XLE Premium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **3,510**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **3,500**

FUEL

Regular
CR Overall mpg **27-37**

RELIABILITY HISTORY

	'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

NA OVERALL SCORE

The new 2021 Toyota RAV4 Prime is a plug-in hybrid version of the RAV4 that comes only in all-wheel drive. With its electric drive and 2.5-liter engine, the Prime produces a combined 302-hp, making it feel very quick. It can travel about 40 miles on all-electric power alone. It takes nearly five hours to charge the battery on 240 volt. The RAV4 Prime transforms the RAV4 into a quick, quiet, more upscale SUV. The added weight contributes to the more-comfortable ride. The relatively large battery size lets the Prime qualify for the federal \$7,500 tax incentive EVs get. It is available in SE and XSE trim lines. All RAV4 Primes come standard with forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning, lane keeping assistance, and blind spot warning.

\$38,100-\$41,425
BASE PRICE RANGE

NA ROAD TEST

1 RELIABILITY

↑ ADAS

↑ 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. **NA**
 Towing Capacity (lb.) **2,500**

FUEL
 Regular
 EPA Combined mpg **38**

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 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. All 2020 models get standard Android Auto and Apple CarPlay compatibility. Standard advanced safety features include forward collision warning and automatic emergency braking.

\$50,100-\$69,375
BASE PRICE RANGE

60 ROAD TEST

↑ RELIABILITY

↑ ADAS

↑ 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

NA OVERALL SCORE The 2021 redesigned Toyota Sienna rides on an all-new platform with just one powertrain, a 243-hp, four-cylinder hybrid, offered. Front-wheel drive is standard and all-wheel drive is optional on all trims. The Sienna comes standard with Toyota's suite of advanced safety and driver assist features that includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning. A rear-seat reminder system is new. The modern-looking cabin is dominated by a nine-inch infotainment touch screen, and a lifted center console within close reach to the driver and front passenger, that allows for extra storage space in the large open area beneath it. Feature comforts, such as hands-free-opening sliding side doors, seven USB ports, and second-row sunshades. Finally, Android Auto and Apple CarPlay compatibility are now available.

\$31,640-\$49,415
BASE PRICE RANGE

NA 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.) **201**
Width (in.) **78**
Height (in.) **71**
Wheelbase (in.) **119**
Weight (lb.) **4,550**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Regular
EPA Combined 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	⬇️	⬆️	⬆️

Toyota Supra

83 OVERALL SCORE The Supra is reborn as a focused sports car that relies on the BMW Z4 platform and components. Power comes from a 3.0-liter turbo six-cylinder engine. Its smooth punch is routed through a slick eight-speed automatic transmission 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. The BMW iDrive infotainment system takes some getting used to but is logical. Changes for 2021 include a power boost to 382 hp for the six-cylinder engine and a new four-cylinder turbo model. Forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning are standard.

\$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 either a six-speed manual or a 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 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. Forward collision warning, automatic emergency braking, and lane departure warning are standard; blind spot warning 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.

\$26,150-\$46,780
BASE PRICE RANGE

42 **ROAD TEST** ⬆️ **ADAS**
⬇️ **RELIABILITY** ⬇️ **SATISFACTION**



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Limited, Nightshade Special Edition, SR, SR5, Trail Edition, TRD Off-Road, TRD Pro, TRD Sport
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **212**
 Width (in.) **74**
 Height (in.) **71**
 Wheelbase (in.) **127**
 Weight (lb.) **4,450**
 % Weight Front/Rear **56/44**

CARGO MEASUREMENT
 Max. Load (lb.) **1,000**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **6,400**

FUEL
 Regular
 CR Overall mpg **19**

RELIABILITY HISTORY

	'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 still feels outclassed by newer and 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. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



\$33,675-\$53,050
BASE PRICE RANGE

59 **ROAD TEST** ⬆️ **ADAS**
⬆️ **RELIABILITY** ⬆️ **SATISFACTION**



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

NA OVERALL SCORE The Venza name returns for 2021, applied to an all-new hybrid SUV that relies on the RAV4 Hybrid powertrain. The Venza comes across as a bit more Lexus than Toyota, making it a pleasant crossover. Unfortunately, the controls are almost as distracting as they are in a Lexus. The Venza is powered by a 2.5-liter four-cylinder engine and three electric motors for a combined output of 219 horsepower. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly. High-end Limited versions are available with a fixed panoramic roof that uses electrochromatic glass to allow the opacity to be adjusted. All Venzas come standard with an extensive suite of advanced safety and driver assist features, including forward collision warning, automatic emergency braking, and blind spot warning.

\$32,470-\$39,800

BASE PRICE RANGE

NA 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. **NA**
 Towing Capacity (lb.) **NA**

FUEL

Regular
 EPA Combined 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			



Volkswagen Arteon ✓

81 OVERALL SCORE The Volkswagen Arteon is a practical, sporty, and well-appointed hatchback with a coupelike exterior profile. Our testers praised its prompt acceleration, confidence in corners, and pleasant but firm ride. Front-wheel drive comes standard, and all-wheel drive is optional. Though the car is quiet otherwise, engine noise is 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 in and out. But underneath the heavy hatchback, there's a huge cargo area with lots of space and a low loading floor.

\$35,995-\$47,695

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 Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000 pounds. Forward collision warning, automatic emergency braking, blind spot warning, rear cross traffic warning, and lane keeping assistance are standard.

\$31,545-\$50,725
BASE PRICE RANGE

84
ROAD TEST

⬆️ RELIABILITY
⬆️ SATISFACTION

⬆️ ADAS
⬆️ ADAS



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 The Cross Sport is VW's 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 loses the third row and some cargo space. 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 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 3.6-liter V6. The turbo four-cylinder engine gets slightly better fuel economy. Both front- and all-wheel drive are offered. Forward collision warning, automatic emergency braking, and blind spot warning are standard.

\$30,855-\$50,025
BASE PRICE RANGE

81
ROAD TEST

⬆️ RELIABILITY
⬆️ SATISFACTION

⬆️ ADAS
⬆️ ADAS



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 GTI

63

OVERALL SCORE

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are standard. While the Golf is being dropped, the GTI soldiers on with a redesigned model arriving in fall 2021.

\$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 Golf ✓

86

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 one for the U.S. market. 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. We got 28 mpg overall when we tested the Golf with a 1.8-liter engine. 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.

\$23,195-\$24,915

BASE PRICE RANGE

82

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

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	↑	↑	*



Volkswagen ID.4

NA OVERALL SCORE

The ID.4 is VW'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 will be available, with an AWD version with 302 hp coming later. Standard features for the two-row, five-passenger ID.4 include dual-zone climate control, a heated steering wheel, heated side mirrors, and rain-sensing wipers. There's a configurable, 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 system screen comes standard, with a 12-inch one optional. Standard ADAS features include forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic warning, and lane keeping assistance.

\$39,995-\$48,175
BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
▼ RELIABILITY	▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: First Edition, Pro
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 **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 Jetta

50 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and good cabin room. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration upon demand. Fuel economy is excellent at 34 mpg overall. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is relatively quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Advanced safety features, such as automatic emergency braking, forward collision warning, and blind spot warning, are standard except on the base trim. A sporty GLI version, which shares components with the VW GTI, is also available.

\$18,995-\$28,045
BASE PRICE RANGE

78 ROAD TEST	Opt. ADAS
▼ RELIABILITY	I 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	*	I	*
Drive System	*	▲	*
Fuel System	*	▲	*
Electrical	*	▲	*
Climate System	*	I	*
Suspension	*	▼	*
Brakes	*	▲	*
Exhaust	*	▲	*
Paint/Trim	*	▲	*
Noises/Leaks	*	▼	*
Body Hardware	*	▼	*
Power Equipment	*	▲	*
In-Car Electronics	*	I	*



Volkswagen Passat ✓

72 OVERALL SCORE The changes to the 2020 Passat amounted to more of a mild update than a total redesign, but they helped the mid-sized sedan keep pace with the competition in terms of infotainment and a full complement of standard advanced 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.

\$23,995-\$29,995
BASE PRICE RANGE

77
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



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

Volkswagen Taos

NA OVERALL SCORE The Taos is Volkswagen's latest SUV, 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 8-speed automatic transmission, and the all-wheel-drive versions use a 7-speed dual-clutch automatic transmission. The Taos has nearly the same passenger space as the Tiguan but less cargo space. It is available with a long list of upscale amenities, such as digital instrument cluster, heated/ventilated front seats, and panoramic roof. The IQ Drive suite of advanced safety and driver assistance technology is available on every Taos model, with forward collision warning, automatic emergency braking, blind spot warning, and more. It goes on sale summer 2021.

\$22,000-\$32,000E
BASE PRICE RANGE

NA
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: S, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (158 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**
Width (in.) **73**
Height (in.) **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
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			



Volkswagen Tiguan

65 OVERALL SCORE
 The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. Forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, 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 more-expensive T6 brings all-wheel drive, plus a more powerful 316-hp four-cylinder that is both turbocharged and supercharged. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. Unfortunately, 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 automatic emergency braking with the ability to recognize and respond to pedestrians and cyclists. For 2021 blind spot warning and rear cross traffic are standard.

\$37,750-\$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 due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall in our tests. The base version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard. The Pilot Assist 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. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Automatic emergency braking with pedestrian detection is standard. Automatic emergency braking. Volvo's Pilot Assist driver assistance system, which combines adaptive cruise control and lane keeping assistance, is available. For 2021 an all-electric Recharge model is available, and blind spot and rear cross traffic warning are standard.



\$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 is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both city- and high-speed automatic emergency braking. For 2021 blind spot warning and rear cross traffic 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 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.) **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. But audio, phone, and navigation functions are controlled through a frustrating-to-use touch-screen infotainment system. Forward collision warning, automatic emergency braking, and blind spot warning are standard.

\$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.

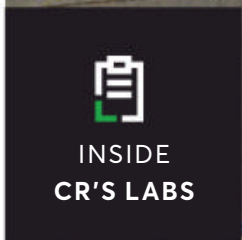


PHOTO: JOHN POWERS/CONSUMER REPORTS

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
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium	seq 7	184	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	248	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi 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 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
Chevrolet Traverse Premier	auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40

**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 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 500L Pop	auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	auto 9	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
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
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

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 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 Santa Fe Limited	auto 8	235	2.0-liter 4 turbo	21	14	31	3.3	8.7	16.7 @ 87	136	141	52.0	39
Hyundai Sonata Hybrid 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 Cadenza Technology	auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
Kia 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 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 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
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

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				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 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
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Kicks SV	CVT	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 Leaf SV	1-spd. dir.	147	electric	112**	125**	110**	3.1	8.0	16.3 @ 87	141	145	53.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue 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 BRZ Premium	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek 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 Mirai Base	1-spd. dir.	153	electric	67**	67**	67**	3.3	9.3	17.2 @ 81	142	151	49.5	37
Toyota Prius LE	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius 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 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 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
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 Golf TSI	auto 8	147	1.4-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
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 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 advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

The Insurance Institute for Highway Safety (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 have.

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.	Opt.	Good	Accept.	Good	Good	Good	Good	—	—	—
Mitsubishi Mirage	↓	Std.	Std.	NA	NA	Marg.	—	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Nissan Versa	↑	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	↑↑	↑↑ / ↑↑	↑↑ / —
CARS: COMPACT														
Chevrolet Bolt	↓	Opt.	Opt.	NA	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑ / ↑↑	↑↑ / —
Fiat 500L	↑	NA	NA	NA	NA	Poor	—	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.	—	—	—	—	—	—	—	—	—

PHOTO: JOHN POWERS/CONSUMER REPORTS

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 Ioniq	⚠	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	—	—	—
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	—	—	👍	👍 / 👍	👍 / —
Subaru Impreza	👍	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	— / 👍
Toyota C-HR	👍	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / —
Toyota Corolla	⚠ — 👍	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / —
Toyota Mirai	⚠	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Toyota Prius	⚠	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	👍	👍 / 👍	👍 / 👍
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.	Opt.	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.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / 👍
Subaru Legacy	👍	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	— / 👍
Toyota Camry	👍 — 👍	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / —
Volkswagen Passat	👍	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	👍 / —
CARS: MIDSIZED LUXURY														
Acura TLX	—	Std.	Std.	Std.	Opt.	—	—	—	—	—	—	—	—	—
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 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.	—	—	—	—	—	—	—	—	—
Kia Cadenza	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Kia K900	—	Std.	Std.	Std.	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	—	—	—
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	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Subaru BRZ	⬆️	NA	NA	NA	NA	Accept.	—	Good	Good	Good	Good	—	⬆️ / —	⬆️ / —
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	👍	👍 / 👍	👍 / —
Honda Odyssey	⚠	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / —
Kia Sedona	⚠	Opt.	Opt.	Opt.	NA	Good	Accept.	Good	Good	Good	Good	👍	👍 / 👍	👍 / —
Toyota Sienna	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
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.	Opt.	—	—	—	—	—	—	—	—	—
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	👍	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / 👍
Mitsubishi Outlander	⚠	Std.	Std.	NA	Opt.	Good	Good	Good	Good	Good	Good	👍	👍 / 👍	👍 / 👍
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	—	—	—	—	—
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 ID4	—	Opt.	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—	—
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.	—	—	—	—	—	—	👍	👍 / 👍	👍 / 👍
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 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	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.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Subaru Ascent	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Subaru Outback	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
Toyota 4Runner	↓	Std.	Std.	Std.	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.	Opt.	—	—	—	—	—	—	—	—	—
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.	Good	—	Good	Good	Good	Good	↑	↑ / ↑	— / ↑
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.	—	—	Good	Good	—	—	↑	↑ / ↑	↑ / ↑
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.	Opt.	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 <i>Continued</i>														
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 EQC	—	Std.	Std.	Std.	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.	Opt.	—	—	—	—	—	—	↑	↓ / ↑	↓ / ↓
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	—	NA	NA	NA	NA	Marg.	Marg.	Good	Good	Accept.	Good	↑	↓ / ↑	↓ / ↑
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	↑	↑ / ↑	↑ / ↓
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.

ADVANCED DRIVER ASSISTANCE systems have become more 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. 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 and alerts driver. Some systems also provide alerts for pedestrian 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, provides forward collision warning, 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 gear. 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.

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 not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions and Weight

■ **Length, width, height,** and **wheelbase** data come from the manufacturer.

■ **Weight** of tested vehicles is measured on our scales.

Cargo

■ **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

■ **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded.

We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

■ **Towing capacity** is the maximum for the vehicle we tested. For 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	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	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	3,755	NA	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 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	184	72	67	108	4,050	950	NA	NA	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-
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	NA	NA	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	8,200	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
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 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
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	NA	NA	55.5	NA	NA	-	-	-
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	NA	NA	66.0	NA	NA	-	-	-
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	63	117	NA	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	NA	NR	57.5	NA	NA	56.0	NA	NA	-	-	-
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	NA	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	8,100	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	NA	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	2,865	850	NA	NR	56.5	NA	NA	61.0	NA	NA	-	-	-
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	3,500	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	65	108	NA	NA	NA	NA	NA	NA	NA	NA	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 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 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 Cadenza	197	74	58	112	3,725	905	16.0	NR	57.0	42.0	3.0	54.5	31.0	3.0	-	-	-
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 K900	202	75	59	122	4,735	NA	15.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
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	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	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 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	3,850	NA	14.0	NR	55.0	NA	NA	52.0	NA	NA	-	-	-
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 EQC	185	74	64	113	5,345	1,115	NA	4,000	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz GLA	174	72	63	107	3,630	915	26.5	NR	55.0	44.0	5.5	50.5	29.0	4.0	-	-	-
Mercedes-Benz GLB	182	72	65	111	3,785	935	28.5	NR	55.5	42.5	5.0	53.0	30.0	3.5	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	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	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	193	73	57	111	3,240	900	15.0	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	206	73	70	126	4,505	1,360	-	6,380	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	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	183	72	67	107	3,600	NA	NA.0	1,100	57.0	NA	NA	56.0	NA	NA	-	-	-
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	-	-	-	-	-	-

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.)
Polestar 2	181	71	58	108	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
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	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
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 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	NA	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	201	78	71	119	4,550	NA	NA	3,500	64.0	NA	NA	63.5	NA	NA	60.0	NA	NA
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	NA	NA	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 ID4	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