



HONDA HR-V

New Cars™

252
MODELS
RATED

HONDA
CIVIC



BEST AND WORST

CARS · TRUCKS · SUVs

**Reliability
Winners**
...AND LOSERS

TOYOTA
TACOMA



MARCH 2023 CR.ORG

**LEASE OR BUY?
THE SMART
CHOICE RIGHT NOW**

**HYBRIDS
WITH
HIGH MPG**

**BEST TIRES
IN OUR
RATINGS**

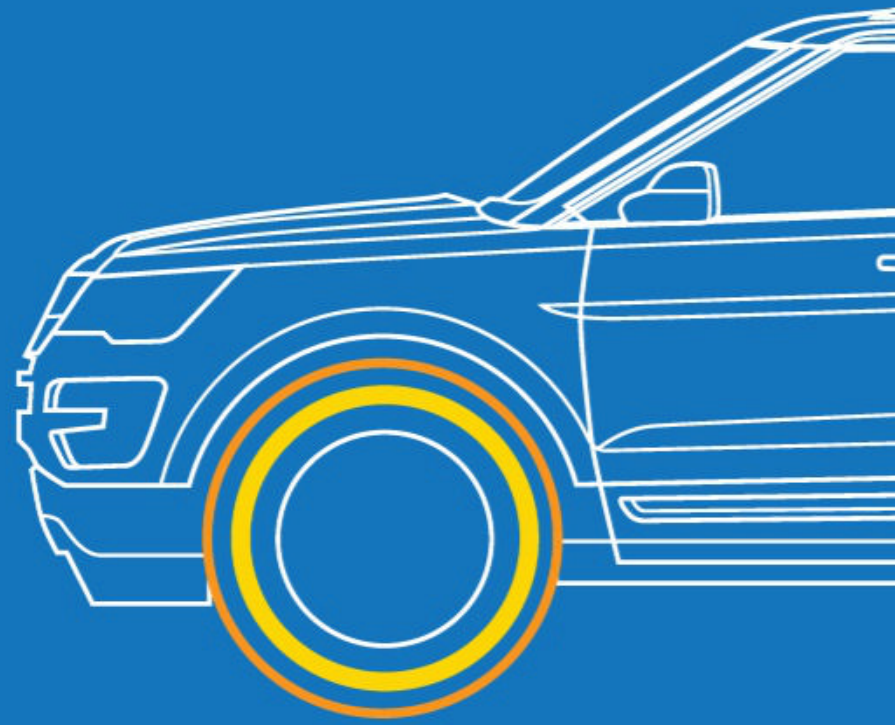


Please display until March 21, 2023

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Start today at [cr.org/adrecalltracker](https://www.consumerreports.org/adrecalltracker)



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The Hyundai Santa Fe Hybrid got 30 mpg overall in CR's tests.

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The CR Difference

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

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

This issue of Consumer Reports New Cars has the latest data from our exclusive annual reliability surveys of our members. We ask them about the problems they had with their vehicles that cost them time and money. We also ask if they're satisfied with their vehicle. Because the only thing better than a reliable car is a car that owners love, too.

This year we gathered data on over 300,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. We buy our own vehicles to test rather than relying on samples provided by automakers, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a hand-picked version that was loaned us in order to get a good review.

CR is a nonprofit, and we don't answer to automakers or

dealers. It's why you won't see any ads from auto-makers in this magazine, but you will see exclusive test data that you can't get anywhere else.

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

—CR's Auto Test Team

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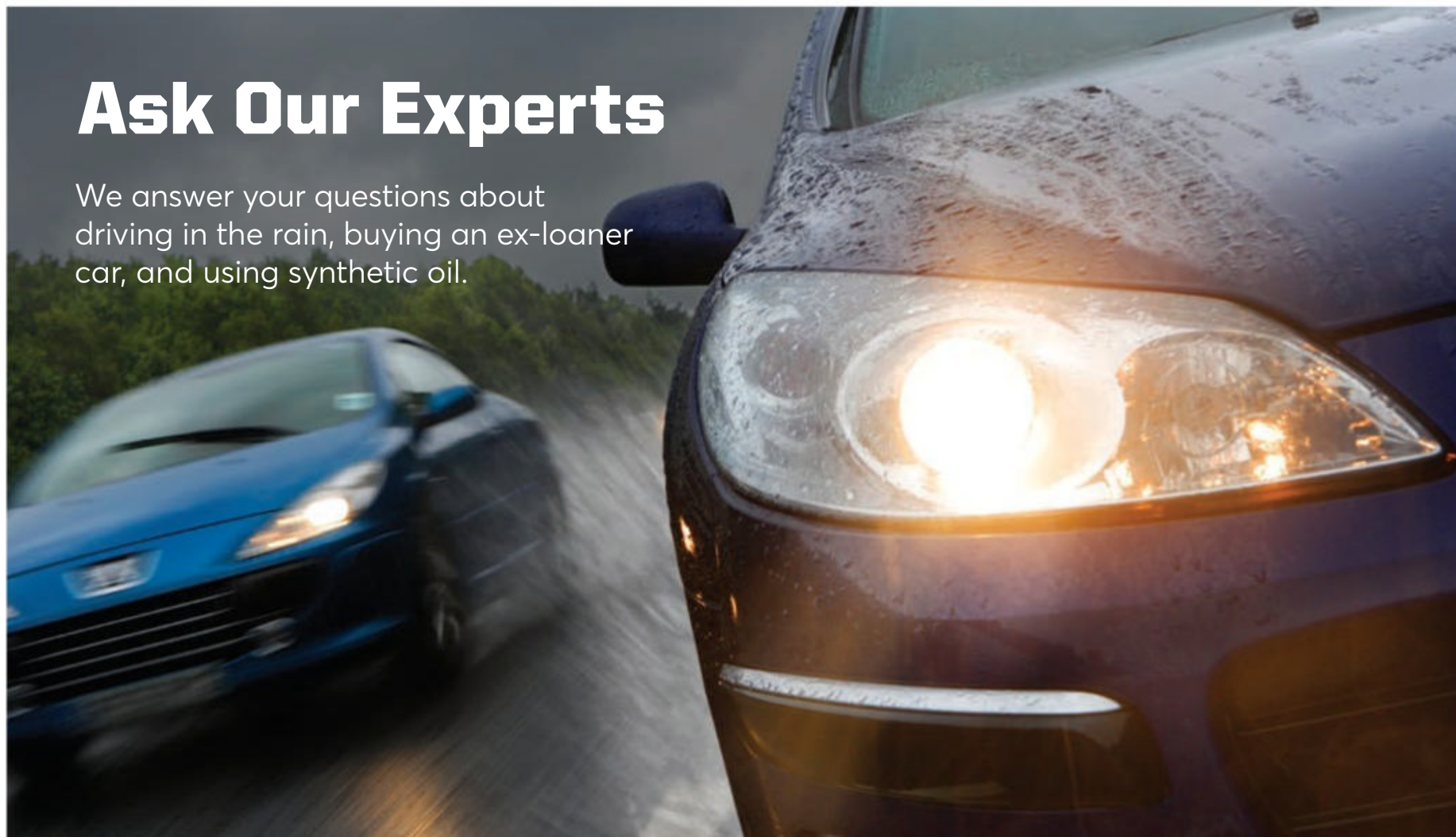
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PHOTO: JOHN POWERS/CONSUMER REPORTS

Ask Our Experts

We answer your questions about driving in the rain, buying an ex-loaner car, and using synthetic oil.



Q. Is it safe for me to use cruise control when driving in the rain?

Cruise control can make it easier to drive your car by holding the vehicle at a steady rate of speed. But when roads get slick, you're safer controlling your speed yourself.

In wet conditions, when gentle braking and throttle control are needed, a human touch may be better at that than even modern adaptive cruise control systems, particularly when responding to hydroplaning.

In addition, the system could cause the car to accelerate just to maintain speed, which may not be desirable because it can induce a slide.

If you do lose traction, the safest way to deal with it is to let up on the throttle and coast until you regain control.

Q. Should you buy a dealership 'loaner' car?

Dealers often end up selling the cars they set aside as "loaners" for customers who need to leave their vehicles for repair. We think it's okay to buy one of these used cars as long as you take some precautions.

We recommend an inspection from an independent mechanic, and avoiding any used car with signs of extreme wear, such as average annual mileage of more than 15,000. The sale price on an ex-loaner will likely be lower than a regular used car of the same make and model year.

"There can be substantial cost savings," says John Ibbotson, CR's chief automotive

services manager. "Just make sure the dealership fixes anything that's wrong before signing the paperwork."

Q. Should I pay extra for synthetic oil?

Probably not. Synthetic oil can add \$30 or more to the cost of an oil change.

"Make sure you know what's recommended or required by your automaker before you visit your mechanic so that you can control the cost of the oil they're putting in," says CR's Ibbotson. "You can find that information in the owner's manual. Simply follow that guidance."

Most new cars now require synthetic oil, he says. Switching from conventional motor oil to synthetic can make sense for people who drive in extreme hot or cold climates or do a lot of towing.

Synthetic oil is designed to improve lubrication, and it can better address the demands those driving conditions put

45

The percentage of adults who know you don't have to plug in a hybrid car for it to run.

SOURCE: Sep. 2022 Consumer Reports nationally representative survey of 2,519 adults.

on the engine. But if your car came from the factory with conventional oil and your driving isn't demanding, there's no reason to switch. Just make sure to follow the automakers oil-change schedule.

When changing the oil, be sure to use an original-equipment or premium-grade oil filter, rather than a budget filter.

START YOUR ENGINES

EXCLUSIVE RELIABILITY SURVEY RESULTS AND RATINGS, TOP-SCORING TIRES, BUYING AND LEASING STRATEGIES

The Most and Least Reliable Vehicles

We use our detailed reliability data from CR members to predict which models are the most dependable.



Toyota Corolla Hybrid
RELIABILITY SCORE 93



Lexus GX
RELIABILITY SCORE 91



Mini Cooper
RELIABILITY SCORE 89



Mazda MX-5 Miata
RELIABILITY SCORE 85



Lincoln Corsair
RELIABILITY SCORE 82

AMONG ALL THE things consumers learned as a result of the COVID-19 pandemic, the length of our supply chains ranks at or near the top. The automotive industry has long been a global one, with manufacturers operating factories around the world and using suppliers from a growing number of countries.

Yet many buyers shop with the location of a company's headquarters in mind. This is why we present how every mainstream automaker performed in this year's survey and highlight key findings for each brand, broken out into Asian, European, and Domestic regions.

ASIAN AUTOMAKERS

Seven of the top 10 brands

- **Toyota's** redesigned Tundra was the brand's only model to score below-average reliability, due to some members reporting leaks, body hardware problems, and paint/trim issues. The RAV4 Prime dropped to average because of ongoing problems with filling the fuel tank. All other models scored above average, with the Corolla Hybrid the most reliable model in this year's survey.
- **Lexus** models scored above average or well-above average, led by the long-running GX SUV. The redesigned-for-2022 NX Hybrid had outstanding reliability.
- **Mazda's** CX-9 and CX-30 SUVs and the 3 sedan were average, with some CX-30 owners reporting engine computer issues. The CX-5 was above average, and the MX-5 Miata was well-above average.
- **Honda** performed well, with the Passport, Accord Hybrid, Civic, and Accord

WHO'S UP AND WHO'S DOWN

Even a once-reliable model can develop problems, particularly if a new engine or updated infotainment system has been introduced. Similarly, fixes to an unreliable model means subsequent versions might be trouble-free. This list highlights the models that gained or lost CR's recommendation. For more details, go to [CR.org/reliability](https://www.cars.com/reliability).

↑ NEWLY RECOMMENDED

- Audi Q3
- Buick Enclave
- Chevrolet Corvette
- Ford Escape Hybrid
- Genesis G80
- Genesis GV70
- Hyundai Santa Fe
- Hyundai Santa Fe Hybrid
- Kia Seltos
- Kia Sorento Hybrid
- Kia Soul
- Lincoln Corsair
- Lincoln Nautilus
- Mini Cooper
- Mitsubishi Outlander
- Nissan Rogue
- Subaru Ascent
- Toyota Corolla Hatchback
- Volvo S60

↓ NO LONGER RECOMMENDED

- Ford Bronco Sport
- Ford Mustang Mach-E
- Hyundai Elantra
- Hyundai Kona
- Nissan Sentra
- Toyota Tundra
- Volvo XC60

all scoring above average. The Odyssey and Ridgeline were average, with owners reporting issues with power equipment; the Odyssey also had problems with infotainment screens freezing.

■ **Subaru** worked out most of the Ascent's kinks, so it improved to average predicted reliability. There were still reports of transmission issues, but fewer than in the past. The Outback and Legacy were average, both suffering from in-car electronics issues with screens freezing, electrical system problems with the battery, and power equipment problems. The Impreza was average, and the Crosstrek and Forester both had above-average reliability.

■ **Acura's** MDX and RDX SUVs were both above average this year, while the TLX sedan dropped to average because of issues with in-car electronics, the brakes, and the electrical system.

■ **Kia's** new-for-2022 EV6 electric vehicle debuted with outstanding reliability, and the Carnival and K5 were both above average. The Forte, Soul, and Seltos improved to average due to fewer transmission issues. But the Sorento was subpar, due to transmission problems requiring a rebuild or replacement, and some reports of overheating.

■ **Genesis' G80** sedan was above average, and the GV70 SUV was average. The GV80 SUV was below average, suffering from the same infotainment screen problems we saw last year, along with some fuel system, body hardware, brake, and power equipment problems.

■ **Nissan's** Rogue improved from below to above average this year, joining the Altima and Murano. But the Frontier was below average, and the Sentra and Pathfinder had well-below average reliability. The Sentra was due to brake, climate system, and paint/trim problems, while Pathfinder owners noted power equipment, in-car electronics,

and body hardware issues.

- **Hyundai** models mostly had average predicted reliability this year, with only the Santa Fe Hybrid and Sonata coming in above average. The Elantra, Kona, and Santa Cruz were below average. The Kona Electric remained sub-par, with ongoing battery pack, electric drive system, and charging system issues. The Kona and Elantra both had climate system issues, and the Kona also had fuel system problems.

EUROPEAN AUTOMAKERS

Some German brands move up

- **BMW** models improved this year, with both the 3 and 4 Series scoring above average, and the X3, X5, and X7 SUVs and 5 Series sedan having average predicted reliability. Most issues were with the in-car electronics, with the display screen and climate system.
- **Audi's** A5 remained above average and had outstanding reliability this year. The Q3, Q5, and Q7 SUVs, along with the A4 sedan, all came in at average. The Q5's drop is due to in-car electronics and climate system issues.
- **Volvo's** XC90 and XC60 had below-average reliability. Both models had issues with the brakes, while the XC90 also had climate system problems and the XC60 had in-car electronics issues. The S60/V60 and XC40 were all average.
- **Volkswagen's** Atlas and Jetta remained average, but the ID.4 EV and Tiguan were below average, and the new-for-2022 Taos was well-below average. The ID.4 had issues with electric drive, charging components, and in-car electronics, including blank and freezing screens that sometimes required a hardware replacement. The Taos also had in-car electronics, fuel system, and electrical system problems.
- **Mercedes-Benz** was the lowest-ranked automaker in our survey. Both the E-Class and GLE were below

average. The GLE had in-car electronics problems, such as the screen freezing or going blank, sometimes requiring hardware replacement, along with keyless entry and climate system troubles.

DOMESTIC AUTOMAKERS

Big trucks are still problematic

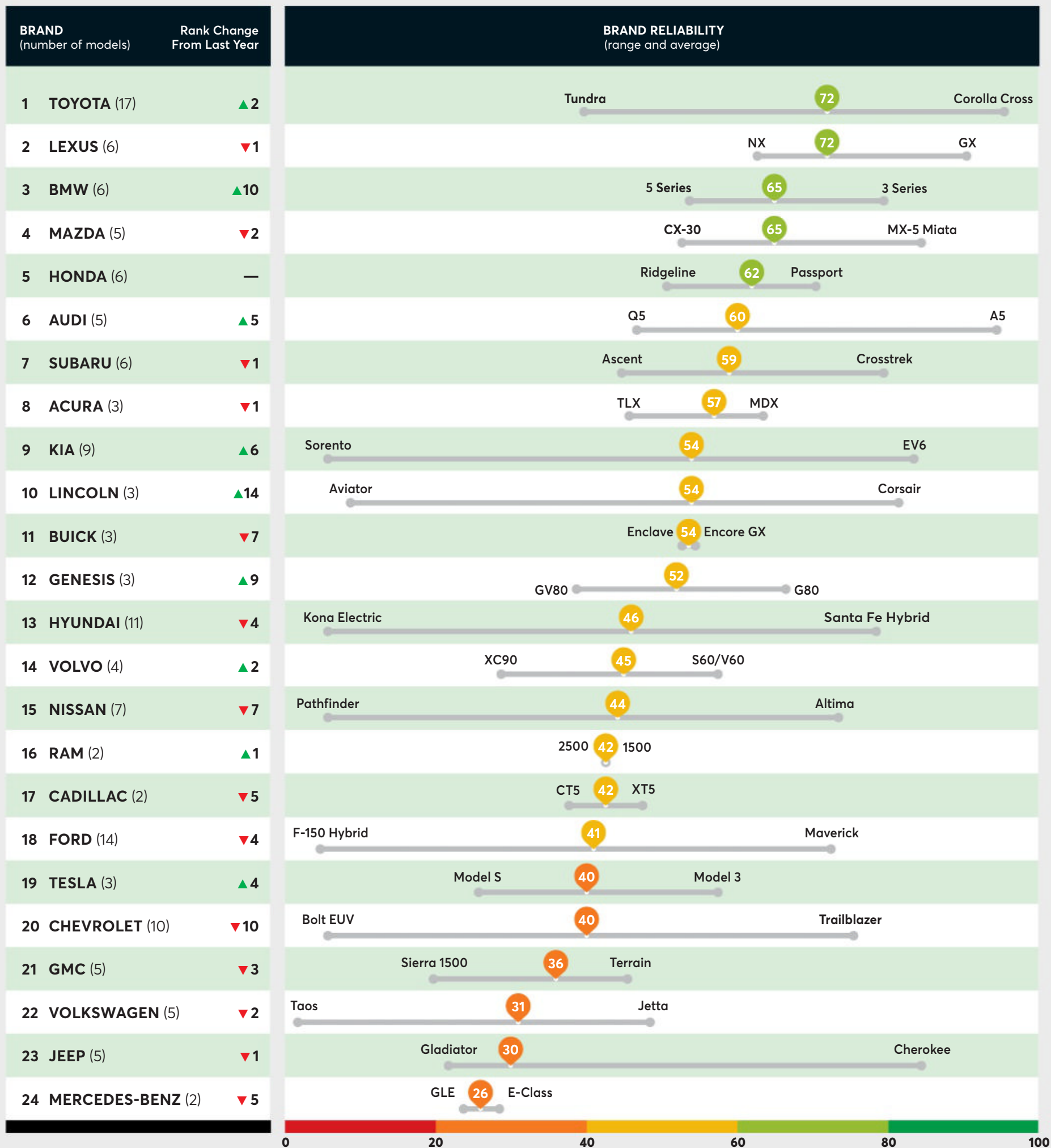
- **Lincoln** was the most-improved brand in the survey, thanks in part to its small lineup. The Corsair improved to well-above average, and the Nautilus to above average. The Aviator remained problematic, with multiple in-car electronics issues with the screen, some of which required a hardware replacement. It also had climate system, steering/suspension, power equipment, body hardware, and paint/trim problems.
- **Buick's** lineup had average reliability, with the Enclave improving while the Encore GX and Envision both dropped.
- **Cadillac's** XT5 dropped to average because of in-car electronics, brake, and drive system issues. The CT5 was below average.
- **Chevrolet** had two above-average models, the Trailblazer and Blazer, and the Corvette improved to average. The Silverado 1500, Bolt, and Bolt EUV were all well-below average, with battery problems and electric drive failures, along with multiple other issues. The Tahoe and the Silverado 2500 HD truck were below average. The Silverado 1500 still had major engine problems requiring rebuild or replacement, as well as electrical system, brakes, and drive system problems.
- **GMC's** Sierra 1500, Sierra 2500 HD, and Yukon suffered from the same issues as their Chevrolet twins, while the Terrain and Acadia were both average.
- **Ram's** 1500 and 2500 were both average, with the 1500 having some engine computer problems, and multiple in-car electronics issues with screens freezing or the hardware requiring replacement.

- **Ford's** new-for-2022 Maverick and Maverick Hybrid had above-average reliability, as did the Edge. The Explorer was still well-below average, suffering from transmission, power equipment, and in-car electronics problems. It was joined by the F-150 Hybrid. The Bronco Sport and Mustang Mach-E dropped to below average, with Bronco Sport owners reporting issues with the brakes, engine, and noises/leaks. Many Mach-E owners told us about the display screen freezing and needing the hardware replaced. Other reported problems included the EV's battery pack and charging system. The F-150 and Escape were also below average.
- **Tesla's** Model 3 remained average. The Model Y continued to have body hardware issues with the tailgate and door alignment as well as paint defects, along with climate system and steering/suspension problems. The Model S had issues with the suspension, body hardware, climate system, drive system, and in-car electronics.
- **Jeep's** only model with average reliability was the Cherokee. All others were below average. The Gladiator still had steering and suspension issues, as well as problems with the drive and electrical systems. Wrangler owners reported electrical, climate, and fuel system problems, as well as engines needing a rebuild or replacement. The Grand Cherokee and Grand Cherokee L had in-car electronics, power equipment, and steering/suspension problems.
- **Chrysler's** Pacifica minivan was below average, and the Pacifica Hybrid was well-below average. The Pacifica had problems with the engine computer, electrical system, and in-car electronics, including screens that required hardware replacement. The Pacifica Hybrid had similar problems, along with power equipment and electric drive motor and battery pack issues.

We had insufficient data or too low a model count to rank Alfa Romeo, Chrysler, Dodge, Fiat, Infiniti, Jaguar, Land Rover, Maserati, Mini, Mitsubishi, Polestar, Porsche, and Rivian.

HOW THE BRANDS COMPARE

THE BEST WAY to narrow down your purchase options is to first choose a reliable brand. Just starting off with a model from one of the top eight brands in the chart gives you a head start in finding a reliable car. But be sure to research the reliability of any individual model before buying it: Toyota is the most reliable brand in our surveys, but if you bought a Tundra just based on the strength of the brand, you'd be driving one of the less reliable vehicles in our survey.



CR's brand-level rankings are based on the average predicted reliability score of all the vehicles in a brand's model lineup currently offered for sale.

Change in rank is based on a brand's relative position from the 2022 to the 2023 rankings, and shows how many positions an automaker moved up or

down; an unchanged rank is noted with a dash [—]. For a brand to be ranked, we must have sufficient survey data for two or more models. This year we have

insufficient data to rank Alfa Romeo, Chrysler, Dodge, Fiat, Infiniti, Jaguar, Land Rover, Maserati, Mini, Mitsubishi, Polestar, Porsche, and Rivian.

RELIABILITY PREDICTIONS FOR NEW AND REDESIGNED MODELS

EVERY YEAR CR asks its members about problems they've had with their cars, minivans, SUVs, and trucks in any of 17 trouble areas

2023 MODELS WITH FULL DATA

OUR PREDICTIONS FOR the 2023 models presented here are based on the overall reliability of each for the past three years. Only one or two years of data are used if the model was new or redesigned in 2022 or 2021. Scores are based on a scale of 0 to 100. A score of 41 to 60 is considered average.

SUBCOMPACT SUVs

Toyota Corolla Cross	96
Subaru Crosstrek	80
Chevrolet Trailblazer	76
Kia Seltos	56
Mazda CX-30	52
Hyundai Kona	38
Volkswagen Taos	1

COMPACT SUVs

Subaru Forester	75
Nissan Rogue	73
Mazda CX-5	71
Toyota RAV4	63
Kia Sportage	60
Jeep Cherokee	53
Hyundai Tucson	49
Chevrolet Equinox	46
GMC Terrain	46
Ford Escape	33
Ford Bronco Sport	29
Volkswagen Tiguan	27

MIDSIZE 2-ROW SUVs

Honda Passport	71
Chevrolet Blazer	64
Nissan Murano	64
Ford Edge	62
Hyundai Santa Fe	55
Subaru Outback	51

Ford Bronco	47
Jeep Grand Cherokee	27
Jeep Wrangler	24

MIDSIZE 3-ROW SUVs

Toyota Highlander	71
Toyota 4Runner	69
Kia Telluride	59
Mazda CX-9	57
Hyundai Palisade	54
Chevrolet Traverse	47
Volkswagen Atlas	46
Subaru Ascent	44
Dodge Durango	43
Ford Expedition	42
Chevrolet Tahoe	32
GMC Yukon	32
Jeep Grand Cherokee L	26
Ford Explorer	16
Kia Sorento	5
Nissan Pathfinder	5

LUXURY COMPACT SUVs

Lincoln Corsair	82
Lexus UX	64
Acura RDX	62
Lexus NX	62
BMW X3	60

Volvo XC40	57
Buick Encore GX	55
Buick Envision	54
Audi Q3	53
Genesis GV70	51
Audi Q5	46
Volvo XC60	36

LUXURY MIDSIZED/LARGE SUVs

Lexus GX	91
Lincoln Nautilus	73
Acura MDX	64
BMW X5	60
BMW X7	57
Audi Q7	56
Buick Enclave	52
Cadillac XT5	48
GMC Acadia	44
Genesis GV80	38
Volvo XC90	28
Mercedes-Benz GLE	23
Lincoln Aviator	8

HYBRID SUVs

Lexus NX Hybrid	84
Hyundai Santa Fe Hybrid	79
Toyota Highlander Hybrid	74
Toyota Venza	71
Toyota RAV4 Hybrid	63
Toyota RAV4 Prime	59
Hyundai Tucson Hybrid	46
Ford Escape Hybrid	42

HYBRID CARS

Toyota Corolla Hybrid	93
Toyota Prius	89
Toyota Prius Prime	77
Toyota Camry Hybrid	75
Honda Accord Hybrid	69
Lexus ES Hybrid	62

ELECTRIC VEHICLES

Kia EV6	84
Tesla Model 3	58
Nissan Leaf	53
Hyundai Ioniq 5	41
Tesla Model Y	38
Ford Mustang Mach-E	35
Volkswagen ID.4	32
Tesla Model S	25
Chevrolet Bolt	17
Chevrolet Bolt EUV	5
Hyundai Kona Electric	5

COMPACT CARS

Toyota Corolla	81
Honda Civic	68
Mazda3	58
Subaru Impreza	56
Volkswagen Jetta	49
Kia Soul	46
Kia Forte	44
Hyundai Elantra	38
Nissan Sentra	9

MIDSIZE CARS

Nissan Altima	74
Kia K5	65
Hyundai Sonata	64
Toyota Camry	62
Honda Accord	62
Subaru Legacy	50

LUXURY COMPACT CARS

BMW 3 Series	80
Volvo S60	58
Audi A4	53
Acura TLX	45
Cadillac CT5	37

LUXURY MIDSIZED/LARGE CARS

Genesis G80	67
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Lexus ES	67
BMW 5 Series	53
Mercedes-Benz E-Class	29

SPORTS/SPORTY CARS

Audi A5	95
Mini Cooper	89
Mazda MX-5 Miata	85
BMW 4 Series	78
Chevrolet Corvette	60
Ford Mustang	42

MINIVANS

Kia Carnival	71
Toyota Sienna	63
Honda Odyssey	50
Chrysler Pacifica	31
Chrysler Pacifica Hybrid	3

SMALL PICKUPS

Ford Maverick	73
Ford Maverick Hybrid	69
Hyundai Santa Cruz	37

MIDSIZE PICKUPS

Toyota Tacoma	71
Honda Ridgeline	50
Ford Ranger	47
Nissan Frontier	30
Jeep Gladiator	21

FULL-SIZED PICKUPS

Ram 1500	43
Ram 2500	42
Toyota Tundra	39
Chevrolet Silverado 2500HD	36
GMC Sierra 2500HD	36
Ford F-150	28
Chevrolet Silverado 1500	19
GMC Sierra 1500	19
Ford F-150 Hybrid	4

during the previous 12 months. We use their responses to calculate reliability ratings for every major mainstream model. In addition

to statistically adjusting for mileage, we adjust for member age, because older drivers tend to report fewer problems.

2023 MODELS WITH LIMITED DATA

NEW-CAR RELIABILITY predictions for models with limited survey data, including all-new and redesigned models (indicated with a *), are based on our evaluations of the brand's reliability history and the reliability of previous generations of the model and of other models the vehicle shares components with. These receive a rating rather than a numeric score.

SUBCOMPACT SUVs

Honda HR-V*	↑
Mitsubishi Outlander Sport	↓
Fiat 500X	↓
Jeep Renegade	↓

COMPACT SUVs

Honda CR-V*	↑
Mazda CX-50*	↑
Mitsubishi Outlander	↑
Mitsubishi Eclipse Cross	↓
Dodge Hornet*	↓
Jeep Compass	↓

MIDSIZE 2-ROW SUV

Volkswagen Atlas Cross Sport	↓
------------------------------	---

MIDSIZE 3-ROW/LARGE SUVs

Honda Pilot*	↓
Toyota Sequoia*	↓
Chevrolet Suburban	↓
GMC Yukon XL	↓
Jeep Grand Wagoneer	↓
Jeep Wagoneer	↓
Nissan Armada	↓

LUXURY COMPACT SUVs

BMW X1*	↓
BMW X2	↓
BMW X4	↓
Infiniti QX50	↓
Infiniti QX55	↓
Mini Cooper Countryman	↓
Porsche Macan	↓
Alfa Romeo Stelvio	↓
Alfa Romeo Tonale*	↓
Cadillac XT4	↓
Jaguar E-Pace	↓
Jaguar F-Pace	↓
Land Rover Discovery Sport	↓
Land Rover Range Rover Evoque	↓
Land Rover Range Rover Velar	↓
Maserati Grecale*	↓
Mercedes-Benz GLA	↓
Mercedes-Benz GLB	↓
Mercedes-Benz GLC*	↓

LUXURY MIDSIZE/LARGE SUVs

Lexus RX*	↑
Audi Q8	↓
BMW X6	↓
Lexus LX	↓
Lincoln Navigator	↓
Porsche Cayenne	↓
Cadillac Escalade	↓
Cadillac XT6	↓
Infiniti QX60	↓
Infiniti QX80	↓
Land Rover Defender	↓
Land Rover Discovery	↓
Land Rover Range Rover	↓
Land Rover Range Rover Sport*	↓
Maserati Levante	↓
Mercedes-Benz GLS	↓

HYBRID SUVs

Honda CR-V Hybrid*	↑
Lexus RX Hybrid*	↑
Subaru Crosstrek Hybrid	↑
Kia Sorento Hybrid	↓
Kia Sportage Hybrid*	↓

HYBRID CARS

Hyundai Sonata Hybrid	↑
Kia Niro*	↑
Toyota Crown*	↑
Hyundai Elantra Hybrid	↓

ELECTRIC VEHICLES

Genesis GV60*	↓
Audi E-tron	↓
Audi Q4 E-Tron	↓
Ford F-150 Lightning	↓
Jaguar I-Pace	↓
Mercedes-Benz EQS	↓

Polestar 2	↓
Porsche Taycan	↓
Rivian R1T	↓
Tesla Model X	↓

COMPACT CARS

Hyundai Venue	↓
Kia Rio	↓
Mitsubishi Mirage	↓
Nissan Kicks	↓
Nissan Versa	↓
Toyota C-HR	↓
Toyota Corolla Hatchback	↓

MIDSIZE/LARGE CARS

Chrysler 300	↑
Dodge Charger	↑
Nissan Maxima	↑
Chevrolet Malibu	↓

LUXURY COMPACT CARS

Acura Integra*	↑
Infiniti Q50	↑
Lexus IS	↑
Audi A3	↓
BMW 2 Series Gran Coupe	↓
Genesis G70	↓
Kia Stinger	↓
Volkswagen Arteon	↓
Alfa Romeo Giulia	↓
Cadillac CT4	↓
Mercedes-Benz C-Class	↓
Mercedes-Benz CLA	↓

LUXURY MIDSIZE/LARGE CARS

Audi A6	↓
Audi A7	↓
Audi A8	↓

BMW 7 Series*	↓
Genesis G90*	↓
Lexus LS	↓
Porsche Panamera	↓
Jaguar XF	↓
Maserati Ghibli	↓
Mercedes-Benz CLS	↓
Mercedes-Benz S-Class	↓
Volvo S90	↓

SPORTS/SPORTY CARS

Audi TT	↓
BMW 2 Series	↓
BMW 8 Series	↓
BMW Z4	↓
Dodge Challenger	↓
Lexus LC	↓
Lexus RC	↓
Nissan Z*	↓
Porsche 718 Boxster	↓
Porsche 718 Cayman	↓
Porsche 911	↓
Subaru BRZ	↓
Toyota GR86	↓
Toyota Supra	↓
Chevrolet Camaro	↓
Subaru WRX	↓
Volkswagen Golf GTI	↓

COMPACT/MIDSIZE PICKUPS

Chevrolet Colorado*	↓
GMC Canyon*	↓

FULL-SIZED PICKUPS

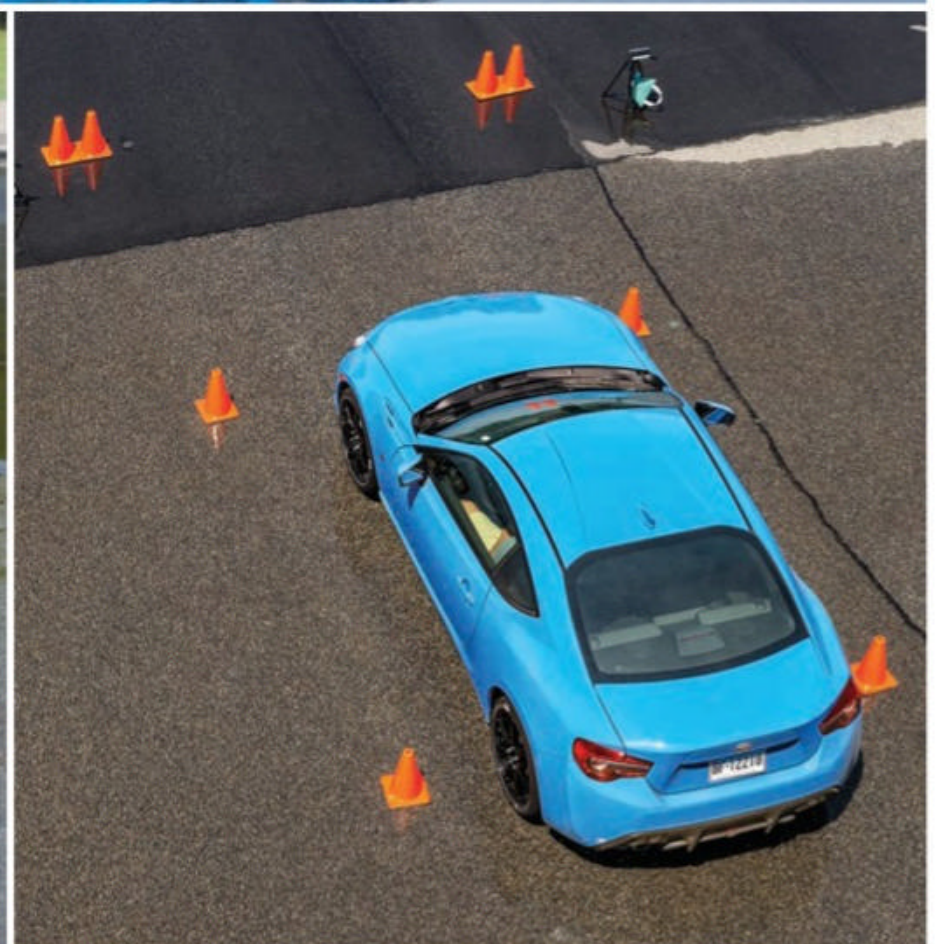
Ford F-250*	↓
Nissan Titan	↓

START YOUR ENGINES




INSIDE
CR'S LABS

One way we evaluate a tire's grip is on a wet surface at our 327-acre test track.



Save Money With These Long-Lasting Tires

The comprehensive ratings from our extensive testing program will steer you to car, SUV, and truck tires with four-season traction and a long life.

IT'S HARD TO overstate how important tires are to safe driving. After all, they're the only part of the car that touches the road.

That's why so many consumers in colder climates take the time, make the effort, and spend the money to switch to winter/snow tires once a year to ensure that their vehicles have the best grip possible.

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

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

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

Money-Saving Tips

Buying replacement tires can be an expensive, confusing experience. You could easily spend \$800 or more by the

time you add up the cost of four tires plus additional charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead some consumers to rely on a salesperson's recommendation, which isn't always the best way to get a great tire for a great price.

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

» **Look for perks.** This is how many tire retailers distinguish themselves. About 80 percent of CR members reported that they received at least one perk when buying tires or having them installed. The most common ones reported were tire balancing, lifetime tire rotation, and tire mounting at no charge. Tire rotation may be among the best of those perks, because it needs to be done about every 5,000 to 7,500 miles and costs about \$50 each time.

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

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

HOW TO KEEP YOUR TIRES IN TIP-TOP SHAPE

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

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

■ **Look for cracks, cuts, or bulges in the sidewall or tread.** If found, replace those tires as soon as possible.

■ **Check for uneven treadwear,** which typically denotes poor wheel alignment, over or underinflation, and/or worn suspension components. If found, have the tires and suspension checked by a repair shop.

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

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

BEST TIRE-BUYING STRATEGIES

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

■ **Make sure your 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 a more practical all-season tire option. Such tires will be marked with "M+S," which indicates they have a tread designed to handle mud and snow. For harsh winter weather, consider tires that have a mountain and snowflake symbol on the sidewall, which means they meet an industry standard for snow traction.

■ **Tires that are part of a luxury or sports package may be higher-performance ones.** These are usually more expensive to replace and can wear out faster. Tires on large wheels with short sidewalls can also be expensive to replace and give a firm ride. Plus, they can be more prone to damage.

■ **Research the full cost of buying replacing tires.** It can take nothing more than a few clicks to research, order, and pay for new tires. But a low online price may not include shipping, and you'll still have to pay to mount and balance the new tires, and dispose of your old ones. Make sure to factor that in when comparing online prices with a local tire retailer—who may include those services.



1

2

3

4

1. ALL-SEASON

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

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

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

2. ULTRA-HIGH-PERFORMANCE ALL-SEASON

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

PROS: Excellent braking and handling.

CONS: Pricy, limited treadwear, compromised winter grip.

3. WINTER/SNOW

These provide optimum grip in cold winter weather.

PROS: Great braking and traction on ice and snow.

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

4. ALL-TERRAIN

Built for on- and off-pavement adventures.

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

CONS: Some may be noisy when used on pavement.

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



Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning resistance	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
ALL-SEASON TIRES												
✓ Michelin Defender T+H	67	\$179	↑	↓	↑	↑	↑	↓	↓	↑	↓	85,000
✓ General Altimax RT43	66	\$129	↑	↓	↑	↑	↑	↑	↓	↑	↓	70,000
Continental TrueContact Tour	63	\$139	↑	↓	↑	↑	↑	↓	↓	↑	↓	70,000
Hankook Kinergy PT	63	\$123	↑	↓	↑	↑	↑	↓	↓	↑	↑	85,000
BFGoodrich Advantage Control All Season	62	\$126	↑	↑	↑	↑	↑	↓	↑	↑	↓	55,000
Firestone All Season	61	\$104	↑	↓	↓	↑	↑	↓	↓	↑	↑	65,000
Toyo Extensa A/S II	58	\$119	↑	↓	↓	↑	↓	↓	↓	↑	↑	65,000
Firestone WeatherGrip	58	\$134	↓	↓	↓	↑	↑	↑	↓	↓	↓	55,000
PERFORMANCE ALL-SEASON TIRES												
✓ Michelin CrossClimate2	74	\$179	↑	↑	↑	↑	↑	↓	↑	↑	↓	85,000
✓ Continental PureContact LS	67	\$142	↑	↑	↑	↑	↑	↓	↓	↑	↓	75,000
✓ Hankook Kinergy 4s2	67	\$129	↑	↓	↑	↑	↑	↑	↓	↓	↑	55,000
✓ General Altimax 365 AW	66	\$115	↓	↓	↑	↑	↑	↑	↓	↑	↑	60,000
✓ Vredestein Quatrac Pro	66	\$138	↑	↑	↑	↑	↑	↓	↓	↑	↓	65,000
Nokian One	65	\$123	↑	↓	↑	↑	↑	↓	↓	↑	↓	65,000
Goodyear Assurance WeatherReady	65	\$170	↓	↓	↑	↑	↑	↓	↓	↑	↓	70,000
Nexen N5000 Platinum	63	\$116	↑	↓	↓	↑	↑	↓	↑	↑	↑	55,000
Pirelli Cinturato P7 All Season Plus II	63	\$130	↑	↓	↑	↑	↑	↓	↓	↑	↑	60,000
Yokohama Avid Ascend LX	62	\$144	↑	↓	↑	↑	↑	↓	↑	↑	↓	70,000
Yokohama Avid Ascend GT	60	\$144	↑	↓	↑	↑	↑	↓	↓	↓	↓	65,000
Uniroyal Tiger Paw Touring A/S	59	\$117	↑	↓	↓	↑	↑	↓	↑	↑	↓	55,000
Nokian WRG4	57	\$139	↑	↓	↓	↑	↑	↓	↑	↑	↓	50,000
UHP ALL-SEASON TIRES												
✓ Michelin Pilot Sport All Season 4	73	\$189	↑	↑	↑	↑	↑	↓	↓	↑	↓	60,000
✓ BFGoodrich g-force Comp-2 A/S plus	73	\$159	↑	↑	↑	↑	↑	↑	↓	↑	↓	60,000
✓ Vredestein HyperTrac All Season	70	\$146	↑	↓	↑	↑	↑	↑	↓	↑	↓	60,000
✓ Continental ExtremeContact DWS 06 Plus	70	\$158	↑	↑	↑	↑	↑	↑	↓	↓	↓	60,000
Yokohama Advan Sport A/S +	67	\$131	↑	↓	↓	↑	↓	↑	↓	↑	↓	65,000
General G-Max AS-05	65	\$149	↑	↓	↑	↑	↓	↑	↓	↑	↓	55,000
Goodyear Eagle Exhilarate	65	\$183	↑	↑	↑	↑	↑	↓	↓	↑	↓	40,000
Kumho Ecsta PA51	63	\$140	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
Bridgestone Potenza RE980+	63	\$170	↑	↓	↑	↑	↓	↓	↓	↑	↓	55,000
Cooper Zeon RS3G1	63	\$144	↑	↓	↑	↑	↓	↓	↓	↑	↓	55,000
Toyo Proxes Sport A/S	60	\$159	↑	↓	↑	↑	↓	↓	↓	↑	↓	45,000
Hankook Ventus S1 Noble 2	59	\$149	↑	↓	↓	↑	↓	↓	↓	↓	↓	45,000
Toyo Celsius Sport	58	\$189	↓	↓	↓	↑	↑	↑	↓	↓	↓	50,000
Atlas Force UHP	57	\$101	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000

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)
PERFORMANCE WINTER/SNOW												
✓ Bridgestone Blizzak LM005	75	\$278	↑	↓	↓	↑	↑	↑	↓	↑	↓	NA
✓ Hankook Winter i*cept evo 3	75	\$203	↓	↓	↓	↑	↑	↑	↓	↑	↓	NA
✓ Vredestein Wintrac Pro	74	\$179	↓	↓	↑	↑	↑	↑	↑	↑	↓	NA
✓ Michelin Pilot Alpin PA4	74	\$229	↓	↓	↑	↑	↑	↑	↑	↑	↓	NA
Falken Eurowinter HS01	71	\$139	↑	↓	↓	↑	↑	↑	↓	↓	↓	NA
Nexen Winguard Sport 2	70	\$137	↓	↓	↓	↑	↑	↑	↓	↓	↓	NA
Toyo Observe Gsi-6 (V)	68	\$191	↓	↓	↓	↑	↑	↑	↑	↓	↓	NA
WINTER/SNOW												
✓ Bridgestone Blizzak WS90	73	\$131	↑	↓	↓	↑	↑	↑	↑	↓	↓	NA
✓ Michelin X-Ice Snow	73	\$177	↓	↓	↓	↓	↑	↑	↓	↑	↑	NA
✓ Continental VikingContact 7	70	\$139	↓	↓	↓	↑	↑	↑	↑	↑	↑	NA
✓ Hankook Winter i*cept iZ2	69	\$113	↓	↓	↓	↓	↑	↑	↑	↓	↑	NA
✓ Goodyear WinterCommand Ultra	69	\$140	↓	↓	↓	↑	↑	↑	↑	↑	↓	NA
✓ General Altimax Arctic 12	68	\$122	↓	↓	↓	↑	↑	↑	↓	↑	↓	NA
Nokian Nordman 7	64	\$130	↓	↓	↓	↑	↑	↑	↓	↓	↓	NA
Nokian Hakkapeliitta R3	64	\$177	↓	↓	↓	↓	↑	↑	↑	↓	↑	NA
Toyo Observe Gsi-6 HP	64	\$113	↓	↓	↓	↑	↑	↑	↓	↑	↓	NA
Yokohama iceGUARD iG53	63	\$137	↓	↓	↓	↓	↑	↑	↑	↓	↑	NA
Nexen Winguard ice Plus	62	\$108	↓	↓	↓	↑	↑	↓	↑	↓	↓	NA
Falken Winterpeak F-Ice 1	62	\$112	↓	↓	↓	↑	↑	↑	↓	↓	↓	NA
ALL-SEASON SUV TIRES												
✓ Michelin CrossClimate SUV	74	\$205	↑	↑	↑	↑	↑	NA	↑	↑	↑	40,000
✓ Vredestein HiTrac	69	\$169	↑	↓	↑	↑	↑	NA	↓	↑	↑	55,000
✓ Goodyear Assurance ComfortDrive	67	\$198	↑	↑	↑	↑	↓	NA	↓	↑	↓	80,000
✓ Kumho Crugen HP71	66	\$139	↑	↓	↑	↑	↓	NA	↑	↑	↑	55,000
Pirelli Scorpion Verde All Season Plus II	65	\$169	↑	↓	↑	↑	↑	NA	↑	↑	↑	45,000
Falken Ziex CT60 A/S	65	\$159	↑	↓	↑	↑	↑	NA	↓	↑	↑	60,000
Sumitomo HTR Enhance CX2	65	\$146	↑	↓	↑	↑	↑	NA	↓	↑	↑	75,000
Continental CrossContact LX25	64	\$169	↑	↓	↓	↑	↑	NA	↑	↑	↑	85,000
Michelin Defender LTX M/S [H]	64	\$190	↓	↓	↑	↑	↑	NA	↓	↓	↑	90,000
Sentury Crossover	63	\$80	↑	↑	↑	↑	↓	NA	↓	↑	↑	50,000
Nokian WR G4 SUV	63	\$185	↑	↓	↓	↑	↑	NA	↑	↑	↑	55,000
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

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	\$150	↓	↓	↓	↑	↑	NA	↑	↑	↑	60,000
Hankook Dynapro HT	54	\$155	↑	↓	↓	↑	↑	NA	↓	↑	↑	60,000
Sumitomo Encounter HT	53	\$139	↑	↓	↓	↑	↓	NA	↓	↑	↑	65,000
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
TRUCK WINTER/SNOW												
✓ Michelin Latitude X-Ice XI2	72	\$189	↓	↓	↓	↓	↑	NA	↑	↑	↑	NA
✓ Nexen Winguard winspike WS62 SUV	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

➤ 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 about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Price** is what we paid for the tire in the specific tested size. **Braking**

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

a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, packed snow. **Ride** and **noise** are evaluated

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

Should You Buy or Lease Your Next Car?

It's hard to know which to choose, so CR's car experts reveal strategies to employ before you sign on the dotted line.



he choice between buying and leasing a car is often a tough call. On the one hand, buying usually involves higher monthly payments, but in the end you own an asset—your vehicle. On the other hand, a lease typically

costs less each month and lets you drive a vehicle that may be more expensive than you could afford to buy, but you could get into a cycle in which you never stop paying for a vehicle.

Buying a vehicle with a loan is straightforward. You borrow money from a bank, credit union, or other lending institution and make monthly payments for some number of years. A chunk of each payment goes toward interest and the rest covers the principal. The higher the interest rate, the more the loan will cost over time. As you repay the principal, you build equity until the car is all yours. Yet with new-car prices remaining high (averaging just under \$46,000 in March 2022), leasing a vehicle remains an attractive alternative. With a lease, buyers make a monthly payment to drive a new car for a set term. That payment is often less than the monthly cost of financing the car, but buyers must return it at the end of the lease term.

One of the biggest disadvantages to leasing—mileage restrictions—may not be as much a factor for those who are now working from home. But getting called back into the office could be a pricey surprise if your commute puts you over your allowed mileage limit.

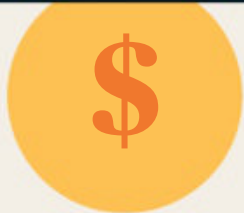
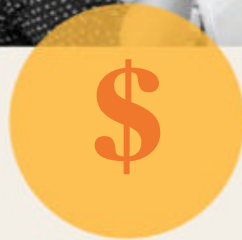
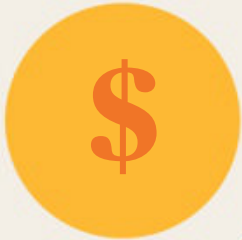
The predictability of leasing's payments and ownership costs (no expensive repairs when under warranty!) has its appeal. But life can be unpredictable, and a lease has less flexibility than a purchase.

To help you decide which is right for you, we explain the pros and cons.

THE UPSIDE OF LEASING

On the surface, leasing can be more appealing than buying. Monthly payments are usually lower because you're not paying back any principal. Instead, you're just borrowing and repaying the difference between the car's value when new and its residual—the expected value when the lease ends—plus finance charges. Here are the major advantages of leasing:

- You drive the car during its most trouble-free years.
- You're always driving a vehicle that's covered by the manufacturer's warranty, which may include free oil changes and other scheduled maintenance. That means your monthly expense is predictable.
- When it's time to return your car, it may be worth more than the residual you negotiated when you signed the lease, meaning you can get some cash back. But this is becoming less common as automakers raise their residuals and used-car values begin to fall.
- You can lease a higher-priced, better-equipped vehicle than you might be



able to afford with a loan. This may allow you to opt for active safety features that aren't available on lower trims or used cars.

- You don't have to worry about fluctuations in the car's trade-in value or go through the hassle of selling it. Just drop it off at the dealer.
- There could be significant tax advantages for business owners.
- Tax credits for electric vehicles are often factored into a lease, giving you instant savings.

THE DOWNSIDE OF LEASING

As attractive as a lease may appear, there are a number of disadvantages:

- In the end, leasing usually costs you more than an equivalent loan because you're paying for the car during the time when it depreciates most rapidly. It's true that cars have been holding their value during the pandemic and therefore not depreciating as rapidly as in pre-pandemic markets. But cars sales have softened and there are more used cars available, so cars may go back to normal depreciation patterns.
- If you lease one car after another, monthly payments go on forever.

By contrast, the longer you keep a vehicle after the loan is paid off, the more value you get out of it. Over the long term, the cheapest way to drive is to buy a car and keep it until it's uneconomical to repair.

- Lease contracts specify a limited number of miles. If you exceed that, you'll have to pay a penalty, which can range from 10 cents to as much as 50 cents for every additional mile. You don't get credit for any unused miles.

Plus, many advertised leases have low mileage limits to keep the price down, so pay attention to the restrictions when doing your shopping.

- If you don't maintain the vehicle in good condition, you'll have to pay excess wear-and-tear charges when you turn it in. So if your kids are apt to go wild with the magic markers or you're a magnet for parking lot dents and dings, be prepared to pay extra.
- You need to bring back the car in "as it left the showroom" condition, meaning that it can't be modified or customized to your liking.
- If you decide that you don't like the car or if you can't afford the payments, it might cost you. Ending the contract early means you'll likely be stuck with

thousands of dollars in early termination fees and penalties that will be due all at once. Those charges could equal the amount of the lease for its entire term. The only way out of this situation is to try and get someone to take over your remaining payments.

- You may have to pay a lease disposition fee when you return the vehicle at the end of the term. This fee is supposed to cover the costs of reconditioning the car after you turn it in.

AN ALTERNATIVE TO LONG LOANS

Some car buyers opt for longer-term car loans of six to eight years to get a lower monthly payment. But long loans can be risky, and these buyers might find leasing to be a better option.

Longer loans make it easy to get "upside down"—when you owe more than the vehicle is worth—and stay that way for a long time. If you need to get rid of the car early on or if it's destroyed or stolen, the trade-in, resale, or insurance value is likely to be less than you still owe.

Buying a car with a loan isn't wise if you like to drive a new car every couple

Jump-Start Your Test Drive

Before you pull out of the lot, follow these tips to get the most out of the trip.

To accurately compare one car with another, you should test-drive all of your candidate vehicles on the same day, preferably on the same or similar roads. But the ongoing supply chain headaches may make that impossible.

If you can't do all of the driving in a day, take down notes on your cell phone so that you can review your findings after you've completed your final drive. Before your test-drive, be sure to check these items off your to-do list:

GRADE YOUR CURRENT VEHICLE

Make a list of the things you like and dislike about it, including performance, comfort, features, fuel economy, controls, and any idiosyncrasies. And put down all of your gripes—large and small—so that you don't overlook those things in the new car.

PLAN YOUR OWN ROUTE

If a salesperson goes along with you on your test drive, he or she will probably suggest a quick, well-used route that's "friendly" to the

vehicle. But this won't give you a complete picture.

Try to plot out a route of your own in advance, on roads you regularly drive, that lets you experience various traffic situations and different types of roads: broken pavement and speed bumps; winding country roads, high-speed freeways, and urban stop-and-go. Plan to spend 20 to 30 minutes driving, if you can.

BE PREPARED

Before the big day arrives, assemble the items you

of years. Taking out long-term loans and trading a car early will leave you paying so much in finance charges compared with principal that you'd be better off leasing. While you can roll the money you owe on an upside-down loan into a new loan, you'll end up financing the new car in addition to the remainder of your old car loan.

If your goal is to have low monthly payments and drive a new vehicle every few years with little hassle, then leasing may be worth the additional cost. Be sure, however, that you can live with all of the limitations on mileage, wear and tear, and the like.

HOW TO MAKE THE CHOICE

It's difficult to make a fair head-to-head comparison between, say, a six-year loan and the standard three-year lease. At the point the lease ends, the bank borrower still has three years of payments to go, but the lessee has to look for another car—or perhaps buy the car at the pre-agreed upon price in the lease agreement.

A lease can also be subsidized, or “subvented.” The automaker either takes money off the top with an extra



A 50 cents per-mile charge is in some lease contracts if you go over the allotted mileage.



rebate, a higher residual, or both. These discounts have been rare in recent years.

An automaker may also kick in extra rebates on a lease deal, ones not available to a loan customer. In addition, the “money factor” (interest rate) on a lease may be different from the interest rate offered on a loan, making an apples-to-apples comparison almost impossible.

In general, two back-to-back three-

year leases will cost thousands more compared with buying a car with a loan or cash and owning it over those six years. And the savings increase for car buyers if they continue to hold on to the car for, say, another three years—for nine years total—even factoring in expected maintenance and repairs.

If a lease's limitations put you off, consider buying a less expensive new car or a well-maintained used car, such as a certified pre-owned vehicle from a franchised dealer. Whether you get your new car with cash, a loan, or a lease, you can save by choosing one that holds its value well, is reliable, and gets good fuel economy.

ROOM TO NEGOTIATE

Many people assume that the monthly payment printed in a leasing ad is etched in stone. But dealers can tack on additional fees, and they may not have the specific advertised model in stock. Be prepared to negotiate just as if you were buying a new car.

Be aware that the best lease deals are available only to those with superb credit, and they may be only for slow-selling cars.

should take with you, including:

- Your car insurance verification.
- Your list of likes and gripes about your current vehicle.
- Any media, including your cell phone with music, podcasts, and apps, to try the audio system.
- Large items you frequently have in the car, such as a dog crate, sports equipment, or a fold-up stroller. If you have child seats, bring

them to test how easy they are to secure.

- If possible, have your partner or spouse come along to test-drive the vehicle as well.

WHAT TO CHECK OUT

- Review the window sticker to see if the car has forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, and blind spot warning (BSW) as standard or optional equipment.

- Explore all the adjustments for the seats, the steering wheel, and side-view mirrors. Make note of the visibility out the back window. Can you adjust the seat belt so it's not annoying? Are the seat cushions too soft or too firm? You should have the ability to make the interior fit you like a glove.
- Try the tasks you do every day: changing radio stations, adjusting the heat, entering a destination into the navigation system. Are

they straightforward or hidden deep within convoluted onscreen menus, which will be distracting as you drive? Can you perform common functions using the controls on the steering wheel?

- Connect your car with both a cable and Bluetooth, then see how easy it is to make calls and play your music. (Don't forget to delete your profile when you're done.) Ask for a demonstration if you aren't familiar with Android Auto and

Apple CarPlay.

- Note whether the rear seats fold down flat for easy loading. Inspect the glove box and center console to gauge the interior storage room.
- Make sure the interior room works for everyone who will drive or spend lots of time in the car, including kids and grandparents. Pay special attention to the rear seats. Are they easy to get in and out of? How is the headroom? Is there sufficient legroom?

ON THE ROAD

VEHICLES AT OUR TEST TRACK, TOP SUBCOMPACT SUVs, THE BEST HYBRID SUVs WE'VE TESTED



What We're Driving at Our Test Track

We sample two rented models, an EV from BMW and an SUV from Toyota, and add a sporty Subaru to our fleet.

BMW i4

This impressive sedan is a credible Tesla alternative

What We Rented

MODEL M50

PRICE \$82,820

ENGINE 536-hp, dual electric motors, 81.5 kWh battery

TRANSMISSION
1-speed direct

DRIVE WHEELS All



THE i4 IS essentially the EV mirror image of the four-door 4 Series Gran Coupe.

It comes in two flavors: The 335-hp, rear-drive eDrive40 has a 301-mile range and starts at \$55,400. The sportier M50 has a 536-hp dual motor configuration that gives it AWD but cuts the range to 270 miles.

Both have an 81.5-kWh battery, and an 11-kW onboard charger that allows home charging on the quick side if connected to a 48-ampere circuit. It can also accept a maximum charging output of 195 kW on a DC fast charger.

This first drive is based on an M50 we rented from BMW, while we wait for our own to arrive for full testing.

What We Like

The i4's power delivery is particularly satisfying, with rapid acceleration that isn't jarring. And the power continues to build even as speeds soar, unlike some EVs that tend to plateau. We found the i4 easy to drive around town and invigorating at highway speeds.

The i4 is taut and agile, and it stays flat and composed in corners. This is due in large part to the low placement of the battery and the absence of an engine over the front axle.

The steering is quick to respond even though there isn't much feedback to the driver.

The i4 strikes an impressive balance of ride comfort and a tied-down feeling that greatly contributes to high-speed stability. The M Adaptive suspension manages to absorb most bumps, and the body remains composed, barring an occasional quick pitch.

The cabin is rich with brushed aluminum trim; detailed stitching on the seats, dash, and door panels; and switchgear that works with precision. Unlike many EVs, it feels appropriate for the price.

Even by EV standards the BMW is super quiet, with barely any wind or road noise. Other than some low-level tire noise from those big Pirellis, the i4 feels tight as a drum.

With the optional Driver Assist Pro, the i4's adaptive cruise control was spot on, slowing down for traffic piling up ahead and resuming progress once traffic cleared, all on its own. Its lane centering feature worked in the background and felt unobtrusive.

What We Don't Like

The AWD version loses 30 miles of range (301 to 270) with the second motor, which is typical



of EVs that offer both drive types, but the optional 20-inch tires inflict an additional 43-mile penalty, dropping the range to 227 miles.

Like in the iX SUV, the iDrive system has gotten worse. The climate control functions have been incorporated into the center screen and are tedious to interact with for anything beyond a temperature change. There are also more widgets on the screen, some of them small.

The only way the driver can dial in their desired regenerative braking (energy recouped when coasting or braking that goes back to the battery) is to choose a regen setting through the infotainment screen, or move the gear selector to the B position to gain some deceleration.

CR's Take

The i4 may bring back some of the customers BMW has lost to Tesla. Its smooth and punchy power, agile handling, and quiet cabin, plus the impeccable fit and finish of the interior, give it an advantage over any Tesla. But this M version is a paradox, because it tries hard to balance performance and range. We think buyers would be wise to skip the 20-inch tires to get the longer range.

Toyota **SEQUOIA**

Big, powerful SUV is weak on ride and refinement

What We Rented

MODEL Capstone

PRICE \$79,795

ENGINE 437-hp, 3.5-liter twin-turbocharged V6 hybrid

TRANSMISSION
10-speed automatic

DRIVE WHEELS Four-wheel



THE 2023 SEQUOIA is based on the Tundra pickup, and boasts large towing and payload capacities along with a rich roster of standard active safety and driver assistance features. It comes exclusively with a hybrid V6 that should help it return better fuel economy than its V8 competitors.

After two weeks with a Sequoia Capstone that we rented from Toyota, we feel let down. Things that made the last Sequoia unique—such as its power-retractable rear window or independent rear suspension—aren't in the redesign.

What We Like

The combination of the twin-turbo V6 and electric assist from the hybrid results in strong, almost immediate power. You don't suffer from turbo lag because the electric motor takes care of initial thrust. Passing power is plentiful, and it's easy to merge onto a fast-moving highway.

The driver sits up tall in the roomy cabin, with nicely padded door and center armrests that are the same height, making for good symmetry.

The second-row captain's chairs are supportive and comfortable. It's a roomy space, except for the tight toe clear-

ance under the front seats.

We like that there are physical controls instead of the touch-sensitive surfaces and virtual "buttons" that are commonplace in new vehicles.

The all-new infotainment system comes standard with an 8-inch touchscreen in the base SR5 trim and a 14-inch display in the other trims. We found that the giant screen made for large, simple-to-decipher text, but the far right side can be difficult for the driver to reach. The icon bar on the left side makes it easy to move among menus. We also appreciate the large volume knob.

There are physical climate controls, but the labels—for functions such as temperature and fan speed—are hard to see in the daytime because of the shadow caused by the infotainment screen above them.

What We Don't Like

We aren't impressed by the slow, vague steering, which feels loose and disconnected from the front tires. This makes the Sequoia feel ponderous on narrow or winding roads as it lumbers through corners, hurt in part by its heavy weight.

Toyota reverted to a live rear axle instead of the independent suspension from the previous



version. At low speeds, the soft coil springs prove absorbent enough, and on the highway it cruises along with reasonable comfort. But even moderate bumps make the rear end jiggle around, and bumpier roads make the tail bounce around like an unladen pickup truck. The Capstone 22-inch wheels surely do not help the situation.

Unlike every competitor that has an auto 4WD mode, the Sequoia uses a part-time 4WD system that the driver must manually switch to in slippery conditions, and back out of when on dry or hard pavement. It's an additional task for the driver, and out of place in such an expensive SUV.

The cargo area is small for a vehicle this large, thanks to the solid-rear axle. When folded, the third-row seats eat up a lot of cargo room.

That third row is very flat and low to the ground, forcing passengers to sit with their knees high up in the air and no thigh/under-leg support.

CR's Take

The engine is the star of the show. But Toyota went backward with the part-time 4WD and reverting to a live rear axle, and the cargo area is quite small.

Subaru **BRZ**

Redesigned coupe proves nimble and fun

What We Bought

MODEL Limited

PRICE \$32,115

ENGINE 228-hp, 2.4-liter four-cylinder

TRANSMISSION 6-speed manual

DRIVE WHEELS Rear wheel



THE REDESIGNED BRZ'S formula remains unchanged: It's a small, nimble rear-drive coupe, powered by a flat-four "boxer" engine, and is best defined by its handling chops.

It's once again also rebadged as a Toyota, the GR86. Like the original pair, the twins share a platform but have some slight differences. The Toyota feels more raw, with precise steering and jarring stiffness, while those attributes are dialed back a hair in the BRZ.

We bought a Limited trim with a manual transmission to test, and rented a base-level Premium trim with an automatic from Subaru.

What We Like

The 2.4-liter four-cylinder has a 23-hp advantage over the old 2.0-liter. It's a notable improvement, but even more appreciated is how the power is delivered in a smoother and more predictable way. For true performance driving, the key remains staying at mid to high revs and in the right gear. Otherwise it doesn't have the grunt to power out of the turns.

This car comes alive on tight, twisty back roads. It is nimble and sporty to drive, proving controllable and balanced when pushed to its limits. On the

track the steering and suspension are both a hint softer than the GR86, making the BRZ feel more docile.

The manual transmission has a light clutch, but its abrupt engagement point requires extra focus to operate smoothly. The shifter has short throws, requiring little motion or effort to row from one neatly defined gear to the next.

The automatic is better than expected, with paddle shifters behind the steering wheel that allow you to initiate downshifts at will—say, ahead of a corner.

The controls are a little easier to use than before. While dated looking, they're easy to interpret and use while driving. The climate adjustments are neatly separated in three rows, using dials, buttons, and switches. The infotainment system is now better integrated, but feels behind the times.

What We Don't Like

The satisfying sound track entertains during zealous driving, but it can be tiresome on casual drives.

No surprise, the rear seat is tiny. Consider it strictly a place to stow a backpack or groceries, and even then, access is challenging.

There's minimal storage in the



intimate interior. The manual gives up one of the three central cup holders found in the automatic, and the storage cubby in the center tunnel is small.

While the single-piece rear seat folds flat for more room, the trunk lid's opening is small and narrow, particularly toward the bottom. But you don't have to lift bags high off the ground to get them into the deep trunk.

Visibility is compromised by the short windshield and side windows, and the rear corners have large blind zones. It's wise to consider the Limited trim to get BSW and RCTW.

Finally, it requires some grace to get in and out of the cabin. Exiting requires a full-body squat that could at least count toward your daily exercise regimen.

CR's Take

The BRZ's more compliant suspension makes it the better choice for daily driving than the firmer-riding, more entertaining GR86, which is a better weekend car. Shoppers would be well served to test-drive each. But the key is being honest with yourself about what you want to experience. Our hunch is that most will tilt toward the BRZ.

ON THE ROAD

Reliable, Go-Anywhere Subcompact SUVs

These five recommended models are reliable, come with advanced safety systems, and won't soak you at the pump—all for under \$30,000.



SUBARU
CROSSTREK

Subaru CROSSTREK ✓



VITAL STATS

84 OVERALL SCORE	88 ROAD TEST	\$29,365 PRICE AS TESTED
Premium TRIM LINE	29 MPG	152-hp, 2.0-liter four-cylinder; continuously variable transmission; AWD DRIVETRAIN

REASONS TO BUY

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

REASONS TO SKIP

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

BEST VERSION TO GET

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



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

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

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

Because it does a good job mimicking the shifts that a traditional automatic would make, the CVT mostly avoids suddenly—and loudly—revving the engine. But there are still times when the engine drone can be intrusive. We measured 29 mpg overall in our tests, which is commendable.

The cabin has simple

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

The popular Premium trim comes with heated front seats, but if you add in automatic climate control and a push-button start, the Crosstrek's price raises to nearly \$30,000.

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

Toyota
COROLLA CROSS ✓



VITAL STATS

77 OVERALL SCORE	69 ROAD TEST	\$28,329 PRICE AS TESTED
TRIM LINE LE	28 MPG	DRIVETRAIN 169-hp, 2.0-liter four-cylinder; continuously variable transmission; AWD

REASONS TO BUY

- Fuel economy
- Good braking performance
- Easy cabin access

REASONS TO SKIP

- Can get noisy
- Engine feels underpowered
- Lacks handling agility
- Fit and finish is mediocre

WHILE THE COROLLA Cross is a better choice than Toyota's C-HR, it doesn't deliver a particularly pleasant driving experience.

It's easy to get in and out of the Toyota, thanks to near-hip-height seats and wide doors. The elevated seating position and large windows make for airy outward visibility for the driver, and there's plenty of headroom throughout. Neither the infotainment system nor the controls are flashy, but they are very easy to use.

The Corolla Cross is one of the quicker vehicles in a not-so-speedy class, but during regular driving out on the road it often feels

and sounds like the engine is struggling. The CVT is programmed to "shift" like a conventional automatic transmission, but when pushed hard the Corolla Cross still exhibits the high-revving "rubberbanding" sensation that plagues many CVTs. At least fuel economy is respectable: we got 28 mpg overall on regular fuel.

The suspension absorbs smaller road imperfections well, but large potholes strike through to the cabin in a noticeable way. Handling feels a bit clumsy and uninspiring during regular driving, though it performed well in our avoidance maneuver.

The driver's seat has limited adjustments, and it loses support and comfort during longer drives. Plus, both the door- and center armrest are woefully under-padded, and the plastic center console cuts into the driver's right-knee space. And although the rear seat has ample headroom, the bottom cushion is sorely short on leg support. The drab interior has lots of hard-plastic surfaces with a few rough edges here and there. Cargo capacity is modest.

FCW and AEB with pedestrian detection are standard. BSW and RCTW come standard on the mid-level LE and top XLE.

BEST VERSION TO GET

We would go for the midlevel LE trim for its BSW and RCTW. The top XLE is a nicer car, with a power driver's seat and adjustable lumbar support, but at that price point, you'd be better off with a quicker, quieter, and roomier small SUV.



PHOTOS: TOYOTA

Honda
HR-V ✓



VITAL STATS		
73 OVERALL SCORE	70 ROAD TEST	\$28,790 PRICE AS TESTED
TRIM LINE Sport	27 MPG	DRIVETRAIN 158-hp, 2.0-liter four-cylinder; continuously variable transmission; AWD

REASONS TO BUY

- Straightforward controls
- Fuel economy
- Roomy interior for its size

REASONS TO SKIP

- Stiff ride
- Cabin gets noisy
- Acceleration is slow

BEST VERSION TO GET

We'd go for the midlevel Sport to get BSW and RCTW. Skip AWD unless you need snow traction; the FWD version works fine and gets better fuel economy. The EX-L trim brings leather seats and a sunroof, but is expensive for a basic SUV.

REDESIGNED FOR 2023, the HR-V is larger, more pleasant, and more refined. But it falls short of its rival, the Subaru Crosstrek.

The cabin is a highlight of the new model. It has more soft-touch pieces throughout, and the controls are simple but effective and easy to use. We like the physical buttons and knobs for most functions.

Unfortunately, the 7-inch touchscreen for the infotainment system is small. Only the top-trim EX-L gets a larger screen.

The new HR-V has tons of headroom up front, and the elevated driving position gives a good view out over the hood. While the front seats are initially comfortable, the bottom cushion loses support after about 30 minutes. The rear seat has lots of knee room and decent leg support.

Cargo capacity is generous. We were able to fit two large suitcases and two duffel bags behind the rear seat, and we measured a maximum of 28.5 cubic feet with the rear seat folded.

The 158-hp four-cylinder and CVT works fine when you're not in a hurry. But



any attempt to move quickly results in extremely high (and loud) engine revs with minimal propulsion.

Our HR-V equipped with optional AWD needed 11.1 seconds to go from 0 to 60 mph. That's really slow. Fuel economy is decent, at 27 mpg overall, but that's actually down by 2 mpg vs. the previous HR-V.

Ride comfort and noise isolation have improved, but the suspension gets overwhelmed by larger hits and higher-speed impacts—especially with our tested mid-level Sport trim's larger 18-inch tires.

The HR-V is relatively responsive through corners, in part due to its small size. But vague, rather slow



steering keeps the little Honda from being very engaging to drive.

While FCW, AEB with pedestrian and cyclist detection, LDW, and LKA are standard, both BSW and RCTW aren't offered on the base trim.

Nissan
ROGUE SPORT ✓



VITAL STATS

72 OVERALL SCORE	72 ROAD TEST	\$29,720 PRICE AS TESTED
TRIM LINE SV	26 MPG	DRIVETRAIN 141-hp, 2.0-liter four-cylinder; continuously variable transmission; AWD

REASONS TO BUY

- Practical vehicle with modest footprint
- Quiet for the class
- Straightforward controls

REASONS TO SKIP

- Slow acceleration
- Tight rear seat

BEST VERSION TO GET

The SV trim level is well equipped to start. Adding the Technology package brings the ProPilot Assist system, leatherette seating surfaces, and a surround-view camera.

THE ROGUE SPORT is based on the previous-generation Rogue, and it has always felt a bit more mature and substantial than most subcompact SUVs, thanks to a composed ride and a quiet cabin for the class.

Like most competitors,



the Rogue Sport is available in front or all-wheel drive. Only one engine is offered: a 141-hp, 2.0-liter four-cylinder that's paired with a well-tuned CVT.

While this powertrain gets the job done, it's one of the SUV's weak spots. It runs out of oomph when merging onto highways, for example, and it takes more than 10 seconds for the Nissan to run from rest to 60 mph. Plus, any hard acceleration is accompanied by a monotonous roar. Fuel economy is unimpressive for the class at just 26 mpg overall in our testing.

On the road, the cabin remains relatively quiet and civilized, and the ride is composed for an SUV in

this price and size bracket. Handling is responsive and secure, though we'd stop short of calling the Rogue Sport "sporty."

As is typical to its segment, getting into the cabin is a snap. Equipment levels are commendable as even mid-trim Rogue Sports provide a power driver's seat and adjustable lumbar support. Those front seats are rather basic, though, with a squishy cushion that loses support over longer drives. The low rear seat is short on thigh support, and cargo capacity is rather modest, even for the segment.

There are plentiful storage bins and readily accessible charging ports. These and the simple, well-placed controls make the Rogue Sport easy to live with.

Thanks to piano black trim scattered about, along with nicely patterned cloth seats with textured inserts, the Rogue Sport has a more inviting cabin than most of its competitors.

Impressively, FCW, AEB with pedestrian detection, BSW, and RCTW are standard. This is the final year for the Rogue Sport.



Chevrolet TRAILBLAZER ✓



VITAL STATS

70 OVERALL SCORE	68 ROAD TEST	\$28,360 PRICE AS TESTED
TRIM LINE LT	27 MPG	DRIVETRAIN 155-hp, 1.3-liter turbo three-cylinder; nine-speed automatic; AWD

REASONS TO BUY

- Interior room
- Mid-range torque
- Fuel economy
- Controls

REASONS TO SKIP

- Rear and side visibility
- Agility
- Front seat comfort

BEST VERSION TO GET

While both BSW and all-wheel drive can be added to the LS trim, the LT offers a nicer experience, including a power seat with lumbar support adjustment and heated seats.



WITH ITS UPRIGHT stance and tall roof, the Trailblazer is a surprisingly roomy subcompact SUV that is particularly at home in congested city traffic.

We were impressed by the responsive three-cylinder turbo and nine-speed automatic. This combo provides good midrange power, which is well-suited for both low-speed and highway travel. We got 27 mpg overall, which is average for the class.

In most situations the suspension does a decent job absorbing bumps. However, the ride becomes unsettled on undulating and poor-quality roads.

Handling is unremarkable and there's notable body

lean, which makes the Trailblazer feel rather dull and a bit clumsy in corners.

The Trailblazer is rather loud. Occupants will hear a pronounced rumble from coarse pavement, and even when cruising on the highway. There's also a vibration when the engine is lugging at around 1,500 rpm. This happens frequently during low-speed driving, such as when using light pressure on the gas pedal.

Most switches and knobs are easy to find and the controls are straightforward, although there isn't a dedicated phone button on the steering wheel, so drivers must use the touchscreen to make a call.

Folding the rear seats flat

expands the large cargo area, and the front passenger seat can fold flat to carry even longer items.

We found the front seat to be overly squishy, and the bottom cushion tended to sag under the driver's hip when taking corners. At least the LT comes with a power driver's seat and two-way lumbar support that helps.

The biggest knock is the SUV's limited rear and side visibility. With no third side window and chunky rear roof pillars, backing in or out of a parking spot or merging can be a guessing game.

FCW AEB with pedestrian detection, and LKA all standard, while BSW and RCTW can be added on all trims for less than \$500.

WHAT IS AVAXHOME?

AVAXHOME-

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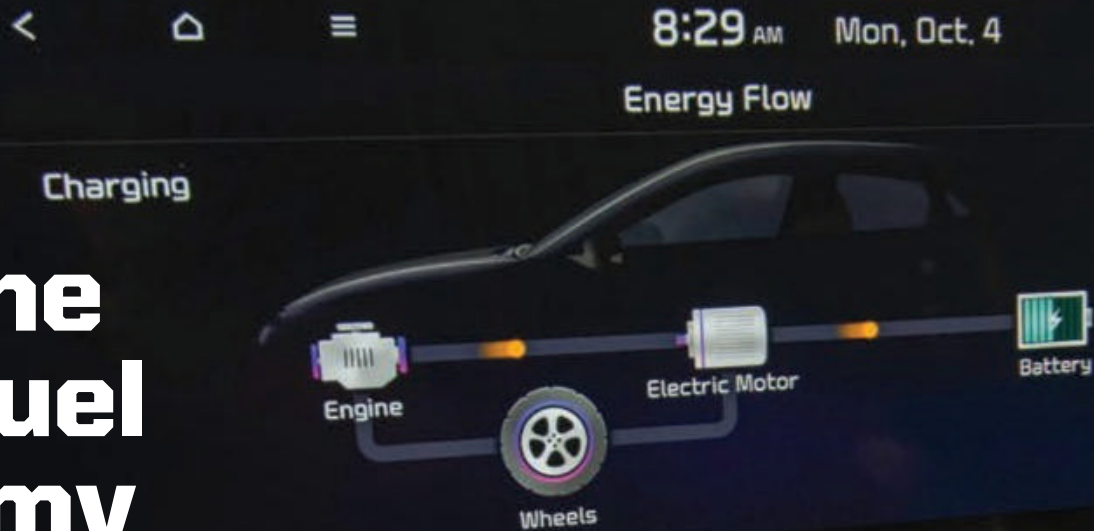
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Hybrid SUVs With the Best Fuel Economy

These compact, midsized, and luxury hybrid models all perform well in CR's road tests and earn average or better reliability scores. Plus, we got more than 30 mpg from each one.



KIA SPORTAGE HYBRID page 32

The redesigned SUV is quick and quiet, and gets 36 mpg overall.

80

OVERALL SCORE

85

ROAD TEST

Kia
**SPORTAGE
HYBRID**



VITAL STATS

80 OVERALL SCORE	85 ROAD TEST	\$32,905 PRICE AS TESTED
TRIM LINE EX	36 MPG	DRIVETRAIN 227-hp, 1.6-liter turbo four-cylinder hybrid; 6-speed automatic; AWD

REASONS TO BUY

- Fuel economy
- Composed ride
- Roomy interior
- Easy to get in and out of

REASONS TO SKIP

- Lack of agility
- Performance in braking tests
- Unintuitive gear selector

THE REDESIGNED SPORTAGE is one of the roomiest small SUVs. The hybrid version is the slam-dunk choice thanks to its quiet cabin, smooth ride, quick acceleration, and an impressive 36 mpg overall.

The hybrid's turbo four-cylinder and electric drive helps the SUV leave the line with a silky electric push, then transitions smoothly back and forth between gas and electric as needed. The automatic transmission goes about its business smoothly and unobtrusively.

Compared with the conventionally powered Sportage, the hybrid's ride is slightly more comfortable—it does a better job absorbing bumps. The hybrid's cabin is

quieter because it can drive on electric power up to about 30 mph, and its engine is less buzzy.

But the hybrid feels soft with more body roll through turns, and the brake pedal feels a bit grabby—particularly at low speeds.

Drivers liked how the front seats' bolstering held them in place through corners, although some found the seatback was a bit narrow for their comfort. The best seats in this house may be in the second row, thanks to generous head- and legroom, and good leg support. As with most small SUVs, the Sportage is quite easy to get in and out of, and it can hold a large amount of cargo.

Most controls are easy to use, but the low-mounted, touch-capacitive panel below the infotainment screen that does double duty for climate and basic audio controls is awkward to use. This forces the driver to take their eyes off the road to change settings.

The hybrid's rotary gear selector uses a separate button to shift into Park, rather than just having a Park setting on the dial. We appreciate details such as the easy-to-reach USB ports built into the back portions of the front seats.

While FCW, AEB with pedestrian and cyclist detection, LDW, and LKA are standard, BSW isn't available on the base LX trim.

BEST VERSION TO GET

We would go for the second-tier EX because it comes with BSW, RCTW, dual-zone automatic climate control, a power driver's seat with lumbar-support adjustment, heated front seats, heated steering wheel, and rain-sensing wipers.



Toyota
**RAV4
HYBRID** ✓



VITAL STATS

78 OVERALL SCORE	80 ROAD TEST	\$34,193 PRICE AS TESTED
TRIM LINE XLE	37 MPG	DRIVETRAIN 219-hp, 2.5-liter four-cylinder hybrid; continuously variable transmission; AWD

REASON TO BUY

- Fuel economy

REASONS TO SKIP

- Ride is on the firm side
- Interior fit and finish isn't on a par with top competitors



BEST VERSION TO GET

The XLE trim is a good choice for balancing price and feature availability. It includes BSW, RCTW, and the power driver's seat with adjustable lumbar support. An options package adds heated seats and a power liftgate.

TOYOTA CHANGED THE RAV4's proportions with the current generation, giving it a more rugged look and making the SUV wider and lower than its predecessor. But these changes are at the expense of passenger and cargo room.

The ride takes a step backward compared with earlier generations. Now, it's taut and tends to feel jumpy on certain pavement surfaces. But handling and steering response have improved, making the RAV4 more agile through turns.

At least one traditional Toyota strength remains: fuel economy. Not only does the hybrid version get an impressive 37 mpg overall, but it also doesn't suffer

from the unpleasant engine noise that plagues the conventional RAV4. The hybrid also feels more energetic, with the electric drive producing more urgent acceleration from a standstill.

Front access is easy through the large door opening, although the sill is high. Convenient seat height makes getting into the second row relatively easy.

The driver's seat works well for both short and tall people, and it affords a good view out over the hood. Visibility is also good to the sides, but thick rear pillars create significant blind spots to the back.

The padded dashboard has tasteful stitching, and the leather-wrapped steering

wheel is a nice touch for the segment. But the interior feels bland, bordering on cheap, because of a wealth of hard plastic trim, particularly compared with peers such as the Mazda CX-5 and Subaru Forester.

Most controls are clear and easy to use except for some tiny buttons located around the infotainment screen. But the switches on the door aren't backlit, making them hard to find at night. The infotainment system is Android Auto and Apple CarPlay compatible.

While FCW, AEB with pedestrian detection, LDW, LKA, and adaptive cruise control all come standard, BSW and RCTW are optional on the base LE.

Hyundai
**SANTA FE
HYBRID** ✓



VITAL STATS

88 OVERALL SCORE	88 ROAD TEST	\$39,280 PRICE AS TESTED
TRIM LINE SEL Premium	30 MPG	DRIVETRAIN 226-hp, 1.6-liter turbo four-cylinder hybrid; 6-speed automatic; AWD

REASONS TO BUY

- Secure handling
- Good braking performance
- Roomy interior
- Fuel economy
- Ride comfort

REASON TO SKIP

- Unintuitive gear selector

BEST VERSION TO GET

We think the SEL Premium trim is an appealing balance of features and price. This gives buyers power lumbar adjustment, a power passenger seat, a large sunroof, and an upgraded audio system,



WITH ITS 2021 redesign the Santa Fe gained an upscale interior and a hybrid version, but some of the controls became less user-friendly.

The Hybrid is the best version in the lineup. Its turbo four-cylinder and electric motor combine to put out 226 hp, and the six-speed automatic is smooth. This powerful package zips the hybrid from 0-60 mph nearly two seconds faster than the Santa Fe with the base engine. On top of that, it's quiet, can be driven solely on electric power at speeds up to 30 mph, and returns an impressive 30 mpg overall.

Compared with the conventional Santa Fe we test-

ed, the hybrid version does a better job smoothing out impacts when driving on rough roads.

In normal driving the Santa Fe feels rather ordinary as it goes through turns, largely due to vague steering, but it performed quite well through our avoidance maneuver exercise, with well-controlled body roll and a nicely tuned ESC system, and it proved very secure.

We were impressed by the hybrid's short stops on both dry and wet surfaces.

The Santa Fe's cabin is roomy, and the elevated seating position gives the driver a commanding view of the road ahead. The rear seat is spacious and

comfortable, providing ample leg support, and the seatback's contouring holds occupants in place.

Unfortunately, the Santa Fe's controls have taken a step backward. The center console is stylish, but it's dominated by a sea of similarly shaped buttons, and it's annoying that the infotainment screen defaults to a useless home screen every time you start the vehicle.

We're also not fans of Hyundai's push-button gear selector, which requires extra attention and can't be operated by feel.

All Santa Fe's come standard with FCW, AEB with pedestrian detection, BSW, LDW, and LKA.

Toyota HIGHLANDER HYBRID ✓



VITAL STATS

86 OVERALL SCORE	87 ROAD TEST	\$44,463 PRICE AS TESTED
TRIM LINE XLE	35 MPG	DRIVETRAIN 243-hp, 2.5-liter four-cylinder hybrid; continuously variable transmission; AWD

REASONS TO BUY

- Fuel economy
- Ride comfort
- Logical and easy-to-use controls
- Roomy second-row seat

REASONS TO SKIP

- Soft suspension allows pronounced body roll

THE HIGHLANDER HYBRID is a smart choice: a do-it-all, three-row SUV that also gets great fuel economy.

The 2.5-liter four-cylinder hybrid delivers a strong burst of power when starting off the line. In fact, it's just as quick as the V6-powered Highlander we also tested when accelerating to 30 mph from a stop. With a light foot on the accelerator the SUV can glide on electric power around town at speeds up to 20 mph.

But, the engine kicks in with a roar when strong acceleration is called for, such as merging onto a highway or passing on a two-lane road.

The Highlander's ride is compliant and controlled. Handling is agile, and the SUV can tackle corners confidently. It's only when we pushed the SUV to its limits on our track and through our accident-avoidance maneuver that body roll became pronounced.

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 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, and it's a challenge for an adult to navigate back there.

Frequently used controls are easy to operate and

well designed. Our minor complaint is the significant reach needed to access the tuning knob.

BSW comes standard on the hybrid, along with FCW, AEB with pedestrian detection, LDW, and LKA.



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 nicely equipped Limited.

Lexus
NX HYBRID ✓



VITAL STATS

87 OVERALL SCORE	84 ROAD TEST	\$47,590 PRICE AS TESTED
TRIM LINE 350h	38 MPG	DRIVETRAIN 240-hp, 2.5-liter four-cylinder hybrid; continuously variable transmission; AWD

REASONS TO BUY

- Fit and finish
- Fuel economy

REASONS TO SKIP

- Annoying electronic door releases
- Visibility
- Unintuitive gear selector
- Long braking distances

BEST VERSION TO GET

We would add the Premium package for its heated front seats, power sunroof, power tilt/telescope steering wheel, power liftgate, and rain-sensing wipers.

WHILE THE REDESIGNED NX looks similar to the previous model, beneath the surface it's a quicker, more fuel-efficient, and swankier vehicle. It's improved in many ways, although Lexus still hasn't managed to give it a truly engaging driving experience.



While Lexus does sell a gas-only NX 350 with a turbocharged four-cylinder engine, the NX hybrid has dramatically better fuel economy and feels more refined, making it the better choice of the two.

We enjoy the NX350h's initial shove of electric power off the line. Once underway, it transitions smoothly back and forth between gas and electric power. When pushed, the gas engine wakes up with an unpleasant "vroom," and the eCVT can cause the engine to rev quite high during acceleration.

Quick steering makes the SUV feel eager and responsive in corners during normal driving, but if

you pick up the pace, body roll quickly sets in. The ride is firm without being harsh, soaking up most bumps nicely, though some harder-edged road ruts can punch through into the cabin.

The snug cabin has lots of soft surfaces and quality-feeling controls. The front seats are plush, with ample side bolstering. We appreciated the well-placed armrests and large left footrest.

Rear-seat legroom is tight for taller occupants, and cargo space is modest compared with rivals. Small windows and thick roof pillars hurt outward views, particularly to the rear.

While the infotainment system's new touchscreen is an improvement over the fussy touchpad in the last NX, we found that some relatively simple tasks require multiple steps to complete. The electronic interior door releases are annoyingly difficult to find at night, and the quirky gear selector makes it too easy to end up in Neutral when shifting from Reverse to Drive.

Key safety systems, including FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

Lexus UX HYBRID ⬆️



VITAL STATS

75 OVERALL SCORE	75 ROAD TEST	\$37,740 PRICE AS TESTED
TRIM LINE 250h	37 MPG	DRIVETRAIN 181-hp, 2.0-liter four-cylinder hybrid; continuously variable transmission; AWD

REASONS TO BUY

- Fuel economy
- Quiet interior
- Well-tuned transmission

REASONS TO SKIP

- Some controls
- Tight interior
- Cramped, uncomfortable rear seat

BEST VERSION TO GET

We'd stick with the base 250h, which is well equipped. The Premium trim adds acoustic front side glass to reduce wind noise, a hands-free liftgate, memory seats, and heated and ventilated front seats.



THE UX IS more like a slightly raised hatchback than an SUV. But no matter what you call it, it's thrifty on fuel. It's very small inside, though, and the controls are rather fussy.

The UX250h comes in only one flavor: an all-wheel-drive hybrid. (The conventional UX 200 is front-drive only.) Initial acceleration from the 2.0-liter engine is strong, which is useful for in-town driving. But that burst of power tapers off, and ultimately, the UX isn't as quick as its competitors. It does stand out for its excellent 37 mpg overall.

This diminutive hybrid's handling is responsive though rather bland, which makes it fairly boring to

drive. It has a comfortable and pleasant ride on most roads, as the suspension does a good job filtering out bumps. Wind and road noise are well contained, but the engine gets loud during hard acceleration.

Front-cabin space is tight, though similar to most subcompact SUVs, and the seats are comfortable. But it lacks the elevated seating position of most SUVs.

The rear seat is very cramped, and the low bottom cushion means that passengers sit with their knees up in the air, a position that doesn't provide any under-leg support.

There are a few nice details in the cabin, such as

the illuminated knobs that control the dash vents' air-flow. We like the smooth feel of the center stack buttons, and the high-quality stalks on the steering column.

Fortunately, Lexus has revised the infotainment system, replacing the touchpad and small scroll wheels that sat in the center console with an 8-inch touchscreen (the top-trim gets a 12-inch screen) with wireless Android Auto and Apple CarPlay connectivity.

Cargo capacity is modest, so you'll have to fold down the rear seats to carry anything larger than two bags.

Finally, the UX comes standard with FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

CR'S TEST DATA & RATINGS

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



Standout Models

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

KIA SOUL

Cars

The best sedans provide practical, economical transportation. Compact and small cars are ideal for urban driving. Hatchbacks are easy to park and great for carrying cargo.

COMPACT ELECTRICS/HYBRIDS

\$25,000-\$44,000

PROS

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

CONS

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

Best EVs

Nissan Leaf

Best Hybrids/ Plug-In Hybrid

Toyota Prius
Toyota Corolla Hybrid
Toyota Prius Prime
Hyundai Elantra Hybrid



Toyota Prius

85

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, snug rear seat, stiff ride.

Best Overall

Kia Soul
Toyota Corolla Hatchback
Toyota C-HR
Nissan Kicks



Kia Soul

69

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

Subaru Impreza
Toyota Corolla
Honda Civic
Mazda3
Volkswagen Jetta



Subaru Impreza

76

OVERALL SCORE

Cars

Stepping up to mid-sized and large models brings not only more room and better performance, but typically nicer accommodations and quieter interiors. Luxury models are often powerful, with comfortable, nicely crafted interiors.

MIDSIZED SEDANS

\$25,000-\$35,000

PROS

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

CONS

Limited cargo flexibility.

Best Overall

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

Fuel-Efficient

Toyota Camry Hybrid
Honda Accord Hybrid
Hyundai Sonata Hybrid



Honda Accord

84

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

Nissan Maxima
Chrysler 300
Dodge Charger



Nissan Maxima

78

OVERALL SCORE

LUXURY SEDANS

\$30,000-\$115,000

PROS

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

CONS

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

Best Compact

BMW 3 Series
Audi A4
Tesla Model 3
Infiniti Q50
Acura Integra
Volkswagen Arteon
Audi A3
Volvo S60
BMW 2 Series

Gran Coupe
Genesis G70
Lexus IS

Best Mid-sized & Large

Lexus ES Hybrid
Genesis G80
BMW 5 Series
Audi A6
Audi A8



BMW 3 Series

85

OVERALL SCORE

Electric Cars

Full EVs rely on large battery packs to power their electric motors. Under normal circumstances, it takes between 8 and 10 hours to recharge an EV using a Level 2 (240-volt) connector when the battery is near-empty.

ELECTRICS

\$50,000-\$85,000

PROS

No tailpipe emissions, less maintenance than conventional vehicles, very quiet, can be recharged at home.

CONS

Often cost more to buy, need to plan charging on long trips, long charging times, cold temps reduce range.

Best Overall

Kia EV6
Genesis GV60
Hyundai Ioniq 5
Tesla Model 3



Kia EV6

91

OVERALL SCORE

SUVs

Small SUVs blend fuel economy and versatility, with more cabin space, easier access, and a taller seating position than sedans. Midsize and large SUVs have additional cargo and passenger room, but fuel economy suffers.

SMALL

\$25,000-\$40,000

PROS

Versatility, easy to park, agility, fuel economy, access, elevated ground clearance.

CONS

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

Best Overall

Subaru Forester
Subaru Crosstrek
Nissan Rogue
Mazda CX-50
Hyundai Tucson
Mazda CX-5
Toyota Corolla Cross
Kia Sportage

Fuel-Efficient

Hyundai Tucson Hybrid
Toyota RAV4 Prime
Kia Sportage Hybrid
Toyota RAV4 Hybrid
Ford Escape Hybrid



Subaru Forester

87

OVERALL SCORE

MIDSIZE

\$37,000-\$50,000

PROS

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

CONS

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

Fuel-Efficient

Hyundai Santa Fe Hybrid
Toyota Highlander Hybrid
Toyota Venza
Kia Sorento Hybrid

Best Overall (Two-Row)

Subaru Outback
Ford Edge
Honda Passport

Chevrolet Blazer
Nissan Murano
Hyundai Santa Fe

Best Overall (Three-Row)

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



Hyundai Santa Fe Hybrid

88

OVERALL SCORE

Luxury SUVs

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

ENTRY-LEVEL & COMPACT

\$30,000-\$50,000

PROS

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

CONS

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

Best Entry-Level

Audi Q3
Mini Cooper Countryman

Buick Encore GX
BMW X2
Volvo XC40

Best Compact

BMW X3
Lincoln Corsair

Lexus NX
Genesis GV70
Porsche Macan
Buick Envision
Audi Q5

Energy/Fuel Efficient

Lexus NX350h
Lexus UX250h



Lexus NX Hybrid

87

OVERALL SCORE

MIDSIZE

\$50,000-\$90,000

PROS

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

CONS

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

Best Overall 2-Row

BMW X5
Lincoln Nautilus
Cadillac XT5
Porsche Cayenne

Best Overall 3-Row

Audi Q7
Buick Enclave
Lexus GX
Acura MDX



BMW X5

87

OVERALL SCORE

LARGE

\$65,000-\$100,000

PROS

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

CONS

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

Best Overall

BMW X7



BMW X7

82

OVERALL SCORE

Sports Cars

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

PRICE RANGE

\$24,000-\$100,000

PROS

Fun, quick, agile, stylish.

CONS

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

Roadsters

Mazda MX-5
Miata

Porsche 718
Boxster
BMW Z4

Fun Hardtops

Chevrolet
Corvette
Mini Cooper S
Toyota Supra
BMW 230i
Toyota GR86
Honda Civic Si
Audi TT



Chevrolet
Corvette

87

OVERALL
SCORE

Pickup Trucks

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

PRICE RANGE

\$20,000-\$75,000

PROS

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

CONS

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

Best Small

Ford Maverick

Fuel Efficient

Ford Maverick
Hybrid

Best Mid-sized

Honda Ridgeline

Best Full-Sized

Ram 1500



Ford
Maverick
Hybrid

80

OVERALL
SCORE

Minivans

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

PRICE RANGE

\$35,000-\$50,000

PROS

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

CONS

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

Best Overall

Kia Carnival
Honda Odyssey

Fuel Efficient

Toyota Sienna



Kia
Carnival

84

OVERALL
SCORE



Vehicle Ratings

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

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

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

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

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

satisfaction sections of CR's Auto Surveys; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For information on safety and crash tests, see page 190.

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

- **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by CR members. **Predicted reliability** is our forecast of how well a new model is likely to hold up. **Owner satisfaction** is based

on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine the predictions, provided it hasn't been redesigned or significantly updated. If we have insufficient survey responses, or if a model is all new or redesigned, we use our judgment based on the brand's track record along with similar models to predict reliability and owner-satisfaction ratings.

- **Road-test score** is based

on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

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

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

WHY SOME VEHICLES DON'T APPEAR IN OUR RATINGS

These new or redesigned models will be in road tests in future issues of CR New Cars: the Audi Q4 E-Tron; BMW iX, i4, and X1; Cadillac Lyriq;

Honda CR-V and Pilot; Kia Niro; Lucid Air; Lexus RX; Nissan Ariya and Z; Rivian R1S; Subaru BRZ and Solterra; and the Toyota Sequoia.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: COMPACT ELECTRICS								
Nissan Leaf SV Plus	70	\$44,330			73	104 ¹	Quietness, quick acceleration, no tailpipe emissions.	Charging times, limited range, driving position, agility.
Chevrolet Bolt 2LT	49	\$36,165			78	120 ¹	Acceleration, agility, quietness, no tailpipe emissions.	Reliability, charging times, brake pedal feel.
Chevrolet Bolt EUV Premier	45	\$43,590			80	115 ¹	Acceleration, ride, quietness, no tailpipe emissions.	Reliability, charging times, no AWD, gear selector.
Hyundai Kona Electric Limited	41	\$42,330			76	120 ¹	Acceleration, handling, no tailpipe emissions.	Reliability, charging times, gear selector.
CARS: COMPACT HYBRIDS AND PLUG-INS								
Toyota Prius LE	85	\$27,323			81	52	Fuel economy, hatchback versatility, ride, reliability.	Rear visibility, acceleration, seat comfort, odd gear selector and gauges.
Toyota Prius Prime LE	77	\$29,889			74	133 ¹ / 50 ²	Fuel economy, no range anxiety, ride, hatchback versatility, reliability.	Complex infotainment screen, no rear wiper.
CARS: SMALL SEDANS								
Toyota Corolla Hybrid LE	82	\$25,145			75	48	Fuel economy, ride, controls, reliability.	Acceleration, rear seat, access.
Subaru Impreza Premium	76	\$23,410			86	30	Ride, braking, relatively roomy interior, controls.	Front-seat comfort.
Toyota Corolla LE	75	\$23,530			71	33	Fuel economy, ride, controls, reliability.	Acceleration, rear seat, access.
Honda Civic Sport	74	\$24,095			74	33	Fuel economy, handling, braking, controls.	Noise, stiff ride, access.
Mazda3 Select	74	\$24,115			77	30	Fit and finish, quietness, braking.	Controls.
Hyundai Elantra Hybrid Blue	73	\$24,900			85	48	Fuel economy, handling, braking, controls.	Access.
Volkswagen Jetta SE	72	\$23,325			81	34	Fuel economy, controls, relatively roomy cabin.	Low dash vents.
Hyundai Elantra SEL	65	\$23,000			79	33	Fuel economy, secure handling, braking, controls.	Reliability, engine noise, ride, access.
Kia Forte LXS	62	\$20,165			71	34	Fuel economy, controls.	Ride, noise, seat comfort, fit and finish.
Nissan Versa SV	59	\$18,980			64	32	Fuel economy, controls, standard active safety features for price.	Ride, engine noise, seat comfort.
Kia Rio S	55	\$17,220			64	33	Fuel economy, controls.	Stiff ride, loud cabin, seat comfort, interior room.
Nissan Sentra SV	48	\$21,400			83	32	Fuel economy, ride, handling, braking, controls, rear seat.	Reliability, front seat short on lower back support, foot-operated parking brake, headlight performance.
CARS: SMALL HATCHBACKS								
Kia Soul EX	69	\$25,320			77	28	Braking, controls, access, braking, passenger space.	Ride, loud engine.
Toyota Corolla Hatchback SE	68	\$24,263			70	36	Fuel economy, handling, braking, controls.	Ride, engine noise, tight rear-seat.
Toyota C-HR XLE	65	\$23,892			66	29	Controls.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat.
Nissan Kicks SV	61	\$21,050			67	32	Fuel economy, controls, visibility.	Acceleration, fit and finish, front-seat comfort, agility.

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 HATCHBACKS <i>Continued</i>								
Hyundai Venue SEL	57	\$20,720	↓	↓	64	32	Fuel economy, braking, controls.	Ride, noise, fit and finish, rear seat, no adjustable seat-belt anchors.
Mitsubishi Mirage ES	35	\$16,050	↓	↓	35	37	Fuel economy, turning circle, relatively roomy rear-seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap.
CARS: MIDSIZED								
✓ Toyota Camry Hybrid LE	90	\$28,949	↑	↑	94	47	Fuel economy, ride, controls.	Low stance hurts access.
✓ Honda Accord Hybrid Sport	88	\$29,780	↑	↑	93	47	Fuel economy, ride, trunk space.	Low stance hurts access, unintuitive gear selector.
✓ Honda Accord Sport (1.5T)	84	\$28,345	↑	↓	90	31	Fuel economy, ride, handling, controls.	Low stance hurts access.
✓ Toyota Camry LE (4-cyl.)	82	\$26,364	↑	↑	88	32	Fuel economy, braking, ride, controls.	High-rpm engine noise, transmission refinement, low stance hurts access.
✓ Nissan Altima 2.5 SV	82	\$29,330	↑	↓	83	31	Fuel economy, controls, rear seat.	Agility, ease of entry, ride.
✓ Kia K5 LXS	81	\$25,610	↑	↓	84	32	Fuel economy, braking, controls, interior room.	Hesitation from rolling stop, access, no power seat on LXS.
✓ Hyundai Sonata SEL (2.5L)	80	\$26,670	↑	↓	83	31	Fuel economy, trusty handling, braking.	Ride, gear selector.
✓ Subaru Legacy Premium	80	\$27,609	↓	↓	89	28	Ride, transmission.	Some climate functions require multiple steps.
✓ Hyundai Sonata Hybrid SEL	79	\$31,515	↑	↓	81	44	Fuel economy, trusty handling, available tech features.	Ride, gear selector, rough shifts.
✓ Chevrolet Malibu 1LT (1.5T)	62	\$26,790	↓	↓	81	29	Ride, quietness, controls.	Reliability, raspy turbo, front-seat comfort, so-so visibility.
CARS: LARGE								
✓ Nissan Maxima Platinum	78	\$41,995	↑	↓	80	25	Acceleration, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
✓ Chrysler 300 Limited (V6)	77	\$38,335	↑	↑	81	22	Transmission, ride, quietness, seat comfort, fit and finish.	Fuel economy, expensive optional active safety equipment.
✓ Chrysler 300 C (V8)	76	\$45,650	↑	↑	81	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Fuel economy, expensive optional active safety equipment.
✓ Dodge Charger R/T Plus (V8)	76	\$40,375	↑	↑	80	20	V8 sound and power, transmission, easy-to-use infotainment system.	Fuel economy, visibility, access, optional active safety equipment.
✓ Dodge Charger SXT (V6)	76	\$34,510	↑	↑	80	22	Transmission, quietness, ride, interior room, feature content.	Fuel economy, visibility, access, optional active safety equipment.
CAR: LUXURY SMALL ELECTRIC								
✓ Tesla Model 3 Long Range	78	\$59,000	↓	↑	82	130	Instant power, handling agility, front-seat comfort, no tailpipe emissions, driving range.	Stiff ride, distracting controls, rear seat, long charging times, no real blind spot warning.
CARS: LUXURY SMALL								
✓ BMW 330i xDrive	85	\$52,995	↑	↓	87	29	Handling, acceleration, braking, transmission, front-seat comfort, fit and finish.	Controls, overzealous lane keeping assist.
✓ Audi A4 Premium Plus	78	\$48,890	↓	↓	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, reliability.	Controls including gear selector take getting used to, tight rear-seat.

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

CARS: LUXURY SMALL *Continued*

Infiniti Q50 Luxe (AWD)	77	\$48,775			82	22	Acceleration, agility, braking, visibility.	Fuel economy, cumbersome infotainment system, small trunk.
Acura Integra A-Spec	77	\$34,395			79	31	Fuel economy, handling, controls, hatchback versatility.	Ride, noise, low stance hurts access.
Volkswagen Arteon SEL (AWD)	77	\$43,475			89	24	Handling, braking, fit and finish, controls, hatchback versatility.	Engine noise.
Audi A3 Premium Plus	75	\$43,020			85	31	Fuel economy, handling, acceleration, braking, front-seat comfort, fit and finish.	Tight rear seat.
Volvo S60 (B5, FWD)	71	\$47,110			71	26	Braking, quietness, front-seat comfort, fit and finish.	Ride, controls.
BMW 228i xDrive Gran Coupe	70	\$41,345			76	27	Eager powertrain and handling, front-seat comfort, fit and finish.	Access, rear seat, ride.
Genesis G70 Elite (2.0T, AWD)	70	\$43,115			73	23	Handling, controls, fit and finish.	Tight quarters, gear selector, stopping distance.
Lexus IS300 (3.5L, AWD)	70	\$45,345			67	22	Acceleration, braking, fit and finish.	Fuel economy, controls, tight quarters, driving position.
Kia Stinger GT-Line (2.0T, AWD)	69	\$40,400			73	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear-seat, difficult access, visibility.
Cadillac CT4 Premium Luxury (2.0T, AWD)	64	\$49,215			78	25	Handling, braking, front-seat comfort, fit and finish.	Rear-seat room and access, scant in-cabin storage.
Cadillac CT5 Premium Luxury (2.0T, AWD)	63	\$53,520			76	24	Handling, braking, front-seat comfort, fit and finish.	Unrefined transmission, engine noise, rear headroom, low dash vents.
Acura TLX Tech (2.0T, AWD)	61	\$45,025			66	23	Acceleration, transmission, front-seat comfort.	Infotainment system, engine and road noise, access, rear seat.
Mercedes-Benz C300 (4MATIC)	53	\$59,770			75	29	Handling, acceleration, front-seat comfort, fit and finish.	Stiff ride, long stopping distances, unintuitive controls.
Alfa Romeo Giulia Ti (AWD)	52	\$48,890			71	27	Agility, steering.	Controls, rear seat, limited driver's seat adjustments.
Mercedes-Benz CLA250 (4MATIC)	48	\$44,390			66	27	Handling, braking, fit and finish, front-seat comfort.	Ride, controls, hesitation off the line, rear seat, wimpy AC.

CARS: LUXURY MIDSIZED/LARGE ELECTRICS

Mercedes-Benz EQS 580 (4MATIC)	67	\$135,875			95	94 ¹	Acceleration, quietness, ride, maneuverability, front-seat comfort, fit and finish, no tailpipe emissions.	Brake pedal feel, driving position, distracting controls.
Tesla Model S Long Range	62	\$92,690			88	120 ¹	Acceleration, braking, quietness, hatchback versatility, no tailpipe emissions.	Reliability, odd steering wheel shape, controls, access, long charging time, no real BSW.
Porsche Taycan 4S	61	\$128,520			86	77 ¹	Acceleration, ride, handling, front-seat comfort, no tailpipe emissions.	Controls, price, long charging time, limited range, visibility.
Polestar 2 Standard	53	\$62,400			72	89 ¹	Acceleration, braking, handling, no tailpipe emissions.	Ride, controls, cramped interior, limited range, long charging times.

CARS: LUXURY MIDSIZED/LARGE

Lexus ES300h	86	\$49,365			91	42	Fuel Economy, ride, quietness, front-seat comfort, fit and finish.	Controls, rear seat.
Genesis G80 Advanced (2.5T AWD)	84	\$56,920			86	24	Ride, handling, braking, interior room, fit and finish.	Controls, hidden exterior trunk release.
BMW 530i xDrive	83	\$65,210			93	26	Ride, quietness, transmission, seat comfort, fit and finish.	Controls have a learning curve.
Audi A6 Premium Plus (2.0T)	82	\$59,390			91	26	Handling, braking, seat comfort, fit and finish.	Hesitation off the line, scant in-cabin storage.

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: LUXURY MIDSIZED/LARGE <i>Continued</i>								
✓ Lexus ES350	81	\$48,855	↑	↑	83	25	Ride, quietness, front-seat comfort, fit and finish.	Controls, rear seat.
✓ Audi A8 3.0T	80	\$97,595	↓	↓	91	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Fuel economy, controls require a learning curve, scant in-cabin storage.
Lexus LS500 (AWD)	66	\$103,899	↓	↓	68	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Fuel economy, controls, rear seat space for class, small trunk.
Mercedes-Benz E350 (4MATIC)	61	\$69,585	↓	↓	83	24	Agility, braking, quietness, front-seat comfort, fit and finish.	Reliability, controls, tight rear-seat, rear access.
Volvo S90 T6 Momentum (AWD)	56	\$61,855	↓	↓	71	23	Seat comfort, fit and finish.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
Maserati Ghibli S Q4	49	\$89,010	↓	↓	66	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Fuel economy, ride, initial turbo lag, rear seat, access, touchy brake pedal, fussy gear selector.
SPORTS CARS								
✓ Chevrolet Corvette 2LT	87	\$77,680	↓	↑	97	19	Acceleration, handling, braking, transmission, fit and finish.	Fuel economy, access, rear and side visibility, no AEB offered.
✓ Mini Cooper S	82	\$29,945	↑	↓	80	30	Handling, manual shifter, engine sound, reliability.	Rear seat, some controls, premium fuel.
✓ Toyota Supra Premium	82	\$56,115	↓	↑	91	27	Acceleration, transmission, handling, braking.	Access, visibility, ride, noise.
✓ Mazda MX-5 Miata Club	82	\$29,905	↑	↑	80	34	Agility, manual shifter, fuel economy, easy manual top, reliability.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓ Porsche 718 Boxster (base)	78	\$69,790	↓	↑	95	26	Acceleration, handling, braking, fit and finish, quick convertible top that works on the move.	Ride, noise, access, some controls, visibility with closed top, no AEB offered.
✓ BMW 230i (RWD)	77	\$39,595	↓	↑	85	31	Handling, braking, acceleration, fuel economy, fit and finish, front-seat comfort.	Tight rear seat room.
✓ BMW Z4 sDrive30i	76	\$59,195	↓	↑	86	29	Handling, braking, acceleration, seat comfort, fit and finish, quick top operation.	Ride, visibility, controls, overzealous lane keeping assist.
✓ Toyota GR86 Premium	76	\$32,206	↓	↑	83	28	Handling, acceleration, braking, controls.	Stiff ride, noise, minuscule rear seat, difficult to get in and out, compromised outward views.
✓ Honda Civic Si	74	\$28,315	↑	↓	74	32	Handling, shifter, fuel economy, controls.	Ride, noise, access.
✓ Audi TT 2.0T	74	\$50,600	↓	↑	84	26	Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear-seat, no AEB offered.
Ford Mustang GT Premium (V8)	68	\$43,295	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust sound.	Fuel economy, rear seat, ride.
Volkswagen GTI SE	65	\$36,539	↓	↓	85	28	Handling, acceleration, braking, manual shifter.	Distracting controls.
Dodge Challenger R/T Plus (V8)	64	\$40,860	↓	↑	70	20	Braking, exhaust sound, infotainment system, habitable rear-seat, brawn.	Fuel economy, ride, noise, visibility, no AEB offered.
Subaru WRX Premium	63	\$33,227	↓	↑	83	25	Acceleration, handling agility, braking.	Stiff ride, noisy cabin, slow-responding infotainment screen.
Ford Mustang Premium (2.3T)	63	\$33,080	↓	↑	76	25	Handling, braking, interior details.	Rear seat, noise, raspy engine sound.
Chevrolet Camaro 2SS (V8)	60	\$47,020	↓	↓	85	20	Acceleration, handling, braking, styling.	Fuel economy, visibility, tight interior, low dash vents, no AEB offered.

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

MINIVANS

✓ Kia Carnival EX	84	\$39,470	↑	↑	85	21	Smooth powertrain, braking, interior room, controls.	Agility, must remove heavy 2nd-row seats for max cargo capacity.
✓ Toyota Sienna XLE	81	\$43,570	↑	↑	84	36	Fuel economy, interior room and versatility.	Long stopping distance.
✓ Honda Odyssey EX-L	77	\$40,300	↓	↑	83	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Some controls take getting used to.
Chrysler Pacifica Touring L	63	\$38,245	↓	↓	81	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Reliability, coarse-sounding engine.
Chrysler Pacifica Hybrid Platinum	46	\$48,380	↓	↓	87	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.

SUVs: SUBCOMPACT

✓ Subaru Crosstrek Hybrid	85	\$36,685	↑	↑	82	90 ⁽¹⁾ / 33 ⁽²⁾	Fuel economy, ride, braking, controls.	Acceleration, engine noise, short electric range, small cargo.
✓ Subaru Crosstrek Premium	84	\$29,365	↑	↑	88	29	Fuel economy, ride, braking, controls.	Acceleration, engine noise, driver's seat short on lumbar support.
✓ Toyota Corolla Cross LE	77	\$28,329	↑	↓	69	28	Fuel economy, braking, access, reliability.	Noisy, feels underpowered, agility, fit and finish.
✓ Honda HR-V Sport	73	\$28,790	↑	↓	70	27	Fuel economy, controls, roomy interior for its size.	Stiff ride, noisy cabin, slow acceleration.
✓ Nissan Rogue Sport SV	72	\$29,720	↑	↓	72	26	Access, controls.	Acceleration, rear-seat comfort, rear visibility.
✓ Chevrolet Trailblazer LT (1.3T)	70	\$28,360	↑	↓	68	27	Fuel economy, interior room, mid-range torque, controls.	Rear and side visibility, agility, front-seat comfort.
✓ Kia Seltos S	70	\$24,820	↓	↓	73	28	Fuel economy, braking, controls, visibility.	Ride, noise.
Mazda CX-30 Preferred	64	\$28,645	↓	↓	65	27	Fuel economy, fit and finish.	Controls, engine noise, tight quarters, visibility.
Hyundai Kona SEL (2.0L)	59	\$25,025	↓	↓	72	26	Agility, braking, controls.	Reliability, ride, noise, acceleration.
Ford Bronco Sport Outer Banks (1.5T)	57	\$33,655	↓	↓	75	25	Agility, braking, user-friendly controls, character.	Reliability, ride, vibration at low revs, limited seat adjustments.
Mitsubishi Eclipse Cross SE	56	\$28,470	↓	↓	61	24	Access, rear seat.	Agility, visibility, front-seat comfort, acceleration, cargo space.
Jeep Compass Latitude	43	\$30,870	↓	↓	57	24	Controls, <i>access</i> .	Reliability, underpowered, touchy brake pedal, agility, ride, engine noise, rear seat.
Jeep Renegade Latitude	40	\$27,525	↓	↓	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
Volkswagen Taos SE	37	\$33,064	↓	↓	75	26	Agility, braking, visibility, rear-seat room.	Reliability, uneven power delivery.
Fiat 500X Pop	36	\$26,600	↓	↓	49	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

SUVs: COMPACT

✓ Subaru Forester Premium	87	\$29,341	↑	↑	90	28	Fuel economy, roomy interior, great visibility, easy controls.	Engine noise.
✓ Hyundai Tucson Hybrid SEL	83	\$33,194	↓	↑	94	35	Fuel economy, handling, ride, roomy interior.	Gear selector.
✓ Toyota RAV4 Prime XSE	81	\$45,923	↓	↑	85	94 ⁽¹⁾ / 34 ⁽²⁾	Acceleration, part-time electric driving, fuel economy, ride, controls, reliability.	Long stopping distance, high pitch warning signal in Reverse.

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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		
SUVs: COMPACT <i>Continued</i>								
✓ Nissan Rogue SV (1.5T)	81	\$34,905	↑	↓	81	25	Agility, controls, access.	Idle vibration, low dash vents.
✓ Kia Sportage Hybrid EX	80	\$32,905	↓	↓	85	36	Fuel economy, composed ride, roomy interior, easy access.	Braking, unintuitive gear selector.
✓ Mazda CX-50 Premium Plus	78	\$38,620	↑	↓	78	24	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the base engine, controls.
✓ Toyota RAV4 Hybrid XLE	78	\$34,193	↑	↓	80	37	Fuel economy.	Ride, fit and finish.
✓ Hyundai Tucson SEL (2.5L)	77	\$31,969	↓	↓	85	26	Handling, ride, braking, roomy interior, controls.	Slow acceleration for the class.
✓ Mazda CX-5 Touring	77	\$29,530	↑	↓	77	24	Ride, quietness, handling.	So-so rear visibility, controls.
✓ Kia Sportage EX (2.5L)	74	\$31,220	↓	↓	77	25	Roomy interior, secure handling, composed ride, easy access.	Lackluster acceleration.
✓ Ford Escape Hybrid ST-Line Select	73	\$37,175	↓	↓	85	34	Fuel economy, agility, stopping distance, controls.	Overly sensitive brake pedal.
✓ Mitsubishi Outlander SE (2.5L)	72	\$34,340	↑	↓	71	25	Standard third row, transmission, controls.	Ride, darty steering, wind noise, acceleration.
✓ Toyota RAV4 XLE (2.5L)	72	\$32,109	↑	↓	73	27	Fuel economy.	Engine noise, ride, fit and finish.
✓ Chevrolet Equinox LT (1.5T)	67	\$33,730	↓	↓	77	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
✓ Buick Encore GX Select (1.3T)	65	\$33,145	↓	↓	68	26	Strong mid range acceleration, braking, infotainment system.	Engine noise and vibration, rear seat.
Jeep Cherokee Limited (2.0T)	64	\$37,655	↓	↓	67	23	Interior room, controls, braking.	Sluggish off the line, uncooperative transmission, ride, agility, engine noise.
Volkswagen Tiguan SE	59	\$31,645	↓	↓	84	25	Generous interior, easy controls, access, visibility.	Reliability, acceleration.
Ford Escape Active (1.5T)	59	\$33,850	↓	↓	74	26	Agility, stopping distance, controls.	Reliability, engine vibration with the 1.5-liter, overly sensitive brake pedal.
SUVs: MIDSIZED (2-ROW)								
✓ Hyundai Santa Fe Hybrid SEL Premium	88	\$38,280	↑	↓	88	30	Fuel economy, secure handling, braking, interior room.	Gear selector, some controls.
✓ Subaru Outback Limited XT	80	\$39,572	↓	↓	89	24	Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars.	Some climate functions require multiple steps.
✓ Toyota Venza XLE	80	\$40,160	↑	↑	79	37	Fuel economy, ease of access.	Controls, visibility, road noise, cargo capacity.
✓ Ford Edge SEL (2.0T)	78	\$42,610	↑	↓	81	22	Quietness, handling, braking, interior room.	Driving position.
✓ Honda Passport EX-L	76	\$39,937	↑	↓	76	21	Acceleration, interior room, quietness.	Ride.
✓ Chevrolet Blazer LT (V6)	75	\$43,290	↑	↓	78	19	Acceleration, braking, transmission, quietness, controls.	Fuel economy, visibility, low dash vents.
✓ Nissan Murano SL	74	\$42,065	↑	↓	74	21	Plush interior, access, easy infotainment system.	Visibility, overly light steering, agility, towing capacity.
✓ Hyundai Santa Fe SEL (2.5L)	73	\$37,620	↓	↓	76	24	Secure handling, braking, interior room.	Underpowered base engine, ride, gear selector.

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

SUVs: MIDSIZED (2-ROW) *Continued*

✓ Volkswagen Atlas Cross Sport SE (2.0T)	68	\$40,580	↓	↓	77	21	Interior room, access, controls.	Too wide for tight spaces.
Toyota 4Runner SR5	59	\$40,695	↑	↑	53	18	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access.
Jeep Grand Cherokee Limited (V6)	55	\$50,590	↓	↓	73	20	Smooth powertrain, quietness, roomy cabin.	Braking, some controls.
Ford Bronco Outer Banks (2.7T)	52	\$53,505	↓	↑	51	18	Off-road ability, acceleration, character.	Fuel economy, braking, wind noise,
Jeep Wrangler Sahara (4-door)	25	\$48,400	↓	↓	34	18	Off-road ability, strong powertrain with the V6 engine.	Reliability, fuel economy, stiff ride, lots of wind noise, awkward access.

SUVs: MIDSIZED (3-ROW)

✓ Kia Telluride EX	87	\$40,855	↓	↑	92	21	Ride, quietness, braking, interior room, controls, well-equipped for price, reliability.	Agility.
✓ Toyota Highlander Hybrid XLE	86	\$44,463	↑	↑	87	35	Fuel economy, ride, controls, second-row seats, reliability	Some engine noise.
✓ Toyota Highlander XLE (V6)	81	\$42,843	↑	↑	83	22	Smooth engine, ride, controls, second-row seats, reliability	Agility.
✓ Hyundai Palisade SEL	80	\$43,415	↓	↑	85	21	Powertrain, interior room, access.	Agility, gear selector.
✓ Chevrolet Traverse Premier	78	\$49,945	↓	↓	90	20	Ride, roominess, braking, quietness, controls, access.	Cheap manual sunroof shade.
✓ Subaru Ascent Limited	76	\$43,867	↓	↓	90	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat.	Agility.
✓ Kia Sorento Hybrid EX	75	\$40,975	↓	↓	86	28	Fuel economy, rides better than regular Sorento.	Hesitation when accelerating from a stop.
✓ Mazda CX-9 Touring	74	\$40,470	↓	↓	77	22	Ride, handling, quietness, reliability.	Controls, rear visibility.
✓ Volkswagen Atlas SEL (V6)	71	\$44,165	↓	↓	80	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Acceleration trails competition.
✓ GMC Acadia Denali	66	\$51,585	↓	↓	76	19	Quietness, ride, rear-seat room, easy to use infotainment system.	Fuel economy, gear selector.
Dodge Durango GT (V6)	63	\$43,525	↓	↓	78	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Fuel economy, rear visibility, maneuverability.
Jeep Grand Cherokee L Limited (V6)	53	\$55,265	↓	↓	71	19	Transmission, interior space, roomy third row, towing capacity.	Reliability, fuel economy, acceleration, braking, noisy V6 engine, controls.
Ford Explorer XLT (2.3T)	49	\$49,940	↓	↓	74	21	Agility, controls.	Reliability, ride, transmission's lumpy shifts.
Nissan Pathfinder SL	45	\$46,375	↓	↓	81	21	Powertrain, interior room, controls.	Reliability, overly firm ride.
Kia Sorento EX (2.5T)	45	\$38,725	↓	↓	82	25	Controls, acceleration.	Reliability, ride, dual-clutch transmission's low-speed vibration.

Ratings > Vehicles

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
SUVs: LARGE								
Ford Expedition MAX Limited	60	\$75,430	↓	↑	66	16	Quietness, acceleration, controls, interior room.	Fuel economy, ride, handling.
Chevrolet Suburban Premier	55	\$74,375	↓	↓	69	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon XL SLT	52	\$71,245	↓	↓	67	16	Interior room, seat comfort, ride, quietness, infotainment.	Reliability, fuel economy, braking, gear selector, agility, high step-in, tall hood hurts visibility.
Chevrolet Tahoe LT	52	\$63,650	↓	↓	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
GMC Yukon SLT	52	\$65,790	↓	↓	67	17	Ride, quietness, controls, interior room, seat comfort.	Reliability, fuel economy, gear selector, agility, high step-in, tall hood hurts visibility.
Jeep Wagoneer Series II	51	\$81,630	↓	↓	66	15	Ride, quietness, acceleration, interior room, fit and finish.	Fuel economy, agility, braking.
Nissan Armada Platinum	49	\$63,020	↓	↓	60	14	Smooth and robust powertrain, quietness, towing capacity, fit and finish.	Fuel economy, agility, unsettled ride.
SUVs: LUXURY SMALL ELECTRICS								
✓ Kia EV6 Wind	91	\$52,840	↑	↑	90	105	Acceleration, quietness, braking, handling, no tailpipe emissions.	Poor outward visibility, awkward exterior door handles.
✓ Genesis GV60 Advanced	84	\$60,220	↓	↑	91	95	Acceleration, quietness, handling, no tailpipe emissions.	Restricted rear- and side visibility.
✓ Hyundai Ioniq 5 SEL	76	\$51,020	↓	↑	91	98	Acceleration, quietness, handling, no tailpipe emissions.	Requires planning for charging on long road trips.
Tesla Model Y Long Range	73	\$61,190	↓	↑	90	121	Handling, acceleration, braking, seat comfort, no tailpipe emissions.	Reliability, ride, controls, no real blind spot warning, limited range, long charging time.
Ford Mustang Mach-E Premium	66	\$55,800	↓	↑	78	90	Acceleration, handling, quietness, no tailpipe emissions.	Reliability, fussy door handles, controls, modest range, long charging times.
Volkswagen ID.4 Pro S	65	\$50,870	↓	↑	83	93	Acceleration, ride, quietness, roomy interior, no tailpipe emissions, low running costs.	Reliability, controls, unpleasant pedestrian warning sound, brake pedal feel, long charging times compared with fueling a gas car.
SUVs: LUXURY SMALL								
✓ Lexus NX350h	87	\$47,590	↑	↑	84	38	Fuel Economy, fit and finish, reliability.	Visibility, annoying electronic door releases, touchy brake pedal, long stops.
✓ BMW X3 xDrive30i	84	\$53,745	↓	↑	90	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Controls require a learning curve.
✓ Lincoln Corsair Reserve (2.0T)	82	\$50,870	↑	↓	80	23	Ride, quietness, powertrain, fit and finish, reliability.	Controls.
✓ Acura RDX Tech	77	\$43,995	↑	↓	80	22	Handling, acceleration, stopping distances, front-seat comfort, fit and finish.	Controls, gear selector, engine noise, brake pedal feel.
✓ Lexus NX350	77	\$47,765	↑	↓	78	25	Fit and finish, braking.	Annoying electronic door releases, gear selector, visibility.
✓ Genesis GV70 Advanced (2.5T)	76	\$51,095	↓	↑	81	24	Ride, handling, transmission, seat comfort, fit and finish.	Controls, rear visibility.
✓ Audi Q3 Premium Plus	75	\$43,940	↓	↓	82	23	Handling, braking, seat comfort.	Loud engine, rear visibility.
✓ Lexus UX250h	75	\$37,740	↑	↓	75	37	Fuel economy, transmission, quietness.	Controls, tight interior, rear seat.

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	75	\$39,535			81	25	Handling, braking, powertrain, seat comfort, fit and finish.	Ride, noise, controls.
Porsche Macan S	73	\$63,290			79	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Fuel economy, rear visibility, modest cargo area, controls..
Buick Envision Essence	73	\$43,180			77	23	Ride, quietness, braking, infotainment system.	Gear selector, low dash vents, front wheelspin.
Audi Q5 Premium Plus	71	\$51,570			82	24	Ride, quietness, seat comfort.	Gear selector, controls require a learning curve.
BMW X2 xDrive28i	70	\$45,895			77	25	Handling, responsive engine and transmission, fit and finish, front-seat comfort.	Visibility, ride, road noise, blind-spot warning unavailable.
Infiniti QX50 Essential	69	\$51,380			75	22	Quietness, fit and finish, braking.	Confusing controls, short on agility.
Volvo XC40 T5 Momentum	68	\$41,510			70	24	Interior ambience, comfortable front-seats.	Stiff ride, controls, annoying gear selector, engine noise.
Volvo XC60 T5 Momentum	64	\$50,040			77	23	Seat comfort, fit and finish, braking.	Reliability, stiff ride, maddening controls.
Cadillac XT4 Premium Luxury	58	\$49,430			76	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Reliability, engine noise, ride.
Mercedes-Benz GLB250	56	\$47,435			81	26	Handling, braking, acceleration, fit and finish.	Controls, low and flat rear-seat.
Alfa Romeo Stelvio Ti	54	\$52,040			74	24	Handling, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
Mercedes-Benz GLA250	53	\$43,475			75	27	Acceleration, handling, fuel economy, fit and finish.	Controls, rear and side visibility.
Land Rover Range Rover Velar S	49	\$59,503			74	21	Handling, fit and finish.	Stiff ride, distracting controls, visibility, fuel economy, brand reliability.
Jaguar E-Pace SE	48	\$48,070			67	21	Handling, fit and finish.	Uneven power delivery, ride, visibility, controls.
Jaguar F-Pace Prestige	47	\$53,895			69	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
Land Rover Range Rover Evoque SE	41	\$56,997			56	20	Front-seat comfort, fit and finish, agility, braking.	Ride, controls, visibility, hesitation off the line, brand reliability.

SUVs: LUXURY MIDSIZED ELECTRIC

Audi E-Tron Premium Plus	63	\$80,450			90	74 [Ⓜ]	Ride, quietness, acceleration, seat comfort, fit and finish, no tailpipe emissions.	Reliability, long charging times, limited range.
Jaguar I-Pace HSE	57	\$86,841			82	76 [Ⓜ]	Acceleration, handling, quietness, fit and finish, no tailpipe emissions.	Controls, long charging times, limited range, brake pedal feel, brand reliability.
Tesla Model X Long Range	52	\$109,200			72	102 [Ⓜ]	Acceleration, handling, front-seat comfort, fit and finish, no tailpipe emissions.	Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls, no real blind spot warning.

SUVs: LUXURY MIDSIZED (2-ROW)

BMW X5 xDrive40i	87	\$68,730			94	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a learning curve.
Lincoln Nautilus Reserve (2.7T)	79	\$54,945			78	18	Ride, handling, quietness, acceleration, fit and finish.	Fuel economy, gear selector.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY MIDSIZED (2-ROW) <i>Continued</i>								
✓ Porsche Cayenne Base	70	\$79,280	↓	↑	84	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
✓ Cadillac XT5 Luxury	67	\$51,025	↓	↓	75	20	Plush interior, seat comfort, quietness, reliability.	Stiff ride, unintuitive gear selector, visibility.
Genesis GV80 Advanced (3.5T)	64	\$65,775	↓	↑	75	18	Acceleration, transmission, handling, braking, quietness, fit and finish.	Reliability, fuel economy, controls.
Mercedes-Benz GLE450	53	\$75,090	↓	↓	76	20	Acceleration, quietness, seat comfort, fit and finish.	Reliability, controls.
Land Rover Defender SE	43	\$70,710	↓	↓	57	18	Acceleration, off-road ability, character.	Fuel economy, braking, controls, agility, step-in height, rear visibility.
Land Rover Discovery Sport SE	42	\$49,895	↓	↓	57	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
SUVs: LUXURY MIDSIZED (3-ROW)								
✓ Audi Q7 Premium Plus (3.0T)	80	\$71,010	↓	↑	87	20	Powertrain, quietness, agility, fit and finish, front- and second-row seat comfort.	Controls have a learning curve.
✓ Buick Enclave Premium	76	\$55,680	↓	↓	82	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Fuel economy, gear selector.
✓ Lexus GX460	75	\$58,428	↑	↑	66	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.
✓ Acura MDX Tech	74	\$55,125	↑	↑	74	20	Smooth powertrain, front- and rear-seat comfort, fit and finish.	Controls, braking, must get top trim for some luxury features.
Infiniti QX60 Luxe	62	\$59,835	↓	↓	81	21	Ride, quietness, acceleration, fit and finish.	Long wet stopping distances.
Cadillac XT6 Premium Luxury	61	\$62,515	↓	↓	76	18	Ride, quietness, transmission.	Fuel economy, limited seat adjustments, missing some luxury features, brand reliability.
Volvo XC90 T6 Momentum	60	\$56,805	↓	↓	80	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights.	Reliability, stiff ride, unintuitive controls.
Lincoln Aviator Reserve (3.0T)	46	\$64,920	↓↓	↓	78	19	Acceleration, handling, ride, quietness, fit and finish, cargo room.	Reliability, fuel economy, controls, gear selector.
Land Rover Discovery HSE	45	\$69,260	↓	↓	65	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Fuel economy, agility, controls, low rear-seat, third-row access.
SUVs: LUXURY LARGE								
✓ BMW X7 xDrive40i	82	\$84,095	↓	↓	90	22	Ride, quietness, acceleration, transmission, seat comfort, fit and finish.	Controls require a learning curve.
Mercedes-Benz GLS450	58	\$89,030	↓	↓	82	20	Powertrain, ride, quietness, seat comfort, fit and finish.	Reliability, controls.
Cadillac Escalade Premium Luxury	57	\$98,740	↓	↓	72	16	Ride, quietness, powertrain, acceleration, fit and finish, seat comfort.	Fuel economy, handling, tall hood cuts front visibility.
Lincoln Navigator Select	55	\$86,480	↓	↑	58	16	Quietness, powertrain, second and third-row seat room.	Fuel economy, front-seat comfort, unintuitive gear selector, clumsy handling
Infiniti QX80 Luxe	49	\$63,395	↓	↓	62	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road.	Fuel economy, handling, access.

Make + Model	Overall Score	Price	Survey Results		Road-Test Results		Highs	Lows
			As tested	Predicted reliability	Owner satisfaction	Road-test score		
PICKUP TRUCKS: SMALL								
Ford Maverick Hybrid Lariat	80	\$32,925			82	37	Fuel economy, visibility, access, controls, short stops on dry pavement.	Cabin quality.
Ford Maverick XLT (2.0T)	78	\$29,965			78	23	Competent ride and handling, maneuverability, visibility, access, controls.	Noise, cabin quality.
Hyundai Santa Cruz SEL Premium	64	\$37,290			77	24	Acceleration, drives like a car, controls.	Small bed, rear visibility.
PICKUP TRUCKS: MIDSIZED								
Honda Ridgeline RTL	76	\$36,480			83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Low towing capacity, shallow bed.
Ford Ranger XLT	54	\$40,355			55	20	Maneuverable size.	Ride, controls, high step-in.
Nissan Frontier SV	52	\$40,630			67	18	Braking, transmission, controls.	Reliability, ride, tight rear seat, no telescoping steering column.
Toyota Tacoma SR5 (V6)	52	\$34,364			42	19	Resale value, off-road capability.	Ride, handling, braking, noise, driving position, seat comfort.
Jeep Gladiator Sport	36	\$46,405			52	18	Powertrain, towing capacity, character.	Reliability, handling, wind noise, awkward window controls.
PICKUP TRUCKS: FULL-SIZED								
Ram 1500 Big Horn (5.7L V8)	68	\$53,120			83	17	Ride, quietness, transmission, cabin room, controls.	High step-in.
Ram 1500 Big Horn (diesel)	68	\$54,310			83	23	Fuel economy, ride, quietness, transmission, cabin room, controls.	High step-in.
Ford F-150 Lightning Lariat	65	\$80,889			89	70 ¹	Acceleration, quietness, creative storage spaces, no tailpipe emissions.	Distracting controls, long stopping distances.
Rivian R1T Launch Edition	63	\$74,500			87	70 ¹	Acceleration, handling, quietness, creative storage spaces, no tailpipe emissions.	Intrusive regenerative braking, unintuitive controls, awkward exterior door handles.
Toyota Tundra SR5 (3.5T)	61	\$53,393			71	17	Quietness, cabin room, acceleration, controls.	Reliability, ride, agility, high step-in.
Ford F-150 XLT (2.7T)	58	\$55,535			75	19	Quietness, cabin room, acceleration, controls.	Reliability, ride, agility, high step-in.
Nissan Titan SV (V8)	55	\$44,370			70	16	Acceleration, braking, roomy cab, light tailgate.	Reliability, fuel economy, ride, fit and finish.
Chevrolet Silverado 1500 LT (5.3L V8)	50	\$50,225			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
Chevrolet Silverado 1500 LT (diesel)	50	\$53,655			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.
GMC Sierra 1500 SLE (5.3L V8)	50	\$52,100			78	17	Interior room, deep bed, quietness.	Reliability, step-in height.
GMC Sierra 1500 SLE (diesel)	50	\$55,100			78	23	Fuel economy, interior room, deep bed, quietness.	Reliability, stopping distances, step-in height.
Ford F-150 Hybrid Lariat (3.5H)	45	\$69,935			79	20	Quietness, cabin room, acceleration, controls, hybrid's generator.	Reliability, ride, agility, high step-in.

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

User's Guide to Vehicle Reviews

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2023 and a few early 2024 models. Use these reviews, along with the vehicle ratings (on page 43) and our data charts (on page 184), to narrow your choices.

How to Read the Reliability Charts

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



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

The reliability of a 2023 model is taken from the average of a model's **Overall Reliability** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2023. Several model years' data are a better predictor than the most recent model year.

One or two years' data may be used if the model was redesigned in 2022 or 2021, or if

there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots**, which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for that year.

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

In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

- **Engine, Major** Engine or electric drive motor rebuild or replacement, cylinder head, head gasket, turbo or supercharger,

timing chain or timing belt.

- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, electric drive motor malfunction.

- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

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

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

- **Fuel System** Sensors (includes O₂ or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.



BEHIND THE DATA

1. RECOMMENDED MODELS

These vehicles must have performed well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. MODEL-LINE OVERVIEW

Base Price is the range

of the manufacturer's base suggested retail price without options or destination charge for all versions. An "E" indicates that the price is estimated. Models often come in various **Body Styles** and **Trim Lines**, which are versions that differ in standard equipment, available options, and price. Pickup trucks are listed by available cab configurations. **Drive Wheels** tells you whether the model is available with

front-, rear-, all- (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passenger positions available for a model. **Engines** and **Transmissions** show the different powertrain choices.

3. FACTS & FIGURES

Length is measured from bumper to bumper. **Width** is from the outermost side of one fender to the opposite fender. **Height** is from the top of the inside 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

- **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plug and wire failure, auto stop/start, electric vehicle charging.
- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.
- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure

BEHIND THE RELIABILITY RATINGS

This chart shows the average rates of problems in each trouble spot by model year for the vehicles in CR's Annual Auto Surveys.

For example, less than 1 percent of 2021 vehicles had engine major problems, on average. The Acura TLX on the facing page scores a (much worse than average) because 2 percent of them had a problem in this area.

For 2021 models the average rate of power equipment problems was about 1 percent. Because no Acura RDX owners reported a problem in this category, it scores (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. We also adjust for member age since older drivers tend to report fewer problems. 2022 models were generally less than 6 months old at the time of the survey. Redesigned or newly introduced model years are in **bold**.

AVERAGE PERCENTAGE OF CARS WITH A REPORTED ISSUE

	'20	'21	'22
Engine, Major	1	<1	<1
Engine, Minor	1	1	<1
Engine, Cooling	<1	<1	<1
Transmission, Major	<1	<1	<1
Transmission, Minor	<1	<1	<1
Drive System	1	<1	<1
Fuel System	1	<1	<1
Electrical	1	1	<1
Climate System	1	1	<1
Suspension	1	<1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	1	1	1
Body Hardware	1	1	<1
Power Equipment	1	1	<1
In-Car Electronics	4	4	2

monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.

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

come from manufacturers. **Max. Load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo Volume** for minivans, SUVs, and wagons is the maximum usable 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. The

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

4. OVERALL SCORE

This accounts for a

vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's Annual Auto Surveys; the availability of frontal crash-prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from NHTSA and IIHS crash tests. We deduct points if a vehicle's transmission gear selector lacks fail-safes. Untested vehicles will have an "NA." **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 2022 Annual Auto Surveys, with data on more than 300,000 vehicles.

Satisfaction comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again. Some brand new models without previous history are given "NA" in Reliability and Satisfaction. **Road Test** is the final score from our more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts. **ADAS** identifies whether a vehicle has advanced driver assistance systems: automatic

emergency braking that operates at highway speeds (AEB highway), a pedestrian detection system (Pedestrian), blind spot warning (BSW), and rear cross traffic warning (RCTW). We use Opt. to indicate the system is available on some versions; "NA" means no system is offered. Models with all four systems standard are assigned a ; those with standard AEB and pedestrian detection receive a ; those with only AEB standard receive a . We include a range of scores for Overall Score, Reliability, and Owner Satisfaction to indicate we have test or survey data on several versions.



Acura Integra ✓

77 Acura resurrected the Integra nameplate for its entry-level four-door hatchback, which replaces the lackluster ILX. The new Integra is essentially an upscale version of the Civic, and comes with a 200-hp, turbocharged 1.5-liter four-cylinder shared with the sporty Honda Civic Si. Most versions come with a continuously variable transmission, which dilutes the Integra's sporting pretense—we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple, but barely differentiated from the Civic, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

\$30,800-\$35,800
BASE PRICE RANGE

79
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: A-Spec, Base, Tech
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (200 hp)
TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **108**
Weight (lb.) **3,095**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

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

\$49,050-\$72,700
BASE PRICE RANGE

74
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

77 OVERALL SCORE
 The RDX drives nicely, but it has very confusing and distracting controls that diminish its daily drivability. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging thanks to its nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad, which is the only way to interact with the center infotainment screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. All RDXs come standard with FCW, AEB with pedestrian detection, BSW, and RCTW.

Acura TLX

61 OVERALL SCORE
 The sleek TLX is a bit larger than competing sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing, but fuel economy of 23 mpg overall is disappointing. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a more powerful 355-hp, 3.0-liter turbocharged V6, and is quite capable when the road gets twisty. The ride is comfortable and handling is nimble, but the TLX has too much road and engine noise, undermining its premium pretense. The front seats are comfortable and supportive but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting and unintuitive to use. While FCW, AEB with pedestrian detection, LDW, and LKA are standard, BSW and RCTW remain optional.

\$41,350-\$53,350
 BASE PRICE RANGE

80 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↓ SATISFACTION



\$38,900-\$54,500
 BASE PRICE RANGE

66 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advance, A-Spec, A-Spec Advance, 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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↓	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↑

OVERVIEW

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
 CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↓	*
Engine, Minor	↓	↑	*
Engine, Cooling	↓	↑	*
Transmission, 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

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

\$44,280-\$79,760

BASE PRICE RANGE

71
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

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

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

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

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**

Width (in.) **73**

Height (in.) **57**

Wheelbase (in.) **111**

Weight (lb.) **3,695**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

54 **OVERALL SCORE** The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks 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 somewhat jittery, the suspension absorbs bumps rather well. The high-performance Quadrifoglio version is even sportier, but at the expense of ride comfort. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$46,575-\$85,675

BASE PRICE RANGE

74
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

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

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

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

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**

Width (in.) **75**

Height (in.) **66**

Wheelbase (in.) **111**

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

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

CARGO MEASUREMENT

Max. Load (lb.) **990**

Cargo Volume, cu.ft. **26.5**

Towing Capacity (lb.) **3,000**

FUEL

Premium

CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 Tonale

NA OVERALL SCORE The Tonale SUV is the latest addition to the Alfa Romeo line. It is based on the Jeep Compass and slots under the Stelvio in price and size. It comes with a conventional powertrain and as a plug-in hybrid (PHEV), which Alfa Romeo says will have over 30 miles of electric range. Both the 2.0-liter turbo gasoline version and the 1.3-liter turbo plug-in hybrid come with standard all-wheel drive. Alfa aficionados will recognize the V-shaped grille, round air vents, and the start button on the steering wheel. As a member of the Stellantis conglomerate, the Tonale gets the Uconnect 5 infotainment system. It will also have a full suite of the active safety features, including AEB with pedestrian detection, BSW, and RCTW.

Audi A3

75 OVERALL SCORE The A3 sedan may be the least expensive model in Audi's lineup, but it packs a solid and upscale feel into a small package. A recent redesign included infotainment and connectivity upgrades, trickled down from larger Audis. The front seats are comfortable and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbo-charged four-cylinder and a seven-speed dual-clutch automatic with a mild-hybrid setup comes standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. FCW, AEB with pedestrian detection, LDW, and LKA come standard.

\$38,000-\$48,000E

BASE PRICE RANGE

NA ROAD TEST	ADAS
RELIABILITY	SATISFACTION



\$34,900-\$58,900

BASE PRICE RANGE

85 ROAD TEST	ADAS
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Sprint, Ti, Veloce
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 hybrid (272 hp); 2.0-liter 4 turbo (256 hp)
TRANSMISSIONS: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **178**
 Width (in.) **72**
 Height (in.) **63**
 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

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Premium, Premium Plus, Prestige, RS 3, S3
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (201 hp); 2.0-liter 4 turbo (306 hp); 2.5-liter 5 turbo (401 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Regular or premium
 CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

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

\$39,900-\$60,700

BASE PRICE RANGE

88 ROAD TEST	I ADAS
I RELIABILITY	I SATISFACTION



OVERVIEW

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
 CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	*
Engine, Major	⬆️	⬆️	*
Engine, Minor	⬆️	I	*
Engine, Cooling	⬆️	⬆️	*
Transmission, Major	⬆️	⬆️	*
Transmission, Minor	⬆️	⬆️	*
Drive System	⬆️	I	*
Fuel System	⬇️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	I	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬇️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	I	I	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬇️	*

Audi A6 ✓

82 **OVERALL SCORE** The comfortable, quiet, and agile A6 is one of the better mid-sized luxury sedans. Most versions come with a standard 2.0-liter turbo four-cylinder engine; a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit before launch or from a rolling stop. Ultimately, the four-cylinder proved to be powerful and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm, but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the front seats are extremely comfortable and supportive. The dual-screen infotainment system is daunting to use at first, but we found it to be ultimately logical. The high-performance RS6 Avant wagon uses a 4.0-liter turbo V8. FCW and AEB with pedestrian detection are standard, but BSW and RCTW are optional. The A7 is a more-stylish, four-door hatchback version.

\$55,900-\$116,500

BASE PRICE RANGE

91 ROAD TEST	⬆️ ADAS
I RELIABILITY	I SATISFACTION



OVERVIEW

BODY STYLES: sedan; wagon
TRIM LINES: Allroad, Premium, Premium Plus, Prestige, RS 6, S6
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (591 hp)
TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
 Width (in.) **74**
 Height (in.) **57**
 Wheelbase (in.) **115**
 Weight (lb.) **4,015**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT

Max. Load (lb.) **1,100**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **3,500**

FUEL

Premium
 CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

80 OVERALL SCORE Audi's flagship sedan features a smooth, powerful turbocharged V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. A high-performance S8 comes with a turbocharged V8 engine. The infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, including a massage feature. Passengers in the rear seat will find limo-like room. FCW and AEB with pedestrian detection are standard. BSW and RCTW are optional.

Audi E-tron

63 OVERALL SCORE This all-electric luxury midsize SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. It's quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. The standard air suspension gives the Audi a supremely comfortable ride. Although the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The E-Tron's 95-kilowatt-hour battery gives it an EPA-estimated range of 222 miles, which trails other EVs. The cabin is dominated by two large touchscreens, which we found to be daunting at first but ultimately manageable. A hatchback version called the Sportback and a high performance 496-hp S are available. The E-Tron GT is a coupe-like sedan that's based on the Porsche Taycan.

\$86,500-\$117,500
BASE PRICE RANGE

91 ROAD TEST
80 RELIABILITY
80 SATISFACTION
80 ADAS



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 55 TFSI, S8
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (563 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **209**
Width (in.) **77**
Height (in.) **59**
Wheelbase (in.) **123**
Weight (lb.) **4,810**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$70,800-\$94,900
BASE PRICE RANGE

90 ROAD TEST
63 RELIABILITY
63 SATISFACTION
63 ADAS



OVERVIEW

BODY STYLES: 4-door hatchback; 4-door SUV
TRIM LINES: Premium, Premium Plus, Prestige, S, Sportback
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (355 hp); Electric (496 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Electric
CR Overall mpg **78**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

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

\$38,700-\$42,000

BASE PRICE RANGE

82

ROAD TEST



ADAS

1

RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

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

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **177**

Width (in.) **73**

Height (in.) **63**

Wheelbase (in.) **106**

Weight (lb.) **3,880**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,090**

Cargo Volume, cu.ft. **24.5**

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

FUEL

Regular

CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↓	*
Engine, Cooling	↑	↓	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↓	↓	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↓	*
Body Hardware	↑	↑	*
Power Equipment	↓	↑	*
In-Car Electronics	↓	↓	*

Audi Q4 E-Tron

NA OVERALL SCORE The Q4 E-Tron electric SUV shares its platform with Volkswagen's ID.4. The 50 E-Tron quattro has an 82-kilo-watt-hour battery pack, a 295-hp, dual-motor AWD configuration, and an EPA-estimated range of 241 miles. It can accept a charging output of 150 kW when using a DC fast-charger in public places. Level 2 home charging from empty takes nine hours according to Audi. The Q4 is very quiet. Power delivery is smooth, quiet, and effortless, but don't expect the scorching acceleration of more powerful EVs. Handling is responsive and the firm ride is composed. The impeccable interior is uncluttered and the seats are super comfortable. Unlike some other EVs, the controls are more straightforward and the door handles are conventional. Standard active safety features includes FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA. The Sportback is a coupe-like version.

\$48,000-\$64,900

BASE PRICE RANGE

NA

ROAD TEST



ADAS

NA

RELIABILITY

NA

SATISFACTION



OVERVIEW

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

TRIM LINES: Premium, Premium Plus, Prestige

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (295 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**

Width (in.) **73**

Height (in.) **65**

Wheelbase (in.) **109**

Weight (lb.) **5,590**

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

CARGO MEASUREMENT

Max. Load (lb.) **935**

Cargo Volume, cu.ft. **26.5**

Towing Capacity (lb.) **NA**

FUEL

Electric

EPA Combined mpge **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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 ✓

71 OVERALL SCORE
 The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has claimed electric only range of 20 miles. All Q5 trims come standard with FCW, AEB with pedestrian detection, BSW, and RCTW. Highway-speed AEB and adaptive cruise control with stop and go capability are standard on the 2023 model. A coupe-like Sportback version and a high-performance SQ5 are also available.

Audi Q7 ✓

80 OVERALL SCORE
 The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6 it is quick, quiet and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7.

\$43,500-\$68,100

BASE PRICE RANGE

82 ROAD TEST	⬆️ ADAS
⬇️ RELIABILITY	⬇️ SATISFACTION



\$58,200-\$94,500

BASE PRICE RANGE

87 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

	'20	'21	'22
Overall Reliability	⬇️	⬇️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬇️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬇️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬇️	⬆️
Climate System	⬇️	⬇️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬇️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬆️	⬇️	⬇️

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Premium, Premium Plus, Prestige, SQ7

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (261 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

	'20	'21	'22
Overall Reliability	*	⬇️	*
Engine, Major	*	⬆️	*
Engine, Minor	*	⬆️	*
Engine, Cooling	*	⬆️	*
Transmission, 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 ✓

74 OVERALL SCORE This sculpted coupe is more about style and technology than outright performance. Even so, it's still pretty entertaining to drive, with nimble handling and a dash of steering feedback to the driver. The 2.0-liter turbocharged engine is punchy, the ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior are comfortable front seats, a high-quality fit and finish, and Audi's digital instrument panel. It incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into the dash vents. The TT lacks most active safety features, a serious oversight for a car in this price range.

\$51,200-\$60,900
BASE PRICE RANGE

84 ROAD TEST
NA ADAS
1 RELIABILITY
^ SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: 2.0T, TTS
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

BMW 2 Series ✓

77 OVERALL SCORE The 2 Series Coupe is a thoroughbred BMW. Not to be confused with the less performance-oriented four-door 2 Series Gran Coupe, this car comes either as the 230i with a 255-hp turbo four-cylinder or the M240i with a 382-hp turbo inline-six. Both are available with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine the car pulls strongly and the engine sounds lovely, and manages a commendable 31 mpg overall. Handling is agile and the ride is taut, yet civilized. The cabin is nicely finished and the front seats are comfortable. Though the rear seat is tight, the front seats power forward to clear a path. For 2023, the infotainment system gets the iDrive 8 version with two large, curved displays that serve as the climate/media interface. FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

\$37,400-\$62,200
BASE PRICE RANGE

85 ROAD TEST
^ ADAS
1 RELIABILITY
^ SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: 230i, M240i, M2
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 (453 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**
Width (in.) **72**
Height (in.) **55**
Wheelbase (in.) **108**
Weight (lb.) **3,440**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **31**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

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

\$54,800-\$107,900
 BASE PRICE RANGE

93 ROAD TEST
1 RELIABILITY
1 SATISFACTION
1 ADAS



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 530e, 530i, 540i, 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, 600 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

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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/i7

NA OVERALL SCORE
 In redesigning the 7 Series BMW also introduced an all-electric version called the i7. The flagship will still be available with the familiar, smooth, and punchy twin-turbo inline six-cylinder and V8 engines. The V8-powered 760i xDrive has all-wheel drive. Gas models have an eight-speed automatic and a 48-volt mild hybrid system to optimize fuel economy and support accessories. The all-wheel-drive i7 is rated for a maximum 318 miles of range. The interior features a curved glass display that contains the 12.3-inch instrument cluster screen and the 14.9-inch infotainment screen, as well as an optional 31-inch screen for the rear seat theater system. The 7 Series includes a full suite of standard active safety features including FCW, AEB, and LDW. A hands-free highway driver assist feature that works at speeds up to 80 mph is also available.

\$93,300-\$119,300
 BASE PRICE RANGE

NA ROAD TEST
1 RELIABILITY
1 SATISFACTION
1 ADAS



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 740i, 760i, i7 xDrive60
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (536 hp); 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (536 hp)
TRANSMISSIONS: 8-speed automatic; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **212**
 Width (in.) **77**
 Height (in.) **61**
 Wheelbase (in.) **127**
 Weight (lb.) **4,970**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **1,125**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **NR**

FUEL
 Premium
 EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



BMW i4

NA OVERALL SCORE
 The i4 EV uses a modified version of the 3 Series platform and three versions are available. The 335-hp rear-wheel-drive eDrive40 has an EPA-estimated range of 301 miles. A 281-hp eDrive35 with an estimated 260-mile range is added for 2023. The all-wheel-drive M50, with 536 hp, delivers sports-car levels of acceleration and cornering grip, but a lower range of 270 miles, or 227 with the optional 20-inch tires. The ride is taut yet compliant and the interior is beautifully finished. The i4 is a low-slung four-door but the hatchback adds versatility. With an acceptance rate of 195 kilowatt at DC fast charging in public venues, the i4 can gain up to 90 miles of range in just 10 minutes. Standard active safety systems include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, and LDW. Adaptive cruise control and lane centering assistance are optional, and the car can even change lanes on its own.

\$55,900-\$67,300
 BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
NA RELIABILITY	NA SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: eDrive35, eDrive40, M50
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (281 hp); Electric (335 hp); Electric (536 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined mpge **80**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

BMW iX

NA OVERALL SCORE
 BMW's iX SUV is a showcase for the automaker's latest electric-vehicle technology. The iX xDrive50 has 516 hp and employs two motors to give it all-wheel-drive capability. The driving range is estimated by the EPA to be 305 to 324 miles, depending on tire size. A more powerful M60 puts out a combined 610 hp, and it has an estimated driving range of 288 miles. The iX can add 90 miles of charge in 10 minutes of DC fast charging in public venues. Charging from empty on 240 volts will take 11 hours, which is not surprising from an EV with such a large battery. The iX glides silently with very quick acceleration and a super comfortable ride. The airy interior is modern and uncluttered but its controls are not the most intuitive. FCW, AEB with pedestrian detection, BSW, RCTW, LKA, and LDW are all standard. Adaptive cruise control and lane centering assistance are optional.

\$84,100-\$108,900
 BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
NA RELIABILITY	NA SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M60, xDrive50
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (516 hp); Electric (610 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined mpge **86**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

NA OVERALL SCORE The BMW X1 is redesigned for 2023, and it gained power, features, and sophistication. The X1 uses a 2.0-liter, twin-turbocharged four-cylinder engine with a seven-speed dual-clutch automatic. For the first time, the X1 is available with an adaptive suspension. As before, the X1 is based on a front-drive platform, shared with the 2 Series Gran Coupe and Mini Countryman, although all-wheel drive is standard. It finally gets BSW and RCTW, which were odd omissions in the previous generation. In addition, FCW, AEB with pedestrian and cyclist detection, LDW, and safe exit warning are all standard, but adaptive cruise control won't immediately be available due to supply shortages.

BMW X2 ✓

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

\$38,600

BASE PRICE RANGE

NA	↑
ROAD TEST	ADAS
↓	↓
RELIABILITY	SATISFACTION



\$36,600-\$38,600

BASE PRICE RANGE

77	↓
ROAD TEST	ADAS
↓	↓
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: xDrive28i
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (241 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **177**
 Width (in.) **73**
 Height (in.) **65**
 Wheelbase (in.) **106**
 Weight (lb.) **3,750**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT

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

FUEL

Premium
 EPA Combined mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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.) **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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

84 OVERALL SCORE
 BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and active safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returned 24 mpg overall in our tests. The up-level M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard FCW, AEB with pedestrian detection, BSW, and RCTW. The X4 is a coupe-like version.

BMW X5 ✓

87 OVERALL SCORE
 The X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp, 3.0-liter turbo six-cylinder engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don't think there is any need to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW. The X6 is a sportier, coupelike version of the X5.

\$45,400-\$72,900

BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION



\$61,600-\$108,900

BASE PRICE RANGE

94 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: M, M40i, sDrive30i, xDrive30i
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **186**
 Width (in.) **74**
 Height (in.) **66**
 Wheelbase (in.) **113**
 Weight (lb.) **4,220**
 % Weight Front/Rear **49/51**

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

FUEL
 Premium
 CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↓	↑	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↓

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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, 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

	'20	'21	'22
Overall Reliability	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↓	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓



BMW X7 ✓

82 OVERALL SCORE
 BMW's luxurious X7 three-row SUV got a fresh new look for 2023, including a new front end with LED headlights, a tiny gear selector, and a wide, curved screen that includes the gauges and the climate and infotainment functions. That screen runs the same updated iDrive 8 operating system that we found complicated in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more horsepower. The eight-speed automatic shifts smoothly. This gem of a powertrain provides punchy acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The cabin is incredibly quiet and has a richly furnished interior. FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW are standard. The M60i xDrive's V8 gets a mild hybrid system, and a high-performance Alpina version is available.

\$77,850-\$145,000
 BASE PRICE RANGE

90 ROAD TEST
 1 RELIABILITY
 1 ADAS
 1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Alpina XB7, M60i, xDrive40i
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.0-liter 6 turbo (375 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (631 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **203**
 Width (in.) **79**
 Height (in.) **71**
 Wheelbase (in.) **122**
 Weight (lb.) **5,285**
 % Weight Front/Rear **47/53**

CARGO MEASUREMENT

Max. Load (lb.) **1,200**
 Cargo Volume, cu.ft. **26**
 Towing Capacity (lb.) **7,500**

FUEL

Premium
 CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	▲	▼
Engine, Major	*	▲	▲
Engine, Minor	*	▲	▲
Engine, Cooling	*	▲	▲
Transmission, Major	*	▲	▲
Transmission, Minor	*	▲	▲
Drive System	*	▲	▼
Fuel System	*	▲	▲
Electrical	*	▲	▲
Climate System	*	▲	▲
Suspension	*	▲	▼
Brakes	*	▼	▲
Exhaust	*	▲	▲
Paint/Trim	*	▲	▲
Noises/Leaks	*	▼	▲
Body Hardware	*	▲	▲
Power Equipment	*	▲	▲
In-Car Electronics	*	▲	1

BMW Z4 ✓

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

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

86 ROAD TEST
 1 RELIABILITY
 1 ADAS
 1 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Buick Enclave ✓

76 OVERALL SCORE
 Recently freshened, the large Buick Enclave has a revised exterior and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We only got 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is much better than the previous one's L-shaped pattern, but still requires looking down at it to select the right gear. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

Buick Encore GX ✓

65 OVERALL SCORE
 The Encore GX subcompact SUV has an airy interior and easy-to-use controls. For 2023, front-wheel-drive versions come with either a 1.2-liter turbo 3-cylinder hooked up to a CVT, or a slightly more powerful 1.3-liter turbo 3-cylinder mated to a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Upscale options include a large sunroof and a head-up display. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA, with BSW and RCTW optional.

\$44,800-\$59,100
 BASE PRICE RANGE

82 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↓ SATISFACTION



\$25,900-\$32,100
 BASE PRICE RANGE

68 ROAD TEST
 ↓ ADAS
 ↓ RELIABILITY
 ↓ SATISFACTION



OVERVIEW

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **205**
 Width (in.) **79**
 Height (in.) **70**
 Wheelbase (in.) **121**
 Weight (lb.) **4,690**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT

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

FUEL

Regular
 CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↓	↑
Transmission, Minor	↓	↓	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↓	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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

	'20	'21	'22
Overall Reliability	↑	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↓	*
Engine, Cooling	↑	↑	*
Transmission, 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 ✓

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

\$33,400-\$47,460

BASE PRICE RANGE

77

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Avenir, Essence, Preferred

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**

Width (in.) **74**

Height (in.) **63**

Wheelbase (in.) **109**

Weight (lb.) **3,965**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,175**

Cargo Volume, cu.ft. **28**

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

FUEL

Regular

CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

64 OVERALL SCORE
 The Cadillac CT4 is the only gas-powered compact luxury sedan from an American brand. Its handling, braking, and steering befit a vehicle of its class. The standard engine is a 237-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel-drive are available. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. GM's Super Cruise active driving assistance system is available.



\$34,395-\$60,495

BASE PRICE RANGE

78

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

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

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp); 2.7-liter 4 turbo (325 hp); 3.6-liter V6 turbo (472 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **187**

Width (in.) **72**

Height (in.) **56**

Wheelbase (in.) **109**

Weight (lb.) **3,625**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **1,000**

FUEL

Premium

CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

63 OVERALL SCORE The CT5 midsize luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbocharged four-cylinder engine is responsive but noisy. The up-level choice is a 3.0-liter turbocharged V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. Cadillac's Super Cruise partially automated driving system is also available.

Cadillac Escalade

57 OVERALL SCORE While it shares much with the Chevrolet Tahoe and Suburban SUVs, the super-roomy, three-row Escalade is much more luxurious and high-tech than its siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though fuel economy is dismal at just 16 mpg overall. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure. It rides comfortably, and the interior is very quiet. The plush, high-tech cabin includes a large infotainment display that's relatively easy to use. FCW and AEB with pedestrian detection come standard, but BSW and RCTW don't. The Super Cruise active driving assistance system is available. New for 2023, the high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive.

\$38,195-\$90,995
BASE PRICE RANGE

76 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$79,295-\$152,195
BASE PRICE RANGE

72 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Blackwing, Luxury, Premium Luxury, Sport, V
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp); 6.2-liter V8 supercharged (668 hp)
TRANSMISSIONS: 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **194**
Width (in.) **74**
Height (in.) **57**
Wheelbase (in.) **116**
Weight (lb.) **3,865**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT

Max. Load (lb.) **875**
Cargo Volume, cu.ft. **12**
Towing Capacity (lb.) **1,000**

FUEL

Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	*	*
Engine, Major	↑	*	*
Engine, Minor	↓	*	*
Engine, Cooling	↑	*	*
Transmission, Major	↑	*	*
Transmission, Minor	↑	*	*
Drive System	↓	*	*
Fuel System	↓	*	*
Electrical	↑	*	*
Climate System	↑	*	*
Suspension	↓	*	*
Brakes	↑	*	*
Exhaust	↑	*	*
Paint/Trim	↓	*	*
Noises/Leaks	↑	*	*
Body Hardware	↓	*	*
Power Equipment	↓	*	*
In-Car Electronics	↑	*	*

OVERVIEW

BODY STYLES: 4-door SUV; extended SUV
TRIM LINES: ESV, Luxury, Platinum, Premium Luxury, Sport, V
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.0-liter 6 turbodiesel (277 hp); 6.2-liter V8 (420 hp); 6.2-liter V8 supercharged (682 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **211**
Width (in.) **81**
Height (in.) **77**
Wheelbase (in.) **121**
Weight (lb.) **5,950**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,580**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,000**

FUEL

Regular or premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Cadillac Lyriq

NA OVERALL SCORE
 Cadillac's first electric-only model initially is available in rear-wheel-drive versions. All-wheel-drive models will arrive in early 2023 with an estimated 500 hp. While the Lyriq's overall dimensions are similar to those of the XT6 midsize SUV, the EV is lower and wider. The 340-hp rear-drive model has a 102-kilowatt-hour battery with an EPA-estimated 312 miles of range. Home charging can be relatively quick by utilizing an 80 ampere circuit thanks to the Lyriq's 19.2 kW on-board charger, which is more powerful than most EVs. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq offers the latest version of the Super Cruise active driving assistance system. Standard active safety and driver assist features include FCW, AEB with pedestrian detection, BSW, RCTW, and LKA.



Cadillac XT4

58 OVERALL SCORE
 The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic 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 XT4's handling is quite nimble, and even though its ride is on the stiff side it's on par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. The infotainment system is easy to use, though the gear selector takes some getting used to. FCW and AEB with pedestrian detection are standard. For 2023, BSW and RCTW come standard.

\$61,795-\$63,795

BASE PRICE RANGE

NA
ROAD TEST

ADAS

NA
RELIABILITY

NA
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Standard

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (340 hp);
Electric (500 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**

Width (in.) **78**

Height (in.) **64**

Wheelbase (in.) **122**

Weight (lb.) **5,610**

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

CARGO MEASUREMENT

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

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

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

FUEL

Electric

EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

\$36,295-\$43,295

BASE PRICE RANGE

76
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium
Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp)

TRANSMISSIONS: 9-speed
automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**

Width (in.) **77**

Height (in.) **63**

Wheelbase (in.) **109**

Weight (lb.) **3,930**

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

CARGO MEASUREMENT

Max. Load (lb.) **970**

Cargo Volume, cu.ft. **26.5**

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

FUEL

Premium

CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 XT5

67 OVERALL SCORE
 Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. FCW and AEB with pedestrian detection are standard; BSW and RCTW are standard on all but the base model.

Cadillac XT6

61 OVERALL SCORE
 Cadillac's three-row luxury midsize SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination which packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls stand out in this class for being relatively easy to use. FCW, AEB with pedestrian detection, BSW, and RCTW are standard on all trims. Cadillac's Super Cruise partially automated driving system is also available.

\$44,195-\$57,095

BASE PRICE RANGE

75
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$48,595-\$60,095

BASE PRICE RANGE

76
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **190**

Width (in.) **75**

Height (in.) **66**

Wheelbase (in.) **113**

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

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

CARGO MEASUREMENT

Max. Load (lb.) **1,620**

Cargo Volume, cu.ft. **33**

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

FUEL

Regular or premium

CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↓	↓
Exhaust	↑	↓	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↑

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxury, Premium Luxury, Sport

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 2 rear, 2 third

ENGINES: 2.0-liter 4 turbo (237 hp); 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **199**

Width (in.) **77**

Height (in.) **70**

Wheelbase (in.) **113**

Weight (lb.) **4,585**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,320**

Cargo Volume, cu.ft. **41**

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

FUEL

Premium

CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Chevrolet Blazer

75 OVERALL SCORE
The Blazer midsize SUV seats five passengers but is focused more on styling and comfort and less on utility. It sits between the smaller Equinox and 3-row Traverse in Chevrolet's lineup. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. FCW and AEB with pedestrian detection are standard on all trims. BSW and RCTW are available on all but the base trim. For 2023 a 10-inch center screen is standard, and adaptive cruise control is more widely available. An electric version is coming soon.

\$35,100-\$45,700

BASE PRICE RANGE

78

ROAD TEST

↓

ADAS

↑

RELIABILITY

↓

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: LT, Premier, RS

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (308 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**

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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

49 OVERALL SCORE
A recent freshening of the Bolt EV improved the infotainment system and interior. The 200-hp electric motor that drives the front wheels carries over. The Bolt can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, but its maximum acceptance rate of 55 kW is slow by current standards. The interior is new, including more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. Active safety and driver assistance features, including FCW, AEB with pedestrian detection, LDW, and LKA, are now standard, while BSW, RCTW, and adaptive cruise control are optional.

\$25,600-\$28,800

BASE PRICE RANGE

78

ROAD TEST

↓

ADAS

↓

RELIABILITY

↓

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: 1LT, 2LT

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: Electric (200 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **163**

Width (in.) **70**

Height (in.) **63**

Wheelbase (in.) **102**

Weight (lb.) **3,590**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Electric

CR Overall mpg **120**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↓	*
Engine, Minor	↓	↓	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↓	↑	*
Fuel System	↑	↑	*
Electrical	↓	↓	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↑	*
Body Hardware	↑	↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↓	↓	*



Chevrolet Bolt EUV

45 OVERALL SCORE The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. Both the regular Bolt and the EUV share the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks available all-wheel drive and extra cargo space, both of which are desirable SUV-like attributes. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from near-empty on a 240-volt connection, which is pretty typical for EVs. FCW, AEB with pedestrian detection, LDW, and LKA come standard, but BSW and RCTW are optional on the base model. GM's Super Cruise active driver assistance system, previously offered only on Cadillac models, is available.

Chevrolet Camaro

60 OVERALL SCORE The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. There's also a mighty ZL1 version available, powered by a 650-hp, 6.2-liter supercharged V8 engine.

\$27,200-\$31,700
BASE PRICE RANGE

80 ROAD TEST
RELIABILITY: **↓**
ADAS: **I**
SATISFACTION: **↑**



\$26,100-\$76,695
BASE PRICE RANGE

85 ROAD TEST
RELIABILITY: **↓**
ADAS: **Opt.**
SATISFACTION: **I**



OVERVIEW

BODY STYLES: wagon
TRIM LINES: LT, Premier
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (200 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **170**
Width (in.) **70**
Height (in.) **64**
Wheelbase (in.) **105**
Weight (lb.) **3,775**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **875**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NR**

FUEL

Electric
CR Overall mpg **115**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↓
Engine, Major			↓
Engine, Minor			↓
Engine, Cooling			↑
Transmission, Major			↑
Transmission, Minor			↑
Drive System			↑
Fuel System			↑
Electrical			↓
Climate System			↑
Suspension			↑
Brakes			↑
Exhaust			↑
Paint/Trim			↑
Noises/Leaks			↑
Body Hardware			↑
Power Equipment			↑
In-Car Electronics			↓

OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: LS, LT, SS, ZL1
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 supercharged (650 hp)
TRANSMISSIONS: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **188**
Width (in.) **75**
Height (in.) **53**
Wheelbase (in.) **111**
Weight (lb.) **3,730**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT

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

FUEL

Regular or premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA Looking much like the full-sized Silverado, the redesigned midsize Colorado pickup truck comes only in a crew-cab, short-bed configuration with a turbocharged 4-cylinder engine producing 237- or 310 hp, and an eight-speed automatic. There is a choice of rear or four-wheel drive. Competing directly with the Ford Ranger, the line includes three trims that are offered strictly in 4WD, each with a rising level of capability. Every Colorado features an 11-inch infotainment screen, with related apps for off-roading and trailering. All versions are equipped with Chevy Safety Assist, which includes FCW, AEB with pedestrian detection, LKA, LDW, and automatic high beams.

\$27,000-\$48,000E

BASE PRICE RANGE

NA	I
ROAD TEST	ADAS
✓	✓
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: crew cab

TRIM LINES: LT, Trail Boss, WT, Z71, ZR2

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear

ENGINES: 2.7-liter 4 turbo (237 hp); 2.7-liter 4 turbo (310 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **213**
Width (in.) **84**
Height (in.) **80**
Wheelbase (in.) **131**
Weight (lb.) **4,970**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,585**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,700**

FUEL

Regular
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	✓	✓
Engine, Major	✓	I	✓
Engine, Minor	✓	I	✓
Engine, Cooling	✓	✓	✓
Transmission, Major	✓	✓	✓
Transmission, Minor	✓	✓	✓
Drive System	✓	I	✓
Fuel System	✓	✓	✓
Electrical	✓	I	✓
Climate System	I	✓	✓
Suspension	✓	✓	✓
Brakes	✓	✓	✓
Exhaust	✓	I	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	I	✓	✓
Body Hardware	✓	✓	✓
Power Equipment	I	✓	✓
In-Car Electronics	✓	✓	✓

Chevrolet Corvette

87 The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph, accompanied by a glorious soundtrack. Handling agility is superlative, with immediate turn-in response and almost zero body roll that will make drivers constantly grin from ear-to-ear. Yet the ride isn't punishing, thanks in part to our test car's optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered, and there's only room for two. The frunk, or front trunk, is small, but the cargo area aft of the engine can accommodate the removable targa top and a soft-sided bag or two. BSW and RCTW are optional, and FCW and AEB aren't available. For 2023, the high-performance Z06 model returns with a new 670-hp, 5.5-liter V8.

\$64,500-\$126,150

BASE PRICE RANGE

97	Opt.
ROAD TEST	ADAS
I	✓
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 2-door hatchback; convertible

TRIM LINES: 1LT, 2LT, 3LT, Z06

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 5.5-liter V8 (670 hp); 6.2-liter V8 (495 hp)

TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**
Width (in.) **76**
Height (in.) **49**
Wheelbase (in.) **107**
Weight (lb.) **3,625**
% Weight Front/Rear **39/61**

CARGO MEASUREMENT

Max. Load (lb.) **425**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	✓	✓	✓
Engine, Major	✓	✓	✓
Engine, Minor	✓	✓	✓
Engine, Cooling	✓	✓	✓
Transmission, Major	✓	I	✓
Transmission, Minor	I	✓	✓
Drive System	✓	✓	✓
Fuel System	I	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	✓	✓
Brakes	✓	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	I	✓	✓
Noises/Leaks	✓	✓	✓
Body Hardware	✓	✓	✓
Power Equipment	✓	✓	✓
In-Car Electronics	✓	✓	✓



Chevrolet Equinox ✓

67 OVERALL SCORE
 The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.

Chevrolet Malibu

62 OVERALL SCORE
 Chevrolet's Malibu stands out among mid-sized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too, in a class where competitors can feel mundane to drive. But it soldiers on mostly unchanged while many rivals have been redesigned. 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 up-level engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets long-legged passengers stretch out. For 2023 AEB with pedestrian detection, LDW, and LKA became standard.

\$26,600-\$33,400
 BASE PRICE RANGE

77 ROAD TEST
 1 ADAS
 1 RELIABILITY
 1 SATISFACTION



\$23,400-\$33,500
 BASE PRICE RANGE

81 ROAD TEST
 1 ADAS
 1 RELIABILITY
 1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LS, LT, Premier, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (175 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

	'20	'21	'22
Overall Reliability	1	1	2
Engine, Major	2	2	1
Engine, Minor	1	2	1
Engine, Cooling	2	2	1
Transmission, Major	2	2	1
Transmission, Minor	2	2	1
Drive System	2	1	2
Fuel System	2	2	2
Electrical	1	2	1
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	1
Exhaust	2	2	2
Paint/Trim	2	1	2
Noises/Leaks	1	2	1
Body Hardware	2	1	2
Power Equipment	2	2	2
In-Car Electronics	1	2	1

OVERVIEW

BODY STYLES: sedan
TRIM LINES: LS, LT, Premier, RS
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (160 hp); 2.0-liter 4 turbo (250 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **194**
 Width (in.) **73**
 Height (in.) **58**
 Wheelbase (in.) **112**
 Weight (lb.) **3,125**
 % Weight Front/Rear **61/39**

CARGO MEASUREMENT

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

FUEL

Regular
 CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

50 OVERALL SCORE The Chevrolet Silverado 1500 received recent updates that brought a fresh interior, off-road focused models, and the Super Cruise active driving assistance system with trailer support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. FCW and AEB with pedestrian detection are standard.

\$35,600-\$70,100

BASE PRICE RANGE

78

ROAD TEST

1

ADAS

1

RELIABILITY

1

SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab

TRIM LINES: Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT, ZR2, ZR2 Bison

DRIVE WHEELS: Rear, 4WD

SEATING: 3 front, 3 rear

ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (305 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **232**

Width (in.) **81**

Height (in.) **76**

Wheelbase (in.) **147**

Weight (lb.) **5,130**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,940**

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

Towing Capacity (lb.) **12,100**

FUEL

Regular

CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↓	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	1	1	↑
Fuel System	1	↑	↑
Electrical	↓	↓	↑
Climate System	↑	↑	↓
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↓
Paint/Trim	1	↑	↑
Noises/Leaks	1	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	1	↑	↑

Chevrolet Suburban

55 OVERALL SCORE GM brought this generation Suburban into the modern era by giving it an independent rear suspension. This change improved ride comfort and handling, and, as a result of better packaging, increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together the powertrain supplies plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling can feel ponderous. The Premier trim's electromagnetic dampers make the Suburban feel more composed and responsive. The enormous cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. FCW, AEB with pedestrian detection, LDW and LKA, are standard, but BSW and RCTW are optional. For 2023 Super Cruise is available on the higher trims.

\$55,300-\$80,100

BASE PRICE RANGE

69

ROAD TEST

1

ADAS

1

RELIABILITY

1

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: High Country, LS, LT, Premier, RST, Z71

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **226**

Width (in.) **81**

Height (in.) **76**

Wheelbase (in.) **134**

Weight (lb.) **6,000**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,655**

Cargo Volume, cu.ft. **70**

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

FUEL

Regular

CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Chevrolet Tahoe

52 Like the Suburban, the Tahoe gets an independent rear suspension that improves ride comfort, handling, and, as a result of better packaging, third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together this powertrain has plenty of predictable, uninterrupted power. The ride is comfortable, but Premier trim's electromagnetic dampers make it steadier. Handling feels ponderous but secure, unless you opt for the Premier's more controlled suspension. The enormous cabin is super quiet. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional. For 2023 the Super Cruise system is available.

\$52,600-\$77,400
BASE PRICE RANGE

67 ROAD TEST
RELIABILITY: **↓** ADAS: **↓** 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 (433 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **211**
Width (in.) **81**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,810**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT

Max. Load (lb.) **1,655**
Cargo Volume, cu.ft. **58.5**
Towing Capacity (lb.) **8,400**

FUEL

Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

70 Chevrolet resurrected the Trailblazer name for its subcompact SUV, which effectively replaced the Trax and slots under the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, base models get a 1.2-liter turbo three-cylinder, while upper trims and all-wheel-drive versions come with a 155-hp, 1.3-liter turbo engine and nine-speed automatic. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW and AEB with pedestrian detection; BSW and RCTW are optional.

\$22,100-\$27,700
BASE PRICE RANGE

68 ROAD TEST
RELIABILITY: **↑** ADAS: **↓** SATISFACTION: **↓**



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Activ, LS, LT, RS
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)
TRANSMISSIONS: 9-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **174**
Width (in.) **71**
Height (in.) **66**
Wheelbase (in.) **104**
Weight (lb.) **3,275**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **945**
Cargo Volume, cu.ft. **24**
Towing Capacity (lb.) **1,000**

FUEL

Regular
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	*	*
Engine, Major	↑	*	*
Engine, Minor	↑	*	*
Engine, Cooling	↑	*	*
Transmission, 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 ✓

78 OVERALL SCORE
The midsize Traverse's roomy and quiet interior, very comfortable ride, and responsive handling make it a viable alternative to full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsize SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. The front seats and the second-row captain's chairs are comfortable, and the third row is roomy. An eight-passenger configuration with a second-row bench seat is available on lower trims. We like the intuitive infotainment system, but manual sunroof shades feel out of place in the \$50,000 Premier trim. The Traverse got recent updates that brought standard FCW, AEB with pedestrian detection, LDW, LKA, and a more user-friendly gear selector.

\$34,520-\$54,200

BASE PRICE RANGE

90

ROAD TEST

I

ADAS

I

RELIABILITY

I

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

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

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.6-liter V6 (310 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **206**

Width (in.) **79**

Height (in.) **71**

Wheelbase (in.) **121**

Weight (lb.) **4,695**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,450**

Cargo Volume, cu.ft. **54.5**

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

FUEL

Regular

CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	V	V
Engine, Major	U	U	U
Engine, Minor	U	U	U
Engine, Cooling	U	U	U
Transmission, Major	V	U	U
Transmission, Minor	U	V	V
Drive System	U	U	V
Fuel System	U	U	U
Electrical	U	U	U
Climate System	U	I	U
Suspension	U	U	U
Brakes	I	V	U
Exhaust	U	U	U
Paint/Trim	U	U	U
Noises/Leaks	V	U	U
Body Hardware	U	I	U
Power Equipment	U	U	U
In-Car Electronics	V	U	I

Chevrolet Trax

NA OVERALL SCORE
The Trax has been redesigned the 2024 model year. Almost a foot longer than its predecessor, the new model is one of the biggest SUVs in its entry-level price class. The only available powerplant is a 1.2-liter three-cylinder engine and a six-speed automatic transmission sending power to the front wheels. All-wheel drive is not available. The exterior is modeled on the Blazer, with a prominent grille and slim LED daytime running lights. Black accents and wheels are optional. The tidy interior features straightforward climate controls and a traditional shift lever. The new Trax finally gets standard AEB with pedestrian detection. BSW and RCTW are optional. It goes on sale spring 2023.

\$21,495-\$24,495

BASE PRICE RANGE

NA

ROAD TEST

I

ADAS

I

RELIABILITY

I

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 1RS, 2RS, Activ, LS, LT

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.2-liter 3 turbo (137 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**

Width (in.) **72**

Height (in.) **61**

Wheelbase (in.) **106**

Weight (lb.) **3,255**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Regular

EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	U	*	*
Engine, Major	U	*	*
Engine, Minor	U	*	*
Engine, Cooling	U	*	*
Transmission, Major	U	*	*
Transmission, Minor	U	*	*
Drive System	U	*	*
Fuel System	U	*	*
Electrical	U	*	*
Climate System	U	*	*
Suspension	U	*	*
Brakes	U	*	*
Exhaust	U	*	*
Paint/Trim	U	*	*
Noises/Leaks	U	*	*
Body Hardware	U	*	*
Power Equipment	U	*	*
In-Car Electronics	U	*	*



Chrysler 300 ✓

76-77
OVERALL SCORE

It's the end of an era, as 2023 marks the final year for Chrysler's roomy and luxurious 300, one of the best large sedans on the market. It has plenty of space for five adults in the comfortable seats. The powerful 5.7-liter V8 gets 20 mpg overall, but we prefer the 3.6-liter V6, which is plenty strong and got a decent 22 mpg overall in our tests. For the sedan's grand finale the 300C will be available with a 6.4-liter V8. All engines use a smooth eight-speed automatic. All-wheel drive is available only with the V6. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car even though it costs thousands less than what luxury brands typically charge. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen within the gauge cluster. FCW, AEB, and BSW are optional, and pedestrian detection isn't available.

\$33,545-\$55,000
BASE PRICE RANGE

81
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: C, 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); 6.4-liter V8 (485 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 or premium

CR Overall mpg **20-22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

46
63
OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats. The 3.6-liter V6 engine, paired with a nine-speed automatic, provides plenty of power and gets a decent 21 mpg overall. All-wheel drive is available except in the plug-in hybrid version. Handling is responsive, the ride is comfortable, and the cabin is quiet. The plug-in hybrid version has an electric range of about 30 miles. Once past those initial electric miles, it gets 27 mpg when operating as a regular hybrid. The Pacifica uses the Uconnect infotainment system--one of the best available. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW.

\$37,020-\$58,050
BASE PRICE RANGE

81-87
ROAD TEST

RELIABILITY

SATISFACTION

ADAS



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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↓	↑	*
Transmission, 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

64 **OVERALL SCORE** The old-school Challenger is a thrilling straight-line barnstormer in the vein of a 1970's muscle car. 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 music to an enthusiast's ears. Ride comfort, noise isolation, and the manual transmission's stiff shifter and clutch detract from the overall driving experience, and the view out to any direction is dreadful. The coupe's rear seat is relatively roomy, but getting in and out is awkward. The trunk is surprisingly large. Engine choices range from a mild V6 up to a 6.2-liter supercharged V8, but we think the best choice is the 5.7-liter V8. All-wheel drive is optional with the V6. A six-speed manual and an eight-speed automatic are available. FCW, BSW, and RCTW are just optional, and AEB with pedestrian detection isn't even available. 2023 is the final year for the Challenger.

Dodge Charger

76 **OVERALL SCORE** Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap--and 2023 will be its final year. The Charger delivers a comfortable ride, and the quiet cabin is well-equipped, which makes the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter V8 or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is restricted, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touchscreen infotainment system is optional. FCW and AEB are optional, but pedestrian detection isn't available at all.

\$30,545-\$86,045

BASE PRICE RANGE

70
ROAD TEST

Opt.
ADAS

1
RELIABILITY

2
SATISFACTION



OVERVIEW

BODY STYLES: coupe

TRIM LINES: GT, Jailbreak, R/T, R/T Scat Pack, SRT Hellcat, SRT Hellcat Redeye, SRT Super Stock, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.6-liter V6 (303 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (717, 797, 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$32,645-\$86,940

BASE PRICE RANGE

80
ROAD TEST

Opt.
ADAS

2
RELIABILITY

2
SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: GT, Jailbreak, R/T, Scat Pack, SRT Hellcat, SRT Hellcat Redeye, SXT

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (717, 797, 807 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

63 OVERALL SCORE
 Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsize SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. FCW and AEB are optional. BSW and RCTW are standard.

Dodge Hornet

NA OVERALL SCORE
 Fitting with the brand's muscle car image, Dodge is positioning the small Hornet as a performance-oriented sporty compact SUV. It shares components with the new Alfa Romeo Tonale, itself based on the Jeep Compass. The base GT packs a 268-hp 2.0-liter turbo four-cylinder engine with a nine-speed automatic for less than \$30,000. The R/T plug-in hybrid nets 288-hp combined, powered by a 1.3-liter turbo four-cylinder paired with a six-speed automatic that works in conjunction with its electric drive. It has a 30-mile electric-only range before transitioning to regular hybrid operation. Both versions have standard AWD. The Uconnect 5 infotainment system requires some getting used to. The Hornet comes standard with FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA. A driver attention monitor, adaptive cruise control, and lane centering assistance are optional.

\$38,495-\$58,590
 BASE PRICE RANGE

78 ROAD TEST
Opt. ADAS
1 RELIABILITY
1 SATISFACTION



\$29,000-\$38,000
 BASE PRICE RANGE

NA ROAD TEST
1 RELIABILITY
1 SATISFACTION
1 ADAS



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Citadel, GT, R/T, SRT 392, SRT Hellcat, SXT
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.6-liter V6 (293, 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
 CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
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	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GT, R/T
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 hybrid (288 hp); 2.0-liter 4 turbo (268 hp)
TRANSMISSIONS: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **178**
 Width (in.) **72**
 Height (in.) **64**
 Wheelbase (in.) **104**
 Weight (lb.) **3,715**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT
 Max. Load (lb.) **1,245**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **2,000**

FUEL
 Regular or premium
 EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

36 OVERALL SCORE The 500X is the only Fiat model left in the U.S. lineup. While its styling may be cute, the SUV's appeal wanes as drivers spend more time with the 500X, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. The current 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. At least the interior has some flair. Standard active safety features include city and highway speed AEB, but BSW and RCTW are optional. Pedestrian detection is not offered.

Ford Bronco

52 OVERALL SCORE The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have four-wheel drive and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are more refined than the Wrangler's, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A handy trail camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. Standard active safety equipment includes FCW and AEB with pedestrian detection. An extreme Raptor version, which gets a 418-hp twin-turbo 3.0-liter V6 and an even-beefier off-road suspension, is also available.

\$27,965-\$33,145
BASE PRICE RANGE

49 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pop, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.3-liter 4 turbo (177 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **167**
Width (in.) **71**
Height (in.) **64**
Wheelbase (in.) **101**
Weight (lb.) **3,280**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **1,080**
Cargo Volume, cu.ft. **19.5**
Towing Capacity (lb.) **2,000**

FUEL
Regular
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$32,295-\$73,780
BASE PRICE RANGE

51 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: Badlands, Base, Big Bend, Black Diamond, Everglades, Outer Banks, Raptor, Wildtrak
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.3-liter 4 turbo (275, 300 hp); 2.7-liter V6 turbo (315, 330 hp); 3.0-liter V6 turbo (418 hp)
TRANSMISSIONS: 10-speed automatic; 7-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **76**
Height (in.) **73**
Wheelbase (in.) **116**
Weight (lb.) **4,795**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT
Max. Load (lb.) **1,275**
Cargo Volume, cu.ft. **40**
Towing Capacity (lb.) **3,500**

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

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	
Engine, Major	↑	↑	
Engine, Minor	↑	↑	
Engine, Cooling	↑	↑	
Transmission, 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

57 OVERALL SCORE
 The Bronco Sport isn't so much a smaller version of the Bronco than a beefier version of Ford Escape compact SUV that has been sprinkled with rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.

Ford Edge

78 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. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium can rival some luxury SUVs with a quiet cabin, steady ride, agile handling, and impressive feature content. Standard equipment includes Ford's Sync 4 infotainment system, which includes a large 12-inch touchscreen. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$29,215-\$44,655
 BASE PRICE RANGE

75 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



\$37,945-\$46,485
 BASE PRICE RANGE

81 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Badlands, Base, Big Bend, Outer Banks
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 3 turbo (181 hp); 2.0-liter 4 turbo (245 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **173**
 Width (in.) **74**
 Height (in.) **70**
 Wheelbase (in.) **105**
 Weight (lb.) **3,515**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT
 Max. Load (lb.) **1,100**
 Cargo Volume, cu.ft. **30.5**
 Towing Capacity (lb.) **2,200**

FUEL
 Regular
 CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	↓
Engine, Major		↓	↓
Engine, Minor		↑	↑
Engine, Cooling		↑	↑
Transmission, Major		↑	↑
Transmission, Minor		↑	↑
Drive System		↑	↑
Fuel System		↑	↑
Electrical		↑	↑
Climate System		↑	↑
Suspension		↑	↑
Brakes		↓	↓
Exhaust		↑	↑
Paint/Trim		↑	↑
Noises/Leaks		↓	↓
Body Hardware		↑	↑
Power Equipment		↑	↑
In-Car Electronics		↑	↑

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE, SEL, ST, ST-Line, Titanium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)
TRANSMISSIONS: 7-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **189**
 Width (in.) **76**
 Height (in.) **68**
 Wheelbase (in.) **112**
 Weight (lb.) **4,250**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT
 Max. Load (lb.) **950**
 Cargo Volume, cu.ft. **39**
 Towing Capacity (lb.) **3,500**

FUEL
 Regular
 CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

59
73

OVERALL
SCORE

We only recommend the Escape Hybrid, because it has average reliability; the regular Escape is below average. The standard 1.5-liter turbo three-cylinder returned 26 mpg overall in our tests. Although it provides sufficient oomph, it has an annoying vibration at low engine speeds. The hybrid version doesn't have that issue and gets an impressive 34 mpg overall. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The Escape's ride has an underlying firmness but is steady and composed. Handling is nimble and secure, but the brake pedal is oversensitive. 2023 brings an optional 13.3-inch infotainment screen with touch-based climate controls. The controls on lower trims are easier to use. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A plug-in hybrid with a 37-mile electric range is available

\$27,500-\$38,515

BASE PRICE RANGE

74-85
ROAD TEST

ADAS

RELIABILITY

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 Hybrid, 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, 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

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

60

OVERALL
SCORE

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbocharged V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW. A recent refresh introduced Ford's latest Sync 4 infotainment system with either a standard 12-inch display or an optional 15.5-inch display like in the Mustang Mach-E. Ford's BlueCruise active driving assistance system comes standard on the highest Platinum trim.

\$53,875-\$81,620

BASE PRICE RANGE

66
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV

TRIM LINES: King Ranch, Limited, MAX King Ranch, MAX Limited, MAX Platinum, MAX XLT, Platinum, Timberline, XL STX, XLT

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp); 3.5-liter V6 turbo (440 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **222**
Width (in.) **82**
Height (in.) **76**
Wheelbase (in.) **132**
Weight (lb.) **6,035**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **66**
Towing Capacity (lb.) **9,300**

FUEL

Regular or premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

49 OVERALL SCORE The Explorer has a spacious cabin and is relatively agile among three-row midsize SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The controls and infotainment system are very easy to use. Compared to the last Explorer the driving position is much improved, but the third-row seat is not as roomy. A power liftgate is standard. The standard Ford Co-Pilot360 suite of active safety and driver assistance features includes FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA, but adaptive cruise control is optional.

\$36,760-\$56,130
BASE PRICE RANGE

74 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Hybrid Limited, Hybrid Platinum, King Ranch, Limited, Platinum, ST, ST-Line, Timberline, XLT
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (365, 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

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

45-58 OVERALL SCORE The workhorse F-150 is loaded with tech and active safety features. The cabin is very quiet, and the crew cab versions we tested are super-roomy. The popular 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The ride is still stiff and handling is ponderous. Controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace, a tailgate designed to serve as a workbench, and an optional built-in generator to power tools. Both FCW and AEB with pedestrian detection are standard. Ford's BlueCruise active driving assistance system is available. The all-electric Lightning has an EPA-estimated range between 230 and 320 miles. The extreme Raptor R with a 700-hp, 5.2-liter supercharged V8, is new for 2023.

\$34,585-\$107,350
BASE PRICE RANGE

75-79 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: Hybrid Lariat, King Ranch, Lariat, Limited, Platinum, Raptor, Raptor R, Tremor, XL, XLT
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7L V6 turbo (325 hp); 3.0L V6 turbodiesel (250 hp); 3.3L V6 (290 hp); 3.5L V6 turbo (400, 450 hp); 3.5L V6 hybrid (430 hp); 5.0L V8 (400 hp); 5.2L V8 supercharged (700 hp)
TRANSMISSIONS: 10-spd auto

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **232**
 Width (in.) **80**
 Height (in.) **77**
 Wheelbase (in.) **145**
 Weight (lb.) **5,070**
 % Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **1,475**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **7,700**

FUEL

Regular or premium
 CR Overall mpg **19-20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↓	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Lightning

65 OVERALL SCORE
 This fully electric version of the F-150 comes only as a crew cab and offers two power levels, 452- or 580-hp. The standard-range battery has an EPA estimated 240 miles, and the extended-range battery is rated at 320 miles. Maximum acceptance rate at a DC-fast charging place is 150 kW. The truck has prodigious power and acceleration is whisper quiet. With independent rear suspension the Lightning rides much more comfortably than the regular F-150. Handling is a bit lumbering, however. Inside, there is a giant screen for the infotainment screen, which is easy to use and it responds quickly. The power operated hood reveals a large front trunk. The standard-range Lightning has a 2,235-pound payload capacity, and the extended-range truck can tow up to 10,000 pounds. Power plugs in the frunk and bed add versatility. FCW, AEB with pedestrian detection, and BSW are standard, and Ford's BlueCruise driving assistance feature is optional.

\$51,974-\$96,874
 BASE PRICE RANGE

89 ROAD TEST
 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Lariat, Platinum, Pro, XLT
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: Electric (452 hp); Electric (580 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **233**
 Width (in.) **84**
 Height (in.) **78**
 Wheelbase (in.) **146**
 Weight (lb.) **6,790**
 % Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,680**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **10,000**

FUEL

Electric
 EPA Combined mpge **70**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Ford Maverick

78-80 OVERALL SCORE
 The Maverick comes standard as a hybrid, using a 191-hp hybrid four-cylinder linked to an eCVT and front-wheel drive. It can propel itself on electric power at low speeds and we got an excellent 37 mpg overall. The optional 250-hp turbo four-cylinder is mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain gives robust acceleration, can tow up to 4,000 pounds, and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The ride is civilized and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super easy. However, the truck is loud (the hybrid is quieter) and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and very easy to reach into. FCW and AEB with pedestrian detection come standard. BSW and RCTW are available.

\$22,195-\$27,955
 BASE PRICE RANGE

78-82 ROAD TEST
 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Hybrid, Lariat, XL, XLT
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (191 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **200**
 Width (in.) **78**
 Height (in.) **69**
 Wheelbase (in.) **121**
 Weight (lb.) **3,735**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **1,445**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **4,000**

FUEL

Regular
 CR Overall mpg **23-37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, 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

63-68 OVERALL SCORE
 The redesigned 2024 Mustang (above) goes on sale in summer 2023. Changes center around freshening the appearance, boosting safety technology, and edging up horsepower. Until then, the current Mustang is still available and combines a thrilling driving experience with everyday livability. The V8 delivers a throaty and satisfying engine and exhaust sound. The base turbocharged 2.3-liter four-cylinder is less unexciting. The manual transmission complements the car best but the automatic works well too. Handling is balanced and controlled, and the ride is taut. A few driving modes allow drivers to fine tune steering effort and throttle response. The front seats are supportive, but lack a power-recline feature. The rear seat has room for groceries but little else. A convertible is also available. FCW, AEB with pedestrian detection, and BSW are standard on most versions.

Ford Mustang Mach-E

66 OVERALL SCORE
 The Mustang Mach-E is Ford's first designed-from-the-ground-up electric vehicle. Although it draws some styling cues from the iconic Mustang muscle car, the Mach-E is a five-passenger SUV with useful cargo room, and it's available with all-wheel drive. The extended-range battery version with all-wheel drive has a 270-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 88-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es come with FCW, AEB with pedestrian detection, BSW, and RCTW. The BlueCruise active driving assistance system is available.

\$27,770-\$55,570
 BASE PRICE RANGE

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



\$46,895-\$69,895
 BASE PRICE RANGE

78 ROAD TEST
1 ADAS
1 RELIABILITY
1 SATISFACTION



OVERVIEW

BODY STYLES: convertible; coupe
TRIM LINES: Base, GT, GT Premium, Mach 1, Mach 1 Premium, Premium, Shelby GT500
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.3-liter 4 turbo (310, 330 hp); 5.0-liter V8 (450, 470 hp); 5.2-liter V8 supercharged (760 hp)
TRANSMISSIONS: 10-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **188**
 Width (in.) **75**
 Height (in.) **54**
 Wheelbase (in.) **107**
 Weight (lb.) **3,845**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT

Max. Load (lb.) **670**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **1,000**

FUEL

Regular or premium
 CR Overall mpg **19-25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↓	↑	*
Drive System	↓	↑	*
Fuel System	↑	↑	*
Electrical	↓	↑	*
Climate System	↓	↑	*
Suspension	↓	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↓	↓	*
Noises/Leaks	↑	↑	*
Body Hardware	↓	↑	*
Power Equipment	↓	↑	*
In-Car Electronics	↑	↑	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: California Route 1, GT, Premium, Select
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (266 hp); Electric (290 hp); Electric (346 hp); Electric (480 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
 Width (in.) **74**
 Height (in.) **64**
 Wheelbase (in.) **118**
 Weight (lb.) **4,835**
 % Weight Front/Rear **49/51**

CARGO MEASUREMENT

Max. Load (lb.) **920**
 Cargo Volume, cu.ft. **29.5**
 Towing Capacity (lb.) **NR**

FUEL

Electric
 CR Overall mpg **90**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↑
Engine, Minor	↑	↓	↓
Engine, Cooling	↑	↑	↑
Transmission, 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

54 OVERALL SCORE The Ranger midsize pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy and handling is clumsy. The 2.3-liter turbocharged four-cylinder is mated to a 10-speed automatic. This combination makes the Ranger feel responsive, but engine noise is quite pronounced at low speeds. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get into the Ranger because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. FCW and AEB are standard. BSW and RCTW are optional on the base XL trim but standard on others.

\$26,400-\$39,945
BASE PRICE RANGE

55 ROAD TEST **ADAS**
1 RELIABILITY **1** 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

	'20	'21	'22
Overall Reliability	1	1	1
Engine, Major	2	2	2
Engine, Minor	2	2	1
Engine, Cooling	2	2	1
Transmission, Major	2	2	2
Transmission, Minor	3	1	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	1
Climate System	3	2	2
Suspension	2	2	2
Brakes	2	3	2
Exhaust	2	2	2
Paint/Trim	2	3	2
Noises/Leaks	2	2	2
Body Hardware	1	3	2
Power Equipment	2	2	2
In-Car Electronics	2	1	2

Genesis G70

70 OVERALL SCORE The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, even though its instrumented acceleration time is among the slowest in the class. We got 23 mpg overall with our all-wheel-drive version, which isn't particularly good, either. The up-level 365-hp turbo V6 is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are long. The car is quiet, and the interior is well-assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. A new 10.25-inch touchscreen infotainment system was part of a recent freshening. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$39,150-\$46,750
BASE PRICE RANGE

73 ROAD TEST **ADAS**
1 RELIABILITY **2** SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Sport Advanced, Sport Prestige, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (252 hp); 3.3-liter V6 turbo (365 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
Width (in.) **73**
Height (in.) **55**
Wheelbase (in.) **112**
Weight (lb.) **3,770**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT

Max. Load (lb.) **905**
Cargo Volume, cu.ft. **11**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

84 OVERALL SCORE The Genesis G80 is a formidable competitor to midsized sedans from Audi, BMW, and Mercedes-Benz. Available with either rear- or all-wheel drive, the G80's standard engine is a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. There's also a punchy 375-hp, 3.5-liter turbo V6. New for 2023 is a fully electric version with 365-hp dual motors and an EPA-rated 282-mile range. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Genesis G90

NA OVERALL SCORE The G90 is redesigned for 2023 and adds in abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6, and a more powerful 409-hp version with an electric supercharger. The super-smooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. A complete suite of active safety features is standard. The active driving assistance system is able to change lanes and owners can use the self-parking feature to extract the car from a tight parking spot.

\$49,500-\$65,250
BASE PRICE RANGE

86 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$88,400-\$98,700
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Advanced, Sport, Sport 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.) **4,245**
% Weight Front/Rear **53/47**

CARGO MEASUREMENT

Max. Load (lb.) **880**
Cargo Volume, cu.ft. **13**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	↑	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, Major	*	↑	*
Transmission, Minor	*	↑	*
Drive System	*	↑	*
Fuel System	*	↑	*
Electrical	*	↑	*
Climate System	*	↓	*
Suspension	*	↑	*
Brakes	*	↑	*
Exhaust	*	↑	*
Paint/Trim	*	↑	*
Noises/Leaks	*	↓	*
Body Hardware	*	↑	*
Power Equipment	*	↓	*
In-Car Electronics	*	↓	*

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 3.5T, 3.5T E-Supercharger
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo and supercharged (409 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **208**
Width (in.) **76**
Height (in.) **59**
Wheelbase (in.) **125**
Weight (lb.) **4,865**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Premium
EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Genesis GV60 ✓

84 OVERALL SCORE The Genesis GV60 is an electric SUV-like hatchback that shares a platform with the Hyundai Ioniq 5 and Kia EV6. It has an EPA-rated 248 mile range from its 77.4 kWh battery, and is only offered in all-wheel drive. We think it is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. The controls are easier to use than in other Genesis models, although visibility to the side and rear is compromised due to the swoopy styling and spoiler that cuts across the rear window. Like its siblings, it can charge more quickly than other EVs when using DC fast charging at public places. Some interesting features include a retractable gear selector in the shape of a crystal ball, door handles that pop out upon approach, and facial recognition with a fingerprint reader to unlock and turn on the vehicle without a key fob. Many active safety and driver assistance features are standard.

\$59,290-\$68,290
BASE PRICE RANGE

91 ROAD TEST **ADAS**
1 RELIABILITY **SATISFACTION**



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advanced, Performance
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (314 hp); Electric (429 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **178**
Width (in.) **74**
Height (in.) **62**
Wheelbase (in.) **114**
Weight (lb.) **4,740**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **860**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **2,000**

FUEL

Electric
CR Overall mpg **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 GV70 ✓

76 OVERALL SCORE The GV70 more than holds its own in the compact luxury SUV segment as a legitimate competitor to the Audi Q5 and BMW X3. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. The optional 375-hp turbocharged V6 is even smoother, but it seems unnecessary, given the base engine's strong performance. The GV70 is taut and agile, and handles more like a sports sedan than an SUV, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent, but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. Many active safety and driver assistance features are standard.

\$42,900-\$55,000
BASE PRICE RANGE

81 ROAD TEST **ADAS**
1 RELIABILITY **SATISFACTION**



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advanced, Select, Sport, Sport Advanced, Sport Prestige, Standard
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
Width (in.) **75**
Height (in.) **64**
Wheelbase (in.) **113**
Weight (lb.) **4,310**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **935**
Cargo Volume, cu.ft. **27.5**
Towing Capacity (lb.) **3,500**

FUEL

Premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
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



Genesis GV80

64 OVERALL SCORE The GV80 midsize SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the up-level engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard for 2023. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW with reverse automatic emergency braking.

GMC Acadia

66 OVERALL SCORE The Acadia is a very pleasant midsize three-row SUV, particularly in the upscale Denali trim. The ride is steady and composed, and handling is responsive. A turbocharged four-cylinder is standard. We tested the smooth 3.6-liter V6, which returned just 19 mpg overall. Both engines get a nine-speed automatic. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. The AT4 version is somewhat off-road oriented, with more aggressive wheels, a skid plate, and a hill-descent mode. FCW, AEB, BSW, and RCTW are standard.

\$55,550-\$70,600
BASE PRICE RANGE

75 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$36,800-\$50,600
BASE PRICE RANGE

76 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Advanced, Advanced+, Prestige, Prestige Matte, Standard
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 turbo (300 hp); 3.5-liter V6 turbo (375 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
Width (in.) **78**
Height (in.) **68**
Wheelbase (in.) **116**
Weight (lb.) **4,915**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **39**
Towing Capacity (lb.) **6,000**

FUEL

Premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	*
Engine, Major		↑	*
Engine, Minor		↑	*
Engine, Cooling		↑	*
Transmission, Major		↑	*
Transmission, Minor		↑	*
Drive System		↑	*
Fuel System		↓	*
Electrical		↓	*
Climate System		↑	*
Suspension		↑	*
Brakes		↓	*
Exhaust		↑	*
Paint/Trim		↑	*
Noises/Leaks		↑	*
Body Hardware		↓	*
Power Equipment		↓	*
In-Car Electronics		↓	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: AT4, Denali, SLE, SLT
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: 2.0-liter 4 turbo (228 hp); 3.6-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **193**
Width (in.) **75**
Height (in.) **67**
Wheelbase (in.) **113**
Weight (lb.) **4,395**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **1,585**
Cargo Volume, cu.ft. **40.5**
Towing Capacity (lb.) **4,000**

FUEL

Regular
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↓	↑	*
Transmission, 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

NA OVERALL SCORE
 A twin to the Chevrolet Colorado, the 2023 redesigned Canyon is positioned as slightly more upscale. Like the Chevrolet, there is a single body style: crew cab and a single engine, a 310-hp turbocharged four-cylinder with paired to eight-speed automatic. There is a choice of rear-only or four-wheel drive. For off-road use, several trims provide progressively increased ground clearance and capability, culminating in the new AT4X. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. All Canyons are equipped with standard FCW, AEB with pedestrian detection, LKA, LDW, and automatic high beams.

GMC Sierra 1500

50 OVERALL SCORE
 The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing in. Helpful options include a power tailgate that can be opened by using the key fob and power running boards that can shift rearward to help you reach the bed. Top trim levels have a 6.2-liter V8 mated to a 10-speed automatic. FCW and AEB with pedestrian detection are standard.

\$40,000-\$63,350E
 BASE PRICE RANGE

NA ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: AT4, AT4X, Denali, Elevation
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **213**
 Width (in.) **84**
 Height (in.) **80**
 Wheelbase (in.) **131**
 Weight (lb.) **4,630**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **1,590**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **7,700**

FUEL

Regular
 EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↓	↑
Engine, Minor	↑	↓	↓
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↑	↓
Drive System	↑	↓	↑
Fuel System	↑	↑	↑
Electrical	↑	↓	↓
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↓	↑
Paint/Trim	↑	↑	↓
Noises/Leaks	↓	↓	↓
Body Hardware	↑	↑	↓
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↑	↑

\$36,400-\$81,400
 BASE PRICE RANGE

78 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab; regular cab
TRIM LINES: AT4, AT4X, Denali, Denali Ultimate, Elevation, Pro, SLE, SLT
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
TRANSMISSIONS: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **232**
 Width (in.) **81**
 Height (in.) **76**
 Wheelbase (in.) **147**
 Weight (lb.) **5,130**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT

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

FUEL

Regular
 CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↓	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↓	↓	↑
Fuel System	↓	↑	↑
Electrical	↓	↓	↑
Climate System	↑	↑	↓
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↓
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑



GMC Terrain

NA OVERALL SCORE The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The standard engine is a 175-hp, 1.5-liter turbo four-cylinder mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. FCW and AEB with pedestrian detection are standard; BSW and RCTW are optional.

GMC Yukon

52 OVERALL SCORE Like its bigger sibling, the Yukon XL, the Yukon now uses an independent rear suspension that improves ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version with its standard magnetic ride suspension. Handling is rather ponderous but secure. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector. It's a big step to get into the Yukon, and the tall hood cuts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional. For 2023, GM's Super Cruise active driving assistance system is available.

\$29,900-\$38,600
BASE PRICE RANGE

NA ROAD TEST	I ADAS
I RELIABILITY	I SATISFACTION



\$57,400-\$94,555
BASE PRICE RANGE

67 ROAD TEST	I ADAS
V RELIABILITY	I SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: AT4, Denali, SLE, SLT
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (175 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **107**
Weight (lb.) **3,800**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **985**
Cargo Volume, cu.ft. **33**
Towing Capacity (lb.) **1,500**

FUEL

Regular
EPA Combined mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	V
Engine, Major	U	U	U
Engine, Minor	V	U	U
Engine, Cooling	U	U	U
Transmission, Major	U	U	V
Transmission, Minor	U	U	I
Drive System	U	U	U
Fuel System	U	U	U
Electrical	V	U	U
Climate System	U	U	U
Suspension	U	U	U
Brakes	U	U	U
Exhaust	U	U	U
Paint/Trim	U	V	U
Noises/Leaks	V	U	U
Body Hardware	U	U	U
Power Equipment	U	U	U
In-Car Electronics	I	U	V

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: AT4, Denali, Denali Ultimate, 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
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	U	V	U
Engine, Major	U	V	U
Engine, Minor	U	U	U
Engine, Cooling	U	U	U
Transmission, Major	U	U	U
Transmission, Minor	U	U	U
Drive System	U	V	U
Fuel System	U	U	U
Electrical	U	U	U
Climate System	U	U	U
Suspension	U	U	U
Brakes	U	U	U
Exhaust	U	U	U
Paint/Trim	I	U	U
Noises/Leaks	I	I	U
Body Hardware	U	U	U
Power Equipment	I	U	U
In-Car Electronics	U	I	V



GMC Yukon XL

52 Like its slightly smaller sibling, the massive Yukon XL now has an independent rear suspension that improves ride comfort, handling, and even third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable and smooth power. The ride with the standard suspension is comfortable, but the Denali trim's electromagnetic suspension dampers provide a more composed ride. Handling is relatively ponderous but safe. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. FCW and AEB with pedestrian detection are standard, but BSW is optional. Updates for 2023 include the availability of the Super Cruise active driving assistance system on higher trims.

\$60,100-\$97,255
BASE PRICE RANGE

67
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: AT4, Denali, Denali Ultimate, SLE, SLT

DRIVE WHEELS: Rear, AWD, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **225**

Width (in.) **81**

Height (in.) **76**

Wheelbase (in.) **134**

Weight (lb.) **6,000**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,760**

Cargo Volume, cu.ft. **70**

Towing Capacity (lb.) **8,000**

FUEL

Regular

CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

84-88 The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version gets a 192-hp, 1.5-liter engine mated to a continuously variable transmission, a combination that is mostly unobtrusive and delivers adequate power. The up-level turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic, but features an unintuitive push-button gear selector. There's also a Hybrid model that gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The infotainment system includes easy-to-use knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard active safety features include FCW and AEB with pedestrian detection, while BSW and RCTW are optional. A redesign is around the corner.

\$26,520-\$38,450
BASE PRICE RANGE

90-93
ROAD TEST

RELIABILITY

ADAS

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX-L, Hybrid, LX, Sport, Sport SE, Touring

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (212 hp); 2.0-liter 4 turbo (252 hp)

TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**

Width (in.) **73**

Height (in.) **57**

Wheelbase (in.) **111**

Weight (lb.) **3,155**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **1,000**

FUEL

Regular

CR Overall mpg **31-47**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 OVERALL SCORE
 The current Civic features a less cluttered interior and a simpler infotainment system than the previous generation. The standard 2.0-liter four-cylinder is adequate and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim benefits from better sound insulation, and uses a more powerful 1.5-liter turbo engine, but it carries a high price. The sporty Si version comes only with a 200-hp turbo engine and a six-speed manual with a precise shifter that's a delight to operate. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use, with plenty of physical knobs and buttons. While FCW, AEB with pedestrian detection, LDW, and LKA are standard, it's unfortunate that BSW and RCTW are available only on the top trims.

Honda CR-V

NA OVERALL SCORE
 Honda completely redesigned the CR-V for 2023 and added new standard safety features, along with improvements to comfort and fuel economy. In addition to dynamic styling and an updated all-wheel-drive system, Honda also upped the power for the hybrid and gave it a few improvements. The 1.5-liter turbo gasoline-engine version received only minor tweaks. The CR-V is roomy, user friendly and drives in a competent manner, showing a steady, composed ride, responsive handling and unobtrusive power delivery. Pricing is up because Honda dropped the base LX version, and the CR-V line now starts with a better-equipped EX trim. Added standard active safety and driver assistance features include a driver attention monitoring system and a rear seat reminder, along with FCW, AEB, and BSW.

\$24,650-\$30,050
 BASE PRICE RANGE

74 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↓ SATISFACTION



\$31,110-\$38,600
 BASE PRICE RANGE

NA ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan
TRIM LINES: EX, EX-L, LX, Si, Sport, Sport Touring, Touring, Type R
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (200 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (315 hp)
TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**
 Width (in.) **71**
 Height (in.) **56**
 Wheelbase (in.) **108**
 Weight (lb.) **2,885**
 % Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **850**
 Cargo Volume, cu.ft. **15**
 Towing Capacity (lb.) **NR**

FUEL

Regular or premium
 CR Overall mpg **32-33**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, EX-L, Sport, Sport Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (204 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **73**
 Height (in.) **67**
 Wheelbase (in.) **106**
 Weight (lb.) **3,635**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

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

FUEL

Regular
 EPA Combined mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

73 OVERALL SCORE The redesigned-for-2023 HR-V has been upgraded to the latest Civic platform. It's a more pleasant vehicle than the outgoing model, with a roomy interior, user-friendly controls, and 27 mpg overall fuel economy. But the improvements to the ride quality and sound insulation still don't go far enough. Handling is ordinary but ultimately secure. We found the 158-hp, 2.0-liter engine and continuously variable transmission make the HR-V feel underpowered. There's plenty of headroom up front and visibility over the hood is good. We found the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. FCW, AEB with pedestrian and cyclist detection, LDW, and LKA are standard. While both BSW and RCTW are standard on the Sport and EX-L, neither are available on the base LX.

\$23,650-\$28,950
BASE PRICE RANGE

70 ROAD TEST
73 RELIABILITY
77 ADAS
73 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX-L, LX, Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (158 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **180**
 Width (in.) **72**
 Height (in.) **63**
 Wheelbase (in.) **105**
 Weight (lb.) **3,280**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **840**
 Cargo Volume, cu.ft. **28.5**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

77 OVERALL SCORE The Odyssey minivan blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, decent fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting. A recent update made some key active safety features standard on all trims, while BSW and RCTW become standard for 2023.

\$37,340-\$49,470
BASE PRICE RANGE

83 ROAD TEST
77 RELIABILITY
83 ADAS
77 SATISFACTION



OVERVIEW

BODY STYLES: minivan
TRIM LINES: Elite, EX, EX-L, Sport, 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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↓
Climate System	↑	↑	↑
Suspension	↓	↓	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↓	↓	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↓	↓



Honda Passport ✓

76 OVERALL SCORE
 The Passport is a shorter, five-seat version of Honda's previous-generation Pilot SUV. They share the same underlying design and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic. We measured 21 mpg overall. The midsize Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. Standard active safety features include FCW, AEB, BSW, and RCTW.

Honda Pilot

NA OVERALL SCORE
 The redesigned Pilot makes notable, if incremental, gains in exterior dimensions, power, and interior space. Probably the most overt change is a more rugged appearance and the addition of an adventure-focused TrailSport trim. That joins the Sport, EX-L, Touring, and Elite trims. The smooth and refined 3.5-liter V6 engine has been revised slightly, and now produces 285 hp. It's also paired with a 10-speed automatic. Maximum towing capacity is 5,000 pounds. Once again the Pilot can hold eight passengers, with a flat-folding third-row seat. There is increased legroom for the second row, and the third row gains more seatback adjustment. The Pilot packs the Honda Sensing suite of standard active safety features, such as AEB with pedestrian detection, BSW, RCTW, LKA, and adaptive cruise control, all powered by an enhanced forward camera and radars.

\$41,100-\$46,560
 BASE PRICE RANGE

76 ROAD TEST
 ↑ RELIABILITY
 ↑ ADAS
 ↓ SATISFACTION



\$38,000-\$50,000
 BASE PRICE RANGE

NA ROAD TEST
 ↓ RELIABILITY
 ↑ ADAS
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX-L, TrailSport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **189**
 Width (in.) **79**
 Height (in.) **72**
 Wheelbase (in.) **111**
 Weight (lb.) **4,170**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **950**
 Cargo Volume, cu.ft. **39**
 Towing Capacity (lb.) **5,000**

FUEL

Regular
 CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↓	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↓	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↓	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↓
Body Hardware	↑	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Elite, EX-L, Sport, Touring, TrailSport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (285 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **200**
 Width (in.) **78.5**
 Height (in.) **71**
 Wheelbase (in.) **114**
 Weight (lb.) **NA**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
 Cargo Volume, cu.ft. **22**
 Towing Capacity (lb.) **5,000**

FUEL

Regular
 EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

76 OVERALL SCORE
 Honda's easy-to-live-with pickup is unlike most trucks in that it has a car-like 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. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet. The infotainment system is tricky to use. FCW and AEB with pedestrian detection are standard. BSW and RCTW are unavailable on the base Sport trim, and standard on other trims.

\$38,800-\$46,230
 BASE PRICE RANGE

83 ROAD TEST
 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Black Edition, RTL, RTL-E, Sport
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (280 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **210**
 Width (in.) **79**
 Height (in.) **71**
 Wheelbase (in.) **125**
 Weight (lb.) **4,415**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **1,545**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **5,000**

FUEL

Regular
 CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

65-73 OVERALL SCORE
 We only recommend the Elantra Hybrid, because it has average reliability; the regular Elantra scored below average. Overall, the Elantra is one of the better small sedans and we think the hybrid version is the pick of the model range. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and commendable fuel economy for the compact class. A sporty 276-hp turbo N model is also available. Handling is nimble, but the ride is overly firm and the engine gets noisy. The hybrid version not only achieved an impressive 48 mpg overall, but also has a smoother ride and quieter cabin. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The infotainment system is easy to use. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$20,500-\$34,150
 BASE PRICE RANGE

79-85 ROAD TEST
 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Hybrid Blue, Hybrid Limited, Limited, N, N Line, SE, SEL
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)
TRANSMISSIONS: 6-speed manual; 6-speed sequential; 7-speed sequential; 8-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
 Width (in.) **72**
 Height (in.) **56**
 Wheelbase (in.) **107**
 Weight (lb.) **2,765**
 % Weight Front/Rear **62/38**

CARGO MEASUREMENT

Max. Load (lb.) **850**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **NR**

FUEL

Regular or premium
 CR Overall mpg **33-48**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↓
Engine, Minor	↑	↑	↓
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↓	↓
Suspension	↑	↓	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↓
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↓	↑
Power Equipment	↑	↑	↓
In-Car Electronics	↑	↓	↓



Hyundai Ioniq 5

76 OVERALL SCORE
 The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is built on a dedicated electric vehicle platform, and has nothing to do with the now-discontinued Ioniq hybrid. It's one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, RWD version with the 77.4-kWh battery, and 256 miles for the dual-motor, AWD model. Quick charging times are possible at public DC fast-charging venues, thanks to its maximum acceptance rate of 235 kW. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials. Standard safety systems include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Hyundai Ioniq 6

NA OVERALL SCORE
 The Ioniq 6 is based on the same platform as the Ioniq 5, Kia EV6, and Genesis GV60. This sleek sedan measures about 8-inches longer than the Ioniq 5. It offers a choice of a 53- or 77.4-kWh battery. The latter is likely to deliver a longer range than the Ioniq 5's thanks to its more aerodynamic body. The top configuration uses two motors, giving it all-wheel drive, and they yield a combined 320 hp. Like the Ioniq 5, it is capable of rapid DC fast charging in public places. Handling is nimble, ride comfort is impressive, and the car is super quiet. The window and mirror controls are oddly placed. Hyundai makes FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, and adaptive cruise control standard equipment. More advanced features are available on SEL and Limited trims.

\$41,450-\$56,500

BASE PRICE RANGE

91

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



\$45,000-\$60,000

BASE PRICE RANGE

NA

ROAD TEST



ADAS

NA

RELIABILITY

NA

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (168 hp); Electric (225 hp); Electric (320 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**

Width (in.) **74**

Height (in.) **63**

Wheelbase (in.) **118**

Weight (lb.) **4,560**

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

CARGO MEASUREMENT

Max. Load (lb.) **860**

Cargo Volume, cu.ft. **28.5**

Towing Capacity (lb.) **2,000**

FUEL

Electric

CR Overall mpge **98**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↓
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, Major			↑
Transmission, Minor			↑
Drive System			↑
Fuel System			↑
Electrical			↑
Climate System			↓
Suspension			↑
Brakes			↑
Exhaust			↑
Paint/Trim			↓
Noises/Leaks			↑
Body Hardware			↑
Power Equipment			↑
In-Car Electronics			↑

OVERVIEW

BODY STYLES: sedan

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (149 hp); Electric (225 hp); Electric (320 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **74**

Height (in.) **59**

Wheelbase (in.) **116**

Weight (lb.) **NA**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Electric

EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

59 OVERALL SCORE The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Toyota Corolla Cross, and others. The base 2.0-liter engine and six-speed automatic are adequate around town but can feel sluggish at times. We got 26 mpg overall in our Kona fitted with the optional all-wheel-drive system. The up-level 1.6-liter turbo four-cylinder has a stronger midrange punch, but power delivery is inconsistent. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud due to elevated levels of road and engine noise. The controls are super-easy to use. A high-performance turbo N model is also available. Standard active safety features include FCW and AEB with pedestrian detection. For 2023, BSW and RCTW became standard.

\$21,990-\$34,700
BASE PRICE RANGE

72 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, N, Night Edition, N Line, SE, SEL
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp); 1.6-liter 4 turbo (195 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (276 hp)
TRANSMISSIONS: 7-speed sequential; 8-speed sequential; CVT; 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
CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↓
Engine, Major	↓	↑	↓
Engine, Minor	↓	↑	↓
Engine, Cooling	↓	↑	↑
Transmission, 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

73 OVERALL SCORE The Kona Electric is better than the conventional version, though it's significantly more expensive. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel-drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has a push-button gear selector that is challenging to use at a glance. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. The Kona Electric is available in limited states.

\$33,550-\$41,550
BASE PRICE RANGE

76 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: wagon
TRIM LINES: Limited, SE, SEL
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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↓	*
Engine, Minor	↓	↑	*
Engine, Cooling	↓	↑	*
Transmission, 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 ✓

80 OVERALL SCORE
 The Hyundai Palisade three-row midsize SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares its platform and many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic. 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 touchscreen infotainment system. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Hyundai Santa Cruz

64 OVERALL SCORE
 Based on the Tucson, the Santa Cruz blends a small SUV and a pickup truck. The base engine is a rather strained 2.5-liter four-cylinder, but up-level models come with a powerful turbo-four that makes this trucklet quick. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is the best among non-diesel, non-hybrid pickup trucks. The Santa Cruz drives like a car with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is 5,000 pounds, with a payload of 1,400 pounds, both commendable figures. The tiny bed measures just over 4 feet long and has a lockable under-bed trunk. Higher trims come with a handy sliding tonneau cover. FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

\$35,250-\$51,100
 BASE PRICE RANGE

85 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↑ SATISFACTION



\$25,450-\$40,320
 BASE PRICE RANGE

77 ROAD TEST
 ↑ ADAS
 ↓ RELIABILITY
 ↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Calligraphy, Limited, SE, SEL, XRT
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.) **4,395**
 % 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

	'20	'21	'22
Overall Reliability	↓	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↓
Transmission, Minor	↑	↑	↓
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↓	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↓	↓

OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Limited, Night, SE, SEL, SEL Premium
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)
TRANSMISSIONS: 8-speed automatic; 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
 Width (in.) **75**
 Height (in.) **67**
 Wheelbase (in.) **118**
 Weight (lb.) **4,045**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **1,410**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **5,000**

FUEL

Regular
 CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↓
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, 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 ✓

73
88
OVERALL SCORE

The Santa Fe fits above the Tucson and below the larger, three-row Palisade. The standard 191-hp, 2.5-liter four-cylinder is a bit weak and noisy. The optional 2.5-liter turbo is much more powerful but is mated to a dual-clutch automatic that causes low-speed vibrations. A hybrid version comes with a 1.6-liter turbo engine, got 30 mpg overall in our tests, and also rides more comfortably than the gas-only Santa Fe. We think it's the best version to get. A 261-hp plug-in hybrid with 30 miles of electric range is also available. The Santa Fe's cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking over at it. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A rugged XRT trim is new.

\$28,200-\$43,750
BASE PRICE RANGE

76-88
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Calligraphy, Blue, Limited, Plug-in Hybrid, SE, SEL, SEL Premium, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **188**
Width (in.) **75**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,935**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,060**
Cargo Volume, cu.ft. **35.5**
Towing Capacity (lb.) **2,000**

FUEL

Regular
CR Overall mpg **24-30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

79-80
OVERALL SCORE

The coupe-like Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. We got an excellent 44 mpg overall from the hybrid version but found that its six-speed automatic has rough shifts. All versions have responsive handling but a 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 touchscreen is easy to use. A larger screen comes on high-end versions, but it lacks a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$24,950-\$34,975
BASE PRICE RANGE

81-83
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

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

77
83
OVERALL SCORE

The fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic, the Tucson accelerates leisurely. The hybrid's pairing of a 1.6-liter turbo engine and electric assist makes it more responsive and quieter, and it got an impressive 35 mpg overall in our tests. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. Standard active safety features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

\$26,450-\$44,310
BASE PRICE RANGE

85-94
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Blue, Hybrid Limited, Hybrid SEL, Limited, N Line, Plug-in Hybrid, SE, SEL, XRT

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (226 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **182**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **109**
Weight (lb.) **3,605**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38.5**
Towing Capacity (lb.) **2,000**

FUEL

Regular
CR Overall mpg **26-35**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

57
OVERALL SCORE

The tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks and Toyota C-HR. 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. An 8-inch touchscreen is standard. The Venue includes some key active safety features as standard equipment, including FCW and AEB. BSW and RCTW come on all trims except the base SE.

\$19,000-\$22,250
BASE PRICE RANGE

64
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: wagon

TRIM LINES: Limited, SE, SEL

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 (121 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **159**
Width (in.) **70**
Height (in.) **62**
Wheelbase (in.) **99**
Weight (lb.) **2,645**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **840**
Cargo Volume, cu.ft. **19**
Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

77 OVERALL SCORE The Q50 is a luxury sports sedan, available in rear- and all-wheel drive. The 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the Q50 quick. But it's to the detriment of fuel economy, which is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes extra distraction. A 400-hp turbo V6 is also available. The Q60 coupe version has been discontinued. Standard active safety equipment includes FCW, AEB, BSW, RCTW, and LDW, but pedestrian detection is not offered.

\$42,650-\$58,500

BASE PRICE RANGE

82
ROAD TEST

↑
ADAS

↑
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Luxe, Red Sport 400, Sensory

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)

TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **190**

Width (in.) **72**

Height (in.) **57**

Wheelbase (in.) **112**

Weight (lb.) **3,875**

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

CARGO MEASUREMENT

Max. Load (lb.) **900**

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

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

69 OVERALL SCORE The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX in its lane, and maintain and adjust speed according to traffic. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$40,300-\$57,350

BASE PRICE RANGE

75
ROAD TEST

↑
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Autograph, Luxe, Pure, Sensory, Sport

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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Infiniti QX55

NA OVERALL SCORE The QX55 is a derivative of the QX50 that has a sloped roof giving it a coupe-like appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and continuously variable transmission as the QX50. Output is unchanged at 268 hp. Infiniti says this powertrain optimizes performance and fuel economy, but that's not what we experienced in the QX50 we tested. Every QX55 is equipped with all-wheel drive. Like the regular QX50, the cabin looks to be an intimate design, with numerous accents and panel sculpting creating a fluid appearance. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. For 2023, ProPilot Assist active driving assistance system became standard on all trims. This feature can keep the QX55 in its lane, and can maintain and adjust speed according to traffic.

Infiniti QX60

62 OVERALL SCORE A recent redesign has transformed the QX60 into a slick, refined vehicle. Based on the Nissan Pathfinder, this three-row luxury SUV has a modern look inside and out. The 295-hp V6 and nine-speed automatic supply plenty of power, and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled either via the screen or a knob on the center console. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW. The optional ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to reduce stress while driving in congested highway traffic.

\$49,150-\$57,800

BASE PRICE RANGE

NA ROAD TEST	ADAS
1 RELIABILITY	1 SATISFACTION



\$49,200-\$65,500

BASE PRICE RANGE

81 ROAD TEST	ADAS
2 RELIABILITY	1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Essential, Luxe, Sensory
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (268 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
 Width (in.) **75**
 Height (in.) **64**
 Wheelbase (in.) **110**
 Weight (lb.) **4,020**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

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

FUEL

Premium
 EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Autograph, Luxe, Pure, Sensory
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.5-liter V6 (295 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **198**
 Width (in.) **78**
 Height (in.) **70**
 Wheelbase (in.) **114**
 Weight (lb.) **4,630**
 % Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,150**
 Cargo Volume, cu.ft. **41**
 Towing Capacity (lb.) **6,000**

FUEL

Premium
 CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

49 OVERALL SCORE The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$72,700-\$87,450

BASE PRICE RANGE

62

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Luxe, Premium Select, Sensory

DRIVE WHEELS: Rear, 4WD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 5.6-liter V8 (400 hp)

TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **210**

Width (in.) **80**

Height (in.) **76**

Wheelbase (in.) **121**

Weight (lb.) **5,990**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,590**

Cargo Volume, cu.ft. **49.5**

Towing Capacity (lb.) **8,500**

FUEL

Premium

CR Overall mpg **15**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

48 OVERALL SCORE The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal. Agile handling and sharp steering make the little Jag fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear- and side visibility are dismal. Interior ambience is too ordinary and not befitting a car in this class. FCW and AEB with pedestrian detection, BSW, and RCTW are standard.

\$48,000

BASE PRICE RANGE

67

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (246 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

47 OVERALL SCORE
 Jaguar's compact luxury SUV shares its platform with the XF sedan and Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a turbo-charged 3.0-liter six-cylinder that makes the car feel quick and effortless. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Jaguar I-Pace

57 OVERALL SCORE
 The I-Pace all-electric crossover seats five and has an EPA-estimated range of 246 miles. It's a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and an unfortunately-fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. Like other EVs, we found that it takes quite a while to charge: The 90-kilowatt-hour battery takes about 13 hours from almost empty using a 240-volt connection. Even at a public fast charger, the I-Pace is behind the pace due to its mere 100 kW acceptance rate.

\$52,400-\$89,500

BASE PRICE RANGE

69
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$71,300

BASE PRICE RANGE

82
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, R-Dynamic S, S, SVR, SVR Edition 1988

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (542 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**

Width (in.) **87**

Height (in.) **66**

Wheelbase (in.) **113**

Weight (lb.) **4,350**

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

CARGO MEASUREMENT

Max. Load (lb.) **960**

Cargo Volume, cu.ft. **28.5**

Towing Capacity (lb.) **5,290**

FUEL

Premium

CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: HSE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (394 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**

Width (in.) **75**

Height (in.) **61**

Wheelbase (in.) **118**

Weight (lb.) **4,920**

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

CARGO MEASUREMENT

Max. Load (lb.) **860**

Cargo Volume, cu.ft. **25.5**

Towing Capacity (lb.) **NR**

FUEL

Electric

CR Overall mpg **75**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Jaguar XF

NA OVERALL SCORE The XF is arguably the most agile midsize luxury sedan. It's taut and nimble, with lively steering, yet its ride is supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought a snazzier interior, easier-to-use gear selector, better placed window controls, as well as an updated infotainment system. The only engine available is a 2.0-liter turbo four-cylinder, and the only transmission choice is an eight-speed automatic that shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

Jeep Cherokee

64 OVERALL SCORE The Cherokee SUV has a turbocharged four-cylinder engine in addition to a smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly when accelerating from a rolling stop, and the transmission is neither smooth nor responsive. It also returned just 23 mpg overall. Handling is cumbersome, but the car remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. FCW, AEB, BSW, RCTW, LDW, and LKA are standard, but pedestrian detection isn't available.

\$47,000-\$52,700

BASE PRICE RANGE

NA	ROAD TEST	ADAS
RELIABILITY	SATISFACTION	



\$29,995-\$39,345

BASE PRICE RANGE

67	ROAD TEST	ADAS
RELIABILITY	SATISFACTION	



OVERVIEW

BODY STYLES: sedan
TRIM LINES: R-Dynamic SE, S, SE
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
 Width (in.) **78**
 Height (in.) **57**
 Wheelbase (in.) **117**
 Weight (lb.) **4,175**
 % Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **960**
 Cargo Volume, cu.ft. **19**
 Towing Capacity (lb.) **NR**

FUEL

Premium
 EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Latitude LUX, Limited, Trailhawk, X
DRIVE WHEELS: Front, AWD, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (270 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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

55 OVERALL SCORE The recently redesigned Grand Cherokee is quieter and nicer inside than the previous generation, and it gets better fuel economy. Its standard 3.6-liter V6 is responsive and the eight-speed automatic is smooth. Handling is sound and secure and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the Trailhawk version which has low-range gearing and height adjustable suspension; it comes only as a plug-in hybrid called 4xe. An optional 5.7-liter V8 is also available. The 4xe uses a 2.0-liter turbocharged four-cylinder coupled with electric drive, and provides a claimed 25 miles of electric-only range. The Uconnect 5 infotainment system has new features and more customization, but the initial learning curve is steeper and the system has become less intuitive. FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

\$40,200-\$72,595
BASE PRICE RANGE

73 ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION
 ⬆️ ADAS
 ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 4xe, Altitude, Laredo, Limited, Overland, Summit, Summit Reserve, Trailhawk
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 hybrid (375 hp); 3.6-liter V6 (293 hp); 5.7-liter V8 (357 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **194**
 Width (in.) **78**
 Height (in.) **71**
 Wheelbase (in.) **117**
 Weight (lb.) **4,480**
 % Weight Front/Rear **54/46**

CARGO MEASUREMENT
 Max. Load (lb.) **1,050**
 Cargo Volume, cu.ft. **36**
 Towing Capacity (lb.) **6,200**

FUEL
 Regular or premium
 CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬆️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬇️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬇️
In-Car Electronics	⬆️	⬆️	⬇️



Jeep Grand Cherokee L

53 OVERALL SCORE Jeep's midsize three-row SUV is based on the recently redesigned Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately when descending hills. The ride has an underlying firmness but is composed over undulations. Body roll is well-contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

\$42,200-\$64,875
BASE PRICE RANGE

71 ROAD TEST
 ⬆️ RELIABILITY
 ⬆️ SATISFACTION
 ⬆️ ADAS
 ⬆️ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Altitude, Laredo, Limited, Overland, Summit, Summit Reserve
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 2 third
ENGINES: 3.6-liter V6 (290 hp); 5.7-liter V8 (357 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **205**
 Width (in.) **78**
 Height (in.) **72**
 Wheelbase (in.) **122**
 Weight (lb.) **4,840**
 % Weight Front/Rear **51/49**

CARGO MEASUREMENT
 Max. Load (lb.) **1,200**
 Cargo Volume, cu.ft. **45**
 Towing Capacity (lb.) **6,200**

FUEL
 Regular
 CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬆️	⬆️	⬇️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, Major	⬆️	⬆️	⬆️
Transmission, Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬇️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬇️
In-Car Electronics	⬆️	⬆️	⬇️



Jeep Renegade

40 OVERALL SCORE 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 old 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbo-charged four-cylinder engine is now standard and should be more fuel efficient. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. Active safety features, including FCW and AEB, are standard on all trims except for the Trailhawk.

Jeep Wagoneer

51 OVERALL SCORE Jeep revived the storied Wagoneer nameplate for an all-new, large three-row luxury SUV based on the Ram 1500 pickup truck. Unlike the Ram, the Wagoneer has independent rear suspension. The more premium Grand Wagoneer gets a larger 6.4-liter V8, more luxury amenities, and typically a six-figure price tag. The Wagoneer's stout 392-hp, 5.7-liter V8 returns just 15 mpg overall, which is way behind the times, and the worst among large SUVs. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy and even the third-row seat is suitable for adults. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A 15-inch longer L version will be added for 2023 on both Wagoneers.

\$29,745-\$32,445
BASE PRICE RANGE

56
ROAD TEST

Opt.
ADAS

RELIABILITY

SATISFACTION



\$58,995-\$77,220
BASE PRICE RANGE

66
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Latitude, Limited, Trailhawk
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.) **74**
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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Series I, Series II, Series III
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.7-liter V8 (392 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **215**
Width (in.) **84**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,150**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,510**
Cargo Volume, cu.ft. **63.5**
Towing Capacity (lb.) **10,000**

FUEL

Regular
CR Overall mpg **15**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

25 OVERALL SCORE The Wrangler remains true to the off-roading icon's heritage. The essential Wrangler hallmarks remain, with body-on-frame construction and solid axles. It is available in two- and four-door configurations. The multitude of options can quickly drive up the price. A standard 2.0-liter turbo provides decent power. The V6 with the eight-speed automatic feels more powerful, and we got 18 mpg overall. The 4xe plug-in hybrid can drive a short distance on electric power. The 6.4-liter V8 on the Rubicon 392 seems frivolous. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. FCW, AEB, BSW, and RCTW are all optional instead of standard.

\$30,945-\$80,595
BASE PRICE RANGE

34 ROAD TEST
Opt. ADAS
RELIABILITY: **↓** SATISFACTION: **↓**



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: Rubicon, Sahara, Sport, Sport S, Willys
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (270 hp); 2.0-liter 4 hybrid (375 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp); 6.4-liter V8 (470 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **188**
Width (in.) **74**
Height (in.) **74**
Wheelbase (in.) **118**
Weight (lb.) **4,440**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **41.5**
Towing Capacity (lb.) **3,500**

FUEL

Regular or premium
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↓
Engine, Minor	↓	↓	↓
Engine, Cooling	↓	↑	↓
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↓	↑	↓
Climate System	↓	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑

Kia Carnival

84 OVERALL SCORE Kia's offering in the minivan segment brings major upgrades from its predecessor in terms of active safety, amenities, and connectivity. The Carnival is powered by a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a lounge-like reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the heavy second-row seats for maximum cargo capacity. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

\$32,900-\$46,000
BASE PRICE RANGE

85 ROAD TEST
ADAS: **↑**
RELIABILITY: **↑** SATISFACTION: **↑**



OVERVIEW

BODY STYLES: minivan
TRIM LINES: EX, LX, SX, SX Prestige
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 (290 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **203**
Width (in.) **79**
Height (in.) **70**
Wheelbase (in.) **122**
Weight (lb.) **4,595**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,325**
Cargo Volume, cu.ft. **72**
Towing Capacity (lb.) **3,500**

FUEL

Regular
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, Major			↑
Transmission, Minor			↑
Drive System			↑
Fuel System			↑
Electrical			↑
Climate System			↑
Suspension			↑
Brakes			↑
Exhaust			↑
Paint/Trim			↑
Noises/Leaks			↑
Body Hardware			↓
Power Equipment			↑
In-Car Electronics			↓



Kia EV6 ✓

91 OVERALL SCORE
 The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 274 miles for the all-wheel-drive version. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. Recharging can be done quickly at public DC fast-chargers thanks to its 235-kW acceptance rate. Starting with roughly half a full charge, we observed it can take in 60 miles of range in 10 minutes on the Electrify America network. The EV6 is taut and agile and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate/audio controls. Standard active safety and driver assist features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW.

Kia Forte

62 OVERALL SCORE
 The affordable, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and excess noise. The engine pulls adequately, and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. The standard automatic climate control is an unexpected feature, and the infotainment system is simple and easy to use. FCW, AEB with pedestrian detection, LDW, LKA, and lane centering assistance are all standard, with BSW and RCTW available optionally. A sportier GT model with a turbocharged engine is also available.

\$41,400-\$56,400

BASE PRICE RANGE

90 ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION



\$19,490-\$24,890

BASE PRICE RANGE

71 ROAD TEST	↑ ADAS
↓ RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: First Edition, GT, GT-Line, Light, Wind
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (167 hp); Electric (225 hp); Electric (320 hp); Electric (576 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
 Width (in.) **74**
 Height (in.) **61**
 Wheelbase (in.) **114**
 Weight (lb.) **4,540**
 % Weight Front/Rear **49/51**

CARGO MEASUREMENT

Max. Load (lb.) **825**
 Cargo Volume, cu.ft. **26.5**
 Towing Capacity (lb.) **2,300**

FUEL

Electric
 CR Overall mpge **105**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, Major			↑
Transmission, Minor			↑
Drive System			↑
Fuel System			↑
Electrical			↑
Climate System			↑
Suspension			↑
Brakes			↑
Exhaust			↑
Paint/Trim			↑
Noises/Leaks			↑
Body Hardware			↑
Power Equipment			↑
In-Car Electronics			↓

OVERVIEW

BODY STYLES: sedan
TRIM LINES: GT, GT-Line, LX, 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

	'20	'21	'22
Overall Reliability	*	↓	*
Engine, Major	*	↑	*
Engine, Minor	*	↓	*
Engine, Cooling	*	↑	*
Transmission, 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 ✓

81 OVERALL SCORE The K5 replaced the Optima sedan. 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. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. Handling is secure. The roomy cabin has a traditional layout with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility, others require a cable. All-wheel drive is available. Standard active safety features include FCW, AEB with pedestrian detection, and a rear-seat reminder. BSW and RCTW come standard on all trims for 2023.

Kia Niro

NA OVERALL SCORE The redesigned 2023 Niro offers buyers three power-train options, with traditional hybrid, plug-in hybrid, and fully-electric models. The hybrid and plug-in hybrid use a 1.6-liter four-cylinder engine and electric drive mated to a six-speed dual-clutch automatic. The standard hybrid gets an EPA rating of 53 mpg combined and it's estimated that the plug-in version can drive up to 33 miles on electric power. The EV version has an estimated driving range of 253 miles. Inside the cabin, the Niro can be outfitted with dual 10.25-inch screens for the instrument cluster and infotainment system, as well as a head-up display. The Niro comes only with front-wheel drive but it's roomy, functional and economical, if unexciting. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

\$25,090-\$31,490

BASE PRICE RANGE

84

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$26,490-\$39,490

BASE PRICE RANGE

NA

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: EX, GT, GT-Line, 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

	'20	'21	'22
Overall Reliability		↓	↑
Engine, Major		↑	↑
Engine, Minor		↑	↑
Engine, Cooling		↑	↑
Transmission, Major		↑	↑
Transmission, Minor		↑	↑
Drive System		↑	↑
Fuel System		↑	↑
Electrical		↑	↑
Climate System		↑	↑
Suspension		↑	↑
Brakes		↓	↓
Exhaust		↑	↑
Paint/Trim		↓	↑
Noises/Leaks		↓	↑
Body Hardware		↑	↑
Power Equipment		↓	↑
In-Car Electronics		↓	↓

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, EX Touring, LX, SX, SX 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 (180 hp)

TRANSMISSIONS: 6-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **174**

Width (in.) **72**

Height (in.) **61**

Wheelbase (in.) **107**

Weight (lb.) **3,100**

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

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **23**

Towing Capacity (lb.) **NR**

FUEL

Regular

EPA Combined mpg **53**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 nicer compact cars achieve or surpass that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has predictable, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for the higher S trim to get active safety features. But the S trim is close to the price of a compact car, which is another reason not to buy the Rio. Recent changes included a new 1.6-liter four-cylinder engine, which is paired with a continuously variable transmission.

\$16,550-\$17,490

BASE PRICE RANGE

64
ROAD TEST

Opt.
ADAS

1
RELIABILITY

1
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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

70 OVERALL SCORE The Kia Seltos slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW come standard on all but the lower trims.

\$22,840-\$28,340

BASE PRICE RANGE

73
ROAD TEST

ADAS

1
RELIABILITY

1
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, LX, Nightfall Edition, S, SX

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (146 hp)

TRANSMISSIONS: 7-speed sequential; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **172**

Width (in.) **71**

Height (in.) **64**

Wheelbase (in.) **104**

Weight (lb.) **3,120**

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

CARGO MEASUREMENT

Max. Load (lb.) **860**

Cargo Volume, cu.ft. **28**

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	1	1	1
Engine, Major	1	1	1
Engine, Minor	1	1	1
Engine, Cooling	1	1	1
Transmission, Major	1	1	1
Transmission, Minor	1	1	1
Drive System	1	1	1
Fuel System	1	1	1
Electrical	1	1	1
Climate System	1	1	1
Suspension	1	1	1
Brakes	1	1	1
Exhaust	1	1	1
Paint/Trim	1	1	1
Noises/Leaks	1	1	1
Body Hardware	1	1	1
Power Equipment	1	1	1
In-Car Electronics	1	1	1



Kia Sorento ✓

45
75

OVERALL SCORE

We only recommend the Sorento hybrid because it has average reliability; the non-hybrid is well-below average. The right-sized SUV comes standard with three rows of seats in either six- or seven-passenger configurations. Upper trims get the six-passenger format with two individual seats in the second row. The base four-cylinder engine is neither quick nor quiet, but the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. The hybrid version is pleasantly powerful, beyond an initial delay off the line. The plug-in hybrid has 32 miles of electric range if using a light foot. Handling is secure but the ride is moderately stiff, except in the hybrid version. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Kia Soul ✓

69

OVERALL SCORE

The Kia Soul blends personality and versatility with its familiar boxy shape and cheerful character. The Soul has a continuously variable transmission that contributes to good fuel economy. Handling is nimble but the ride is notably stiff, and engine noise is pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. For 2023, the turbo engine is dropped, but FCW and AEB with pedestrian detection are standard on all trims. BSW and RCTW are standard on S and higher trims, and optional on the base LX.

\$36,590-\$49,890

BASE PRICE RANGE

82-86
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$19,790-\$24,090

BASE PRICE RANGE

77
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, S, SX, SX-Prestige, X-Line

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (191 hp); 2.5-liter 4 turbo (281 hp)

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) 189

Width (in.) 75

Height (in.) 67

Wheelbase (in.) 111

Weight (lb.) 3,985

% Weight Front/Rear 58/42

CARGO MEASUREMENT

Max. Load (lb.) 1,030

Cargo Volume, cu.ft. 39.5

Towing Capacity (lb.) 3,500

FUEL

Regular

CR Overall mpg 25-28

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↓	*
Transmission, Major	↑	↓	*
Transmission, Minor	↑	↓	*
Drive System	↓	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↓	↑	*
Suspension	↓	↑	*
Brakes	↑	↓	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↑	*
Body Hardware	↑	↓	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	↓	*

OVERVIEW

BODY STYLES: wagon

TRIM LINES: EX, GT-Line, LX, S

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (147 hp)

TRANSMISSIONS: 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

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

74-80
OVERALL SCORE

The redesigned 2023 Sportage is one of the roomiest compact SUVs. The base engine, a lackluster four-cylinder mated to an eight-speed automatic, returned 25 mpg overall. The hybrid version is quicker and quieter, transforming the driving experience thanks to its electric drive and turbo four-cylinder which together yield 227 hp. We measured an impressive 36 mpg overall. There's also a plug-in hybrid that puts out 261 hp and has an electric-only range of 34 miles. The Sportage has responsive handling and a firm-yet-absorbent ride. Most controls are easy to use, although having to toggle back and forth between the dual-use touch controls for climate and media systems is annoying. The front seats are comfortable and the rear seat offers generous head- and legroom. FCW, AEB with pedestrian and cyclist detection, LCA, LDW, LKA, and automatic high beams come standard. BSW and RCTW aren't available on the base LX, but come standard on higher trims.

\$25,990-\$42,990
BASE PRICE RANGE

77-85
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: EX, Hybrid EX, LX, SX, SX Prestige, X-Line, X-Line Prestige, X-Pro, X-Pro Prestige

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.6-liter 4 hybrid (227 hp); 1.6-liter 4 hybrid (261 hp); 2.5-liter 4 (187 hp)

TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **3,610**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **925**
Cargo Volume, cu.ft. **38**
Towing Capacity (lb.) **2,500**

FUEL

Regular
CR Overall mpg **25-36**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

69
OVERALL SCORE

Kia branched out into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a little unsettled. Two engines are offered: a punchy 3.3-liter turbo V6 and a 2.5-liter turbo four-cylinder that replaced the previous 2.0-liter. The car sits low, which combined with the coupelike styling makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it to be a long reach to the touchscreen. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA.

\$36,590-\$53,990
BASE PRICE RANGE

73
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: GT2, GT-Line

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 turbo (300 hp); 3.3-liter V6 turbo (368 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **190**
Width (in.) **74**
Height (in.) **55**
Wheelbase (in.) **114**
Weight (lb.) **3,910**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **930**
Cargo Volume, cu.ft. **23**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

87 OVERALL SCORE
 Kia's Telluride three-row midsize SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Land Rover Defender

43 OVERALL SCORE
 The Defender SUV evokes a classic Land Rover but in a modern form. It comes with a choice of a turbo four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door, and a number of seating configurations, from five to seven passengers, are available. A comprehensive list of off-road-ready features includes selectable modes to help traverse a variety of terrains. With the six-cylinder, acceleration is plentiful. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, and the interior ambience evokes a safari expedition. The new infotainment system is slow and distracting to use. FCW, AEB, BSW, and RCTW are standard. Adaptive cruise control is optional.

\$33,090-\$44,890
 BASE PRICE RANGE

92 ROAD TEST
1 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: EX, LX, S, SX, X-Line, X-Pro
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

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↓
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↓	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↓
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↑	↑	↓

\$53,500-\$118,400
 BASE PRICE RANGE

57 ROAD TEST
↓ RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: 2-door SUV; 4-door SUV
TRIM LINES: S, SE, Standard, V8, X, X-Dynamic HSE, X-Dynamic SE, XS
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **198**
 Width (in.) **79**
 Height (in.) **77**
 Wheelbase (in.) **119**
 Weight (lb.) **5,435**
 % Weight Front/Rear **51/49**

CARGO MEASUREMENT

Max. Load (lb.) **1,985**
 Cargo Volume, cu.ft. **43**
 Towing Capacity (lb.) **7,700**

FUEL

Premium
 CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Land Rover Discovery

45 OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the optional six-cylinder turbo engine produces plenty of power and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is the standard engine. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and a supposedly improved second-row seat. FCW, AEB, BSW, and RCTW are standard.

Land Rover Discovery Sport

42 OVERALL SCORE

Land Rover's entry into the luxury compact SUV market segment struggles against its peers and even non luxury small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved to be capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To the SUV's credit, its rear seat is roomy. FCW and AEB with pedestrian detection are standard. BSW and RCTW are optional.

\$58,400-\$77,800
BASE PRICE RANGE

65 ROAD TEST
RELIABILITY

ADAS
SATISFACTION



\$43,300-\$48,500
BASE PRICE RANGE

57 ROAD TEST
RELIABILITY

ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Metropolitan Edition, R-Dynamic HSE, R-Dynamic S, S
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (355 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: R-Dynamic S, R-Dynamic SE, S, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.0-liter 4 turbo (246 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Land Rover Range Rover

NA OVERALL SCORE The redesigned Land Rover Range Rover continues its legacy of a regal, ultraluxury SUV that pushes boundaries, with new tech and an elegant design. The Range Rover is offered in four-, five-, and seven-seat configurations in the long wheelbase version. The standard engine is a mild-hybrid inline-six that was smooth and powerful in our Defender. A twin-turbocharged V8, a plug-in hybrid (with a 48-mile electric-only range) are available. A full-electric version will debut in 2024. Expect the ultimate luxury including air suspension, lowered ride height for easy entry and soft closing doors. Special SV versions add further opulence. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and LKA.

\$104,500-\$218,300

BASE PRICE RANGE

NA ROAD TEST	▲ ADAS
▼ RELIABILITY	▲ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV
TRIM LINES: Autobiography, Base, First Edition, SV
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 3.0-liter 6 turbo (395 hp); 3.0-liter 4 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **199**
 Width (in.) **81**
 Height (in.) **74**
 Wheelbase (in.) **118**
 Weight (lb.) **5,240**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **960**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **8,200**

FUEL

Premium
 EPA Combined mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 OVERALL SCORE The Evoque is more about style than function. Sure, it wears the prestigious Range Rover logo, but the SUV is frustrating on several levels. There is a pronounced initial delay when accelerating from a rolling stop, then the power comes on too abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it to be convoluted and slow to respond to commands. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are standard on all except the base trim.

\$45,000-\$55,300

BASE PRICE RANGE

56 ROAD TEST	ⓘ ADAS
▼ RELIABILITY	▼ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: HST, R-Dynamic S, R-Dynamic SE, S, SE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

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

CARGO MEASUREMENT

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

FUEL

Premium
 CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA OVERALL SCORE This redesigned luxury midsize SUV follows the trail blazed by the larger Range Rover, with a variety of powertrains including a hybrid, premium amenities, and ultra-smooth styling. The Range Rover Sport launches with two inline turbocharged six-cylinder engines that use a mild hybrid setup, a plug-in hybrid based on that same engine (with a claimed 48-mile electric-only range), and a twin-turbo V8. All use an eight-speed automatic. An all-electric version joins the lineup for 2024. Within the minimalist interior are numerous available features to pamper, such as massaging seats, a premium audio system, and sophisticated noise canceling. Standard active safety and driver assistance equipment includes FCW, AEB with pedestrian detection, BSW, RCTW, and LKA.

Land Rover Range Rover Velar

49 OVERALL SCORE The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport than on Land Rover's traditional off-road prowess. With the recent freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$83,000-\$121,500
BASE PRICE RANGE

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



\$60,300-\$79,200
BASE PRICE RANGE

74 ROAD TEST **ADAS**
RELIABILITY **SATISFACTION**



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Autobiography, First Edition, SE, SE Dynamic
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 3.0-liter 6 hybrid (434 hp); 4.4-liter V8 turbo (523 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **195**
Width (in.) **81**
Height (in.) **72**
Wheelbase (in.) **118**
Weight (lb.) **4,990**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **7,715**

FUEL
Premium
EPA Combined mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: HST, R-Dynamic HSE, R-Dynamic S, S
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (247 hp); 3.0-liter 6 turbo (340 hp); 3.0-liter 6 turbo (395 hp)
TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **189**
Width (in.) **80**
Height (in.) **66**
Wheelbase (in.) **113**
Weight (lb.) **4,350**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT
Max. Load (lb.) **825**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **5,500**

FUEL
Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

81-86 OVERALL SCORE This comfortable and refined sedan has a quiet, plush interior that's well-put-together. The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the now-discontinued Toyota Avalon and got an impressive 42 mpg. The four-cylinder non-hybrid ES 250 comes standard with all-wheel drive. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. A recent freshening brought an easier-to-use touchscreen. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW.

\$41,340-\$51,330

BASE PRICE RANGE

83-91
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, 250 F Sport, 250 Luxury, 250 Ultra Luxury, 300h, 300h F Sport, 300h Luxury, 300h Ultra Luxury, 350, 350 F Sport, 350 Luxury, 350 Ultra Luxury

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **113**
Weight (lb.) **3,770**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT

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

FUEL

Regular
CR Overall mpg **25-42**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

75 OVERALL SCORE Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and can tow 6,500-pounds. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$56,425-\$67,080

BASE PRICE RANGE

66
ROAD TEST

ADAS

RELIABILITY

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

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓



Lexus IS

70 OVERALL SCORE The recent update to the IS luxury sports sedan brought only modest improvements. Rear-wheel-drive versions come with a 241-hp turbocharged four-cylinder engine, while all-wheel-drive models have a polished but thirsty V6 with 260-hp. Handling is fairly nimble but not all that sporty, and the ride is jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved by a touch-enabled screen. The top of the line IS 500 F Sport is powered by a 472-hp, 5.0-liter V8 engine. A complete roster of standard active driver assistance features includes FCW, AEB with pedestrian and daytime bicycle detection, BSW, RCTW, LDW, and LKA.

Lexus LS

66 OVERALL SCORE The current LS strays from the model's tradition of stress-free, comfortable motoring by piling on complicated controls, a less cushy ride, and compromised seating. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful even though we measure good 0-60 acceleration. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. The LS comes standard with a full suite of active safety systems.

\$39,125-\$67,400
BASE PRICE RANGE

67 ROAD TEST ADAS
 RELIABILITY SATISFACTION



\$76,100-\$112,000
BASE PRICE RANGE

68 ROAD TEST ADAS
 RELIABILITY SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: 300, 350 F Sport, 500 F Sport, 500 F Sport Premium
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (472 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
Width (in.) **72**
Height (in.) **56**
Wheelbase (in.) **110**
Weight (lb.) **3,900**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **825**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 500, 500h, F Sport
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)
TRANSMISSIONS: 10-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **206**
Width (in.) **75**
Height (in.) **58**
Wheelbase (in.) **123**
Weight (lb.) **5,170**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT

Max. Load (lb.) **870**
Cargo Volume, cu.ft. **17**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Lexus LX

NA Redesigned for 2022, the Lexus LX 600 takes the next-generation Toyota Land Cruiser and wraps it in an upscale package, with a powerful turbocharged V6 engine, safari-ready off-road capability, and enough luxury amenities to justify its lofty price. It is powered by a 409-hp, 3.5-liter twin-turbo V6 engine matched to a 10-speed automatic transmission. It is still a traditional body-on-frame design with a solid rear axle. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, LKA, lane centering assistance, and adaptive cruise control.

\$86,900-\$126,000

BASE PRICE RANGE

NA	⬆️
ROAD TEST	ADAS
⬇️	⬆️
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: F Sport, Luxury, Premium, Standard, Ultra Luxury
DRIVE WHEELS: 4WD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 turbo (409 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **201**
 Width (in.) **78**
 Height (in.) **74**
 Wheelbase (in.) **112**
 Weight (lb.) **5,665**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Premium
 EPA Combined mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

77 The redesigned NX may look similar to the previous model, but it has evolved beneath the surface. We think the hybrid, badged the NX350h, is the best version with its 38 mpg overall fuel economy. The NX350's 275-hp, 2.4-liter turbo engine returned 25 mpg overall in our tests. The NX's handling is responsive though short of sporty because of vague steering and body lean that comes on at higher speeds. The ride is firm but mostly comfortable. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. But, we're bothered by the NX's frivolous electronic interior door releases, unintuitive gear selector, and the low center dash vents. FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

77
87

OVERALL SCORE

\$38,350-\$57,400

BASE PRICE RANGE

78-84	⬆️
ROAD TEST	ADAS
⬆️/⬆️	⬇️/⬆️
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250, 350, 350h, 450h+, F Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (275 hp); 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (240 hp); 2.5-liter 4 hybrid (304 hp)
TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **184**
 Width (in.) **73**
 Height (in.) **66**
 Wheelbase (in.) **106**
 Weight (lb.) **3,905**
 % Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **890**
 Cargo Volume, cu.ft. **26.5**
 Towing Capacity (lb.) **2,000**

FUEL

Premium
 CR Overall mpg **25-38**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬆️	⬆️	⬆️
Engine, Major	⬆️	⬆️	⬆️
Engine, Minor	⬆️	⬆️	⬆️
Engine, Cooling	⬆️	⬆️	⬆️
Transmission, 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

NA OVERALL SCORE Similar to the smaller NX, the redesigned 2023 RX offers three new powertrains that use turbocharging, hybridization, or employ both technologies. A plug-in hybrid version will arrive at a later date. A 275-hp, 2.4-liter turbocharged four-cylinder engine replaced the V6. It's mated to an eight-speed automatic. Two hybrid versions are available: a 246-hp, 2.5-liter four-cylinder hybrid mated to a continuously variable transmission, and a performance-oriented, 366-hp turbocharged four-cylinder hybrid called the RX500h. The infotainment system uses touch-screen-based controls for nearly every audio, climate, and navigation feature. There are some hard controls for volume and temperature adjustments. The RX's generous roster of active safety and driver assistance features including FCW, AEB with pedestrian and cyclist detection, and a number of new capabilities.

\$47,000-\$67,000E

BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↑ RELIABILITY	↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 350, 350h, 450h+, 500h, F Sport
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (275 hp); 2.4-liter 4 hybrid (366 hp); 2.5-liter 4 hybrid (246 hp)
TRANSMISSIONS: 6-speed automatic; 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **193**
 Width (in.) **76**
 Height (in.) **67**
 Wheelbase (in.) **112**
 Weight (lb.) **4,310**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

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

FUEL

Premium
 CR Overall mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 RZ

NA OVERALL SCORE The RZ 450e is the first Lexus battery-electric vehicle. It shares the e-TNGA platform with the Toyota bZ4X, and its powertrain draws from the same parts bin. Sized like a Toyota Venza, the RZ features two motors (150 kW front and 80 kW rear) and comes exclusively in all-wheel drive. The automaker estimates range to be up to 225 miles, notably shorter than many rivals. The two-row interior features a large 14-inch infotainment screen and is topped with a panoramic sunroof. The Lexus Safety System+ 3.0 suite is standard, packing the latest active safety features from the automaker, along with several clever innovations aided by driver attention monitoring.

\$55,000-\$70,000E

BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
NA RELIABILITY	NA SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 450e
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (308 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **189**
 Width (in.) **75**
 Height (in.) **64**
 Wheelbase (in.) **112**
 Weight (lb.) **NA**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

75
OVERALL SCORE

Lexus' entry-level luxury SUV is the brand's smallest model. For 2023, the UX is exclusively hybrid and comes in front- and all-wheel drive. We got an excellent 37 mpg overall in our tests, but the engine sounds 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. Updates also include a new touchscreen infotainment system. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$34,775-\$43,605

BASE PRICE RANGE

75
ROAD TEST

↑
ADAS

↑
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 250h, 250h F Sport, Premium

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 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

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↓	↓	*
Engine, Cooling	↓	↑	*
Transmission, 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

46
OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and RCTW.

\$51,370-\$89,280

BASE PRICE RANGE

78
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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↓	*
Engine, Cooling	↑	↑	*
Transmission, 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 ✓

82 OVERALL SCORE
 The Corsair is a pleasant compact luxury SUV. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is responsive and secure. The front seats aren't ideal because of their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. Note that adaptive cruise control is a separate option. A plug-in hybrid model with roughly 25 miles of electric range is also available.

Lincoln Nautilus ✓

79 OVERALL SCORE
 The Nautilus is available with either a 2.0-liter four-cylinder turbo or a powerful 2.7-liter V6 turbo that delivers effortless acceleration. An eight-speed automatic is standard. The SUV has a comfortable ride, a quiet cabin, and agile handling. The swanky cabin has been updated with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The only knock against this SUV is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking. The new transmission should slightly improve the unimpressive 18 mpg overall that we measured in the MKX (the old name for the SUV) we tested. Lincoln has added several active safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines that a collision can't be avoided by braking alone.

\$38,690-\$53,385
 BASE PRICE RANGE

80 ROAD TEST
 ADAS
 RELIABILITY
 SATISFACTION



\$44,825-\$67,245
 BASE PRICE RANGE

78 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

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↑	↓	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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

	'20	'21	'22
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

55 OVERALL SCORE This more luxurious version of the Ford Expedition is quiet, elegant-looking, and full of high-tech features. At low speeds there is a bit of a rocking feeling, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large body-on-frame SUV. The twin-turbo V6 is paired with a 10-speed automatic. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper passengers with heated seats, a variety of connectivity features, and a hospitable third row. FCW, AEB with pedestrian detection, BSW, RCTW, and LDW are standard. A recent refresh includes the latest Sync 4 infotainment system, plus more driver assistance features.

\$77,635-\$109,120
BASE PRICE RANGE

58 ROAD TEST ADAS
1 RELIABILITY SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; extended SUV
TRIM LINES: Black Label, L, Reserve, Standard
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 turbo (440 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **210**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **123**
Weight (lb.) **6,100**
% Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,565**
Cargo Volume, cu.ft. **56**
Towing Capacity (lb.) **8,300**

FUEL

Premium
CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Lucid Air

NA OVERALL SCORE The luxurious Air electric sedan is the first model from Lucid Motors. First out of the gate was a pricey, fully loaded Dream Edition. Below that is the Grand Touring hovers around \$140,000. Its dual motors give it all-wheel drive, and it has 800 hp and an EPA-estimated range of 469 miles. A base Air will be available with 480 hp and a 406-mile range. The 900-volt architecture enables a maximum acceptance rate of 300 kW in public DC-fast charging places. The Air is quick yet power is usually delivered in a measured way. Handling is nimble and the ride is firm and steady. The roomy cabin is luxurious and furnished with leather, suede, and alpaca wool. Some controls are unintuitive, yet they are still more user-friendly than in a Tesla. Android Auto and Apple CarPlay are slated to be added in an over-the-air update. The suite of active safety features is augmented by Lidar, an advanced laser-based radar system.

\$87,400-\$169,000
BASE PRICE RANGE

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



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Dream Edition, Grand Touring, Pure, Touring
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (480 hp); Electric (620 hp); Electric (800 hp); Electric (933 hp); Electric (1111 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
Width (in.) **76**
Height (in.) **56**
Wheelbase (in.) **117**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **16**
Towing Capacity (lb.) **NA**

FUEL

Electric
EPA Combined mpge **131**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	
Engine, Major		*	*
Engine, Minor		*	*
Engine, Cooling		*	*
Transmission, 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

49 OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own distinct, sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic. A V8 comes on the Trofeo version. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear seat is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touchscreen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Maserati Grecale

NA OVERALL SCORE

Named for a Mediterranean wind, the Grecale SUV is positioned between its Stellantis cousin, the Alfa Romeo Stelvio, and the Maserati Levante. Based on the Stelvio, the Grecale competes with the Porsche Macan and Jaguar F-Pace with a combination of elegance and performance. There are three trims (GT, Modena, Trofeo) and powertrains initially, with 296-hp and 325-hp four-cylinder mild hybrid engines, and a 523-hp turbo V6. The cabin is decidedly modern and dominated by screens. Even the center-dash timepiece is more like a smart watch than a chronograph. A full electric version of the Grecale may follow in late 2023.

\$82,300-\$118,500

BASE PRICE RANGE

66
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$63,500-\$102,500

BASE PRICE RANGE

NA
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: GT, Modena, Modena Q4, Trofeo

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (580 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**

Width (in.) **77**

Height (in.) **58**

Wheelbase (in.) **118**

Weight (lb.) **4,625**

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

CARGO MEASUREMENT

Max. Load (lb.) **925**

Cargo Volume, cu.ft. **18**

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, Modena, Trofeo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (296 hp); 2.0-liter 4 turbo (325 hp); 3.0-liter V6 turbo (523 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **191**

Width (in.) **77**

Height (in.) **66**

Wheelbase (in.) **114**

Weight (lb.) **4,430**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NA**

FUEL

Premium

EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			



Maserati Levante

NA
OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling, and courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touchscreen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. BSW is standard, but FCW and AEB are optional.

\$87,600-\$161,400
BASE PRICE RANGE

NA
ROAD TEST

NA
ADAS

✓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: GT, Modena, Modena S, Trofeo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (580 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**
Width (in.) **78**
Height (in.) **66**
Wheelbase (in.) **118**
Weight (lb.) **4,905**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT

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

FUEL

Premium
EPA Combined mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

74
OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests, the optional 2.5-liter four-cylinder engine and six-speed automatic worked well together. The base engine is a 2.0-liter, and the uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. The interior is nicely furnished and features an infotainment system that drivers interact with exclusively through a rotary knob. We found the system to be fussy and distracting to use. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and it absorbs impacts well, though the turbo version has a stiffer ride. The cabin is relatively quiet and nicely finished, but the rear seat is snug. FCW and AEB are standard, and BSW is optional on the base car.

\$22,550-\$35,300
BASE PRICE RANGE

77
ROAD TEST

↑
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback; sedan

TRIM LINES: Carbon Edition, Preferred, Premium, S, Select, Turbo, Turbo Premium Plus

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (191 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

	'20	'21	'22
Overall Reliability	↑	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

64 OVERALL SCORE
Based on the Mazda3, the CX-30 is priced and sized below the CX-5 SUV. The base engine is a 2.5-liter four-cylinder matched to a six-speed automatic transmission. All-wheel drive is standard in 2022. In everyday driving, acceleration feels tepid; wringing out more power requires a heavy foot on the accelerator. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

Mazda CX-5

77 OVERALL SCORE
The CX-5 remains one of the best small SUVs. A recent mild freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg overall is good but not a standout. High-end versions have a more powerful turbocharged engine. All-wheel drive is standard. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. Exterior styling compromises rear and side visibility. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$22,950-\$35,400
BASE PRICE RANGE

65 ROAD TEST
65 ADAS
1 RELIABILITY
1 SATISFACTION



\$26,700-\$39,650
BASE PRICE RANGE

77 ROAD TEST
77 ADAS
1 RELIABILITY
1 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (186 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **173**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **105**
Weight (lb.) **3,280**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **21.5**
Towing Capacity (lb.) **NR**

FUEL

Regular or premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	1	1	1
Engine, Major	1	1	1
Engine, Minor	1	1	1
Engine, Cooling	1	1	1
Transmission, Major	1	1	1
Transmission, Minor	1	1	1
Drive System	1	1	1
Fuel System	1	1	1
Electrical	1	1	1
Climate System	1	1	1
Suspension	1	1	1
Brakes	1	1	1
Exhaust	1	1	1
Paint/Trim	1	1	1
Noises/Leaks	1	1	1
Body Hardware	1	1	1
Power Equipment	1	1	1
In-Car Electronics	1	1	1

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Carbon Edition, Preferred, Premium, Premium Plus, Select, Turbo, Turbo Signature
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)
TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **180**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,590**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT

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

FUEL

Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	1	1	1
Engine, Major	1	1	1
Engine, Minor	1	1	1
Engine, Cooling	1	1	1
Transmission, Major	1	1	1
Transmission, Minor	1	1	1
Drive System	1	1	1
Fuel System	1	1	1
Electrical	1	1	1
Climate System	1	1	1
Suspension	1	1	1
Brakes	1	1	1
Exhaust	1	1	1
Paint/Trim	1	1	1
Noises/Leaks	1	1	1
Body Hardware	1	1	1
Power Equipment	1	1	1
In-Car Electronics	1	1	1



Mazda CX-5

78 OVERALL SCORE
Based on a platform shared with the CX-30, the CX-5 has standard all-wheel drive and more cargo space than the CX-5. The base 187-hp four-cylinder engine doesn't accelerate with much alacrity, and the old-school six-speed automatic delivers some bumpy shifts. The up-level turbo engine is more enjoyable thanks to its extra oomph. Agile handling is possibly the CX-5's best trait, which gives it a sporty feel. The ride is far too firm on the 20-inch wheels of our tested Premium Plus trim, but well controlled. The front seats are comfortable and the rear is roomy with easy access thanks to wide-opening doors. The artfully designed cabin has a sleek, uncluttered look, but using the infotainment system's center-console controller knob takes some getting used to. Standard active safety and driver assist systems include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA.

\$27,550-\$42,300

BASE PRICE RANGE

78 ROAD TEST	↑ ADAS
↑ RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Meridian Edition, Preferred, Preferred Plus, Premium, Premium Plus, S, Select, Turbo

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (256 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **186**
Width (in.) **73**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **3,755**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **850**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **2,000**

FUEL

Regular or premium
CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

74 OVERALL SCORE
This stylish, three-row SUV is quite engaging to drive, thanks to nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. All-wheel drive is standard. The ride is very composed, and the cabin is quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captain's chairs instead of a bench. The third row is predictably tight, and Mazda's infotainment system takes time to master. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$38,750-\$48,460

BASE PRICE RANGE

77 ROAD TEST	↑ ADAS
↓ RELIABILITY	↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Carbon Edition, Grand Touring, Signature, Touring, Touring Plus

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)

TRANSMISSIONS: 6-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **200**
Width (in.) **76**
Height (in.) **68**
Wheelbase (in.) **113**
Weight (lb.) **4,585**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **1,190**
Cargo Volume, cu.ft. **34**
Towing Capacity (lb.) **3,500**

FUEL

Regular or premium
CR Overall mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↑	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↓	↑
Climate System	↑	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↓	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↓



Mazda MX-30

NA OVERALL SCORE The MX-30 is Mazda's first electric car and it's based on the CX-30. Available only in California, the MX-30 is powered by a 143-hp electric motor driving the front wheels. With such a small 35.5-kilowatt-hour battery, the EPA-estimated range is a scant 100 miles. That would have been competitive in 2011, but in today's EV market, it is woefully inadequate, making the MX-30 a questionable proposition against the comparably priced Chevrolet Bolt or Hyundai Kona Electric with ranges around 250 miles. A plug-in hybrid with a rotary engine is expected as well. Unlike other EVs, the MX-30 is not particularly quick or quiet. The infotainment system is not intuitive and the rear-hinged back doors are inconvenient. The MX-30 will soon be available with a rotary engine as a range extender.

\$33,470-\$36,480
BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
NA RELIABILITY	NA SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Base, Premium Plus
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: Electric (143 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **173**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **104**
Weight (lb.) **3,655**
% Weight Front/Rear **NA**

CARGO MEASUREMENT
Max. Load (lb.) **NA**
Cargo Volume, cu.ft. **21**
Towing Capacity (lb.) **NR**

FUEL
Electric
EPA Combined mpge **92**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

82 OVERALL SCORE The fourth-generation Miata remains true to Mazda's original formula of a lightweight, rear-wheel-drive, two-seat roadster. The Miata accelerates quickly when revved yet manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional automatic works well, it dilutes the driving experience compared with the manual transmission. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unresponsive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. FCW, AEB, BSW, and RCTW are standard.

\$27,650-\$38,550
BASE PRICE RANGE

80 ROAD TEST	↓ 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

	'20	'21	'22
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

53 **OVERALL SCORE** The redesigned C-Class is a genuine sports sedan but is not free of frustrations. The punchy and cultured 2.0-liter turbocharged four-cylinder engine comes with a 48-volt mild-hybrid setup that aids fuel economy. It's an energetic engine that's practically free of turbo lag. Handling is sporty thanks to a tightly controlled chassis and sharp steering. Rear-wheel drive is standard and AWD optional. The ride is steady and composed but too stiff with the optional AMG package. The seats are super comfortable and supportive, and fit and finish is impressive. The latest MBUX infotainment system is still distracting and some new touch-based controls are frustrating. It has all the latest active safety and driver convenience features. The optional adaptive cruise control in conjunction with lane centering assistance is very advanced and has the ability to shift lanes when signaling.

\$43,550-\$87,100

BASE PRICE RANGE

75

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (255 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **187**

Width (in.) **74**

Height (in.) **57**

Wheelbase (in.) **113**

Weight (lb.) **4,030**

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

CARGO MEASUREMENT

Max. Load (lb.) **985**

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

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬆️	*	*
Engine, Major	⬆️	*	*
Engine, Minor	⬆️	*	*
Engine, Cooling	⬆️	*	*
Transmission, 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

48 **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. Acceleration feels a bit hesitant in around-town driving, but the engine's decent power is delivered more smoothly at higher speeds. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found this version of Mercedes' MBUX infotainment system to be quite tricky to use. FCW, AEB with pedestrian detection, and BSW are standard.

\$39,350-\$57,800

BASE PRICE RANGE

66

ROAD TEST



ADAS



RELIABILITY



SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 250, AMG 35, AMG 45

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**

Width (in.) **72**

Height (in.) **57**

Wheelbase (in.) **107**

Weight (lb.) **3,485**

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

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 OVERALL SCORE Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS over 15 years ago. The CLS continues to rely on the same recipe: a sleek, low-slung sports sedan with some compromised visibility and cabin access in the name of style. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. A recent freshening made the sole engine choice a 362-hp turbocharged inline six-cylinder coupled with a nine-speed automatic and all-wheel drive. Standard active safety systems include FCW, AEB, and BSW. Buyers have to pay for an optional package to get active steering and adaptive cruise control.

Mercedes-Benz E-Class

61 OVERALL SCORE The E-Class is nimble and fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 2.0-liter turbo four-cylinder engine and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks, which can be distracting. When using steering-wheel controls, it's easy to end up inadvertently changing a display or an audio selection. The seats are extremely comfortable, and there is an optional massage feature. Fit and finish is meticulous. FCW, AEB with pedestrian detection, and BSW are standard.

\$76,500

BASE PRICE RANGE

NA ROAD TEST **ADAS**

RELIABILITY **SATISFACTION**



\$56,750-\$121,100

BASE PRICE RANGE

83 ROAD TEST **ADAS**

RELIABILITY **SATISFACTION**



OVERVIEW

BODY STYLES: sedan
TRIM LINES: CLS450
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 3.0-liter 6 turbo (362 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **199**
 Width (in.) **74**
 Height (in.) **57**
 Wheelbase (in.) **116**
 Weight (lb.) **4,255**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Premium
 EPA Combined mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: convertible; 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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↑	↓	*
Engine, Minor	↓	↓	*
Engine, Cooling	↑	↓	*
Transmission, 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 EQE

NA OVERALL SCORE The 2023 EQE four-door sedan is the latest EV offering from Mercedes-Benz. It is essentially a scaled down EQS and is the EV parallel to the E-Class. Like its big brother, it boasts a lot of high-tech and benefits from rear steering. It has a 90 kWh battery. The first version, called EQE 350, comes with 288 hp and rear-wheel drive; subsequent versions, include all-wheel drive 350 and 500. Among its distinguishing features, the EQE offers a massive Hyperscreen, more than 56 inches wide that contains the instrument cluster, infotainment touchscreen and an additional infotainment screen for the passenger under a single panel. Standard safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW. The EQE will also spawn an SUV version.

\$74,900-\$91,500

BASE PRICE RANGE

NA ROAD TEST

ADAS

NA RELIABILITY

NA SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: 350, 500, AMG

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (288 hp); Electric (402 hp); Electric (617 hp); Electric (677 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **197**

Width (in.) **77**

Height (in.) **60**

Wheelbase (in.) **123**

Weight (lb.) **NA**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NA**

FUEL

Electric

EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Mercedes-Benz EQS

67 OVERALL SCORE Mercedes-Benz's EV flagship is super quick, very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system that helps with low-speed maneuverability. The brakes feel disconcertingly spongy, though, and the pedal eerily moves on its own during aggressive regenerative braking. Rear-wheel-drive 450+ models have a single electric motor that produces 329 hp, while the high-end 580 4Matic delivers 516 hp through a motor on each axle, giving it all-wheel drive. Both versions have a 108-kWh battery pack and EPA-estimated ranges of 350 and 340 miles, respectively. The driving position is a bit awkward and the rear seat isn't as spacious as the car's size would indicate. The controls are impressive to look at but very distracting to use. FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, reverse automatic emergency braking, LDW, LKA, and adaptive cruise control all come standard.

\$104,400-\$147,500

BASE PRICE RANGE

95 ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: AMG, Exclusive, Pinnacle, Premium

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (329 hp); Electric (516 hp); Electric (649 hp); Electric (751 hp)

TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **207**

Width (in.) **76**

Height (in.) **60**

Wheelbase (in.) **126**

Weight (lb.) **5,810**

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

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **22**

Towing Capacity (lb.) **NR**

FUEL

Electric

CR Overall mpge **94**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

53 OVERALL SCORE The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch automatic. It's a quick car despite some initial hesitation from a rolling stop. Front-wheel drive is standard; all-wheel drive is optional. Fuel economy is commendable. The roofline is sleeker than the GLB's, and visibility to the rear and sides suffers as a result. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting. FCW, AEB with pedestrian detection, and BSW are standard.

Mercedes-Benz GLB

56 OVERALL SCORE The Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. Its square, upright stance aids in visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder powertrain is responsive and returned a respectable 26 mpg overall in our tests. An fully electric version, named the EQB, is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well-finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. FCW, AEB with pedestrian detection, and BSW are standard.

\$37,500-\$56,650
BASE PRICE RANGE

75 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 250, AMG 35, AMG 45
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (382 hp)
TRANSMISSIONS: 8-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **174**
Width (in.) **72**
Height (in.) **63**
Wheelbase (in.) **107**
Weight (lb.) **3,630**
% Weight Front/Rear **60/40**

CARGO MEASUREMENT

Max. Load (lb.) **915**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **27**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

\$39,800-\$51,500
BASE PRICE RANGE

81 ROAD TEST
RELIABILITY
ADAS
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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

NA OVERALL SCORE The redesigned GLC looks largely the same as its predecessor, but comes with a number of key technological updates. Among them are an improved suite of standard active safety features and optional driver assistance features. Matching it with the rest of Mercedes' line, it also gets an augmented video navigation system that superimposes navigational directions and pictures of the real world taken from the car's exterior cameras onto the navigation maps. The SUV will launch with a 255-hp, 2.0-liter four-cylinder turbo engine that uses 48-volt mild-hybrid technology, paired with a nine-speed automatic. The new GLC is also a tad longer than the last one, which Mercedes says increases passenger room and cargo capacity. FCW, AEB with pedestrian detection, and BSW are standard.

Mercedes-Benz GLE

53 OVERALL SCORE The GLE is very quiet and impeccably finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE 63 S gets a 603-hp, 4.0-liter V8 turbo engine. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which combines the instrument panel and infotainment system on one large panel. Audio, phone, navigation, and some comfort settings can be changed through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. We found the system to be complex and extremely distracting to use, even with the ability to use voice commands. Standard active safety features include FCW, AEB, BSW, and RCTW.

\$45,000-\$55,000E
BASE PRICE RANGE

NA ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$57,700-\$120,700
BASE PRICE RANGE

76 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLC300
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **186**
Width (in.) **74**
Height (in.) **65**
Wheelbase (in.) **114**
Weight (lb.) **NA**
% Weight Front/Rear **NA**

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

FUEL
Premium
EPA Combined mpg **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↓
Fuel System	↓	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↓	↓
Suspension	↓	↑	↓
Brakes	↓	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↓
Body Hardware	↓	↑	↓
Power Equipment	↓	↑	↓
In-Car Electronics	↓	↓	↓

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: GLE350, GLE450, GLE53, GLE580, GLE63 S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (603 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **194**
Width (in.) **77**
Height (in.) **71**
Wheelbase (in.) **118**
Weight (lb.) **5,145**
% Weight Front/Rear **54/46**

CARGO MEASUREMENT
Max. Load (lb.) **980**
Cargo Volume, cu.ft. **36.5**
Towing Capacity (lb.) **7,700**

FUEL
Premium
CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↓	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↓	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↓	↑
Fuel System	↑	↑	↑
Electrical	↓	↓	↑
Climate System	↓	↓	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↓	↓	↓
Power Equipment	↓	↓	↑
In-Car Electronics	↓	↓	↑



Mercedes-Benz GLS

58 OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter six-cylinder turbo provides plenty of smooth and effortless power. An even more powerful turbocharged V8 is available. The ride is composed, and handling is responsive for such a luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting because many common tasks require a few steps. When using steering-wheel controls, it's easy to end up changing a display or an audio selection. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

Mercedes-Benz S-Class

NA OVERALL SCORE

The recently redesigned S-Class sedan continues to deliver a hushed cabin, impeccable fit and finish, and effortless thrust. The ride is composed but less plush than it was. The standard engine is a 3.0-liter inline-six, and the uplevel choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality. Safety innovations include the ability to raise the ride height to better protect passengers during a side impact.

\$81,800-\$170,000

BASE PRICE RANGE

82

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$114,500-\$229,000

BASE PRICE RANGE

NA

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: 450, 580, AMG 63, Maybach

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 turbo (603 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **205**

Width (in.) **77**

Height (in.) **72**

Wheelbase (in.) **123**

Weight (lb.) **5,495**

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

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **42.5**

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

FUEL

Premium

CR Overall mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: sedan

TRIM LINES: S500, S580

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (496 hp)

TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **208**

Width (in.) **77**

Height (in.) **59**

Wheelbase (in.) **127**

Weight (lb.) **4,775**

% Weight Front/Rear **NA**

CARGO MEASUREMENT

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

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

Towing Capacity (lb.) **NR**

FUEL

Premium

EPA Combined mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

82 OVERALL SCORE The Mini hardtop is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps the power to 301-hp and gets a firmer suspension. There's a wagon-like Clubman with small barn-style rear doors. FCW and AEB with pedestrian detection are standard, but and RCTW aren't available. There's also an all-electric version with a 110-mile estimated range.

Mini Cooper Countryman ✓

75 OVERALL SCORE The SUV-like Countryman offers a rather rough 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The Countryman features a surprisingly comfortable back seat. The BMW-sourced iDrive infotainment system has a learning curve but ultimately proves to be logical. An AWD SE plug-in hybrid with a 17-mile electric range is also offered. While FCW, AEB with pedestrian detection, and LDW all come standard standard, BSW and RCTW aren't available at all.

\$28,600-\$40,325

BASE PRICE RANGE

80
ROAD TEST

1
ADAS

1
RELIABILITY

1
SATISFACTION



\$29,600-\$45,075

BASE PRICE RANGE

81
ROAD TEST

1
ADAS

1
RELIABILITY

1
SATISFACTION



OVERVIEW

BODY STYLES: 2-door hatchback; 4-door hatchback; convertible

TRIM LINES: Base, JCW, S, SE

DRIVE WHEELS: Front

SEATING: 2 front, 2 rear

ENGINES: Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **153**
Width (in.) **68**
Height (in.) **56**
Wheelbase (in.) **98**
Weight (lb.) **2,813**
% Weight Front/Rear **63/37**

CARGO MEASUREMENT

Max. Load (lb.) **770**
Cargo Volume, cu.ft. **9**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **30**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	▲	▲
Engine, Major	*	▲	▲
Engine, Minor	*	▲	▲
Engine, Cooling	*	▲	▲
Transmission, Major	*	▲	▲
Transmission, Minor	*	▲	▲
Drive System	*	▲	▲
Fuel System	*	▲	▲
Electrical	*	▲	▲
Climate System	*	▲	▲
Suspension	*	▲	▲
Brakes	*	▲	▲
Exhaust	*	▲	▲
Paint/Trim	*	▼	▲
Noises/Leaks	*	▲	▲
Body Hardware	*	▲	▲
Power Equipment	*	▲	▲
In-Car Electronics	*	▲	▲

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, JCW, S, SE Plug-in Hybrid

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (301 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **170**
Width (in.) **72**
Height (in.) **61**
Wheelbase (in.) **105**
Weight (lb.) **3,690**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **925**
Cargo Volume, cu.ft. **23.5**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Mitsubishi Eclipse Cross

56 OVERALL SCORE
 The coupelike Eclipse Cross' recent makeover didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. FCW, AEB with pedestrian detection, and LDW are standard. For 2023, all-wheel drive became standard on all trims.

\$25,795-\$29,495
 BASE PRICE RANGE

61 ROAD TEST
1 RELIABILITY
1 ADAS
2 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, LE, Ralliart, SE, SEL, SEL Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (152 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**
 Width (in.) **71**
 Height (in.) **67**
 Wheelbase (in.) **105**
 Weight (lb.) **3,515**
 % Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **825**
 Cargo Volume, cu.ft. **22.5**
 Towing Capacity (lb.) **1,500**

FUEL

Regular
 CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

35 OVERALL SCORE
 A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates, including a 2021 freshening, have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and for the same price, many much better used cars are available. FCW and AEB with pedestrian detection are standard, but BSW and RCTW aren't available.

\$16,245-\$18,945
 BASE PRICE RANGE

35 ROAD TEST
1 RELIABILITY
1 ADAS
2 SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback, sedan
TRIM LINES: BE, ES, LE, Ralliart, SE
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.2-liter 3 (78 hp)
TRANSMISSIONS: 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

72 OVERALL SCORE The seven-passenger Outlander has been recently redesigned. It shares much of its underpinnings with the Nissan Rogue, although a small third-row seat is exclusive to the Mitsubishi. Acceleration is leisurely, but the continuously variable transmission is responsive, and the Outlander managed 25 mpg overall from its Nissan-sourced 2.5-liter, four-cylinder engine. Handling is nimble and secure, but steering feels light and nervous. The ride is stiff, and wind noise is noticeable. While the first two rows of seats are comfortable, the third row is tiny. Most controls are easy to use, including the infotainment system. The joystick-like electronic gear selector, though, suffers from unintuitive labeling. Standard active safety features include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW. The redesigned plug-in hybrid offers 38 miles of electric range.

Mitsubishi Outlander Sport

NA OVERALL SCORE This aging SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive Outlander Sports are priced like many larger, more capable SUVs. FCW, AEB with pedestrian detection, and LDW are standard, with BSW and RCTW optional.

\$27,595-\$45,445

BASE PRICE RANGE

71 ROAD TEST
72 RELIABILITY
NA ADAS
1 SATISFACTION



\$21,445-\$28,045

BASE PRICE RANGE

NA ROAD TEST
1 RELIABILITY
1 ADAS
2 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, Launch Edition, PHEV, Ralliart, SE, SEL, SEL Touring
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 2.4-liter 4 hybrid (248 hp); 2.5-liter 4 (181 hp)
TRANSMISSIONS: CVT; 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **75**
 Height (in.) **69**
 Wheelbase (in.) **107**
 Weight (lb.) **3,845**
 % Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **1,155**
 Cargo Volume, cu.ft. **32**
 Towing Capacity (lb.) **2,000**

FUEL

Regular
 CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: ES, GT, LE, Ralliart, S, SE
DRIVE WHEELS: 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

82 OVERALL SCORE

The Altima received new front end styling and expanded safety features and technologies for 2023. Although it's a rather unremarkable mid-sized sedan, it gets the job done, delivering on room, fuel economy, and user-friendliness. But the bland driving experience falls 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. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

\$25,290-\$34,990
BASE PRICE RANGE

83 ROAD TEST
83 ADAS
83 RELIABILITY
83 SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SL, SR, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (236 hp); 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (182 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

	'20	'21	'22
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↓	↑	*
Fuel System	↓	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↓	↑	*
Brakes	↑	↓	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↓	↑	*
Body Hardware	↑	↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↓	↑	*

Nissan Ariya

NA OVERALL SCORE

The 2023 Ariya is Nissan's first electric SUV and has a starting price around \$43,000. There are standard- and long-range battery versions and a choice of front- or all-wheel drive. Front-drive versions make 238 hp, with the dual-motor AWD models producing 389 hp. The range spans between 205 and 304 miles depending on the version. The cabin has a large, horizontal display screen that spans the instrument cluster and the infotainment system. Standard driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and automatic high beams.

\$43,190-\$60,190
BASE PRICE RANGE

NA ROAD TEST
83 ADAS
NA RELIABILITY
NA SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; wagon
TRIM LINES: Empower+, Engage, Engage+, Evolve+, Platinum+, Premiere, Venture+
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (214 hp); Electric (238 hp); ; Electric (335 hp); Electric (389 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**
 Width (in.) **75**
 Height (in.) **65**
 Wheelbase (in.) **109**
 Weight (lb.) **4,610**
 % Weight Front/Rear **53/47**

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined mpge **101**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

49 OVERALL SCORE This less expensive version of the Infiniti QX80 has received various updates over the years. It still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the Platinum trim. The infotainment system has been updated, but some other controls feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power-fold and -unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$49,900-\$69,200
BASE PRICE RANGE

60 ROAD TEST ▲ ADAS
▼ RELIABILITY ▼ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 7-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **209**
Width (in.) **80**
Height (in.) **76**
Wheelbase (in.) **121**
Weight (lb.) **5,910**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,545**
Cargo Volume, cu.ft. **47**
Towing Capacity (lb.) **8,500**

FUEL

Regular
CR Overall mpg **14**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

52 OVERALL SCORE After 16 years, the Nissan Frontier was redesigned for the 2022 model year. The 310-hp, 3.8-liter V6 engine and nine-speed automatic carry over. The V6 is smooth and punchy and the transmission is slick. Fuel economy of 18 mpg overall is an improvement but not a standout, even compared with some full-sized pickups. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. The ride is stiff and choppy but not as bad as before. The rear seat is tight, but the controls and infotainment system are easy to use. The tailgate is now much easier to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. FCW and AEB with pedestrian detection come standard. BSW and RCTW are optional.

\$29,190-\$39,120
BASE PRICE RANGE

67 ROAD TEST ▲ ADAS
▼ RELIABILITY ▼ SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: PRO-4X, PRO-X, S, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.8-liter V6 (310 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **210**
Width (in.) **73**
Height (in.) **76**
Wheelbase (in.) **126**
Weight (lb.) **4,720**
% Weight Front/Rear **55/45**

CARGO MEASUREMENT

Max. Load (lb.) **1,290**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **6,370**

FUEL

Regular
CR Overall mpg **18**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	▼
Engine, Major	*	*	▲
Engine, Minor	*	*	▲
Engine, Cooling	*	*	▲
Transmission, Major	*	*	⚠
Transmission, Minor	*	*	⚠
Drive System	*	*	▲
Fuel System	*	*	▲
Electrical	*	*	▲
Climate System	*	*	▲
Suspension	*	*	▲
Brakes	*	*	▲
Exhaust	*	*	▲
Paint/Trim	*	*	▲
Noises/Leaks	*	*	▲
Body Hardware	*	*	▼
Power Equipment	*	*	▼
In-Car Electronics	*	*	▲



Nissan Kicks ✓

61 OVERALL SCORE Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use. FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW are standard.

Nissan Leaf ✓

70 OVERALL SCORE For 2023, the Leaf received a freshened exterior and simplified trim lines in two versions, S and SV Plus. The standard Leaf EV has a 40-kilowatt-hour battery that provides an EPA-estimated range of 149 miles. The SV Plus version gets a 60-kilowatt-hour battery and an estimated range of about 212 miles. It also gets a more powerful motor that makes the Leaf SV Plus a second quicker from 0 to 60 mph than the base Leaf. It takes 8 hours to charge the standard Leaf S on a 240-volt connector and 10.5 hours to charge the 60-kWh SV Plus. The Leaf's ride feels soft until it hits a bump hard. Handling is mundane but secure. The driving position is uncomfortable because the steering wheel doesn't telescope for reach. FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and LKA are standard. The optional ProPilot Assist can keep the Leaf in its lane and adjust its speed according to traffic.

\$20,290-\$22,850
BASE PRICE RANGE

67 ROAD TEST
61 RELIABILITY
ADAS
SATISFACTION



\$28,040-\$36,040
BASE PRICE RANGE

73 ROAD TEST
61 RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: wagon
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.6-liter 4 (122 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **169**
Width (in.) **69**
Height (in.) **62**
Wheelbase (in.) **103**
Weight (lb.) **2,630**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT
Max. Load (lb.) **850**
Cargo Volume, cu.ft. **25**
Towing Capacity (lb.) **NR**

FUEL
Regular
CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: S, 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 **109**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	*	↓
Engine, Major	↑	*	↓
Engine, Minor	↑	*	↑
Engine, Cooling	↑	*	↑
Transmission, 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 ✓

78 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 somewhat cramped. An SR version with a stiffer suspension is available. FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and adaptive cruise control are standard. 2023 is the final year for the Maxima.

Nissan Murano ✓

74 OVERALL SCORE Nissan's midsize SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility is hindered, however. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes FCW, AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking.

\$38,140-\$44,250
BASE PRICE RANGE

80 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$33,660-\$46,910
BASE PRICE RANGE

74 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Platinum, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 (300 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **193**
Width (in.) **73**
Height (in.) **57**
Wheelbase (in.) **109**
Weight (lb.) **3,535**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **NR**

FUEL

Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 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

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↑	↑	*
Transmission, Major	↑	↑	*
Transmission, Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↑	↑	*
Brakes	↑	↑	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	↓	*
Body Hardware	↑	↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↓	↑	*



Nissan Pathfinder

45 OVERALL SCORE Recently redesigned, the three-row Pathfinder has a squared-off exterior, the latest infotainment technology, and an option for second-row captain's chairs with a removable center console. Overall, it's a significant improvement over its bland, clumsy predecessor. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, and 21 mpg overall. The ride is steady, if stiff-legged, but handling is responsive for a midsize SUV. The controls are easy to use, thanks to physical buttons and knobs for commonly used climate and infotainment functions. The electronic gear selector will take getting used to, but we found it fairly easy to use. FCW, AEB with pedestrian detection, BSW, RCTW, and LDW are standard. Nissan's ProPilot Assist driver assistance system is optional. A 295-hp off-road version is new.

Nissan Rogue

81 OVERALL SCORE The Rogue is roomy and user friendly. We got 25 mpg overall from the all-wheel-drive version with its new 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous and access is very easy. Controls are easy to use, even if the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. Standard active safety and driver assistance systems include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW.

\$35,000-\$49,870
BASE PRICE RANGE

81 ROAD TEST
45 RELIABILITY
81 ADAS
45 SATISFACTION



\$27,360-\$38,640
BASE PRICE RANGE

81 ROAD TEST
81 RELIABILITY
81 ADAS
45 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, Rock Creek, S, SL, SV
DRIVE WHEELS: Front, 4WD
SEATING: 2 front, 2 rear, 3 third
ENGINES: 3.5-liter V6 (284 hp); 3.5-liter V6 (295 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **198**
 Width (in.) **78**
 Height (in.) **70**
 Wheelbase (in.) **114**
 Weight (lb.) **4,600**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **1,150**
 Cargo Volume, cu.ft. **44.5**
 Towing Capacity (lb.) **6,000**

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

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		↓
Engine, Major	*		↑
Engine, Minor	*		↑
Engine, Cooling	*		↑
Transmission, Major	*		↓
Transmission, Minor	*		↑
Drive System	*		↑
Fuel System	*		↑
Electrical	*		↑
Climate System	*		↑
Suspension	*		↑
Brakes	*		↑
Exhaust	*		↑
Paint/Trim	*		↑
Noises/Leaks	*		↓
Body Hardware	*		↓
Power Equipment	*		↓
In-Car Electronics	*		↓

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Platinum, S, SL, SV
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 3 turbo (201 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **183**
 Width (in.) **72**
 Height (in.) **67**
 Wheelbase (in.) **107**
 Weight (lb.) **3,685**
 % Weight Front/Rear **59/41**

CARGO MEASUREMENT
 Max. Load (lb.) **900**
 Cargo Volume, cu.ft. **36.5**
 Towing Capacity (lb.) **1,500**

FUEL
 Regular
 CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

72 OVERALL SCORE
 Measuring almost a foot shorter than the Rogue, the Rogue Sport is a less expensive, more compact SUV. The sole powertrain is a 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests, we got 26 mpg overall, which doesn't stand out in the class. The powertrain is pleasant though not particularly powerful. The Sport handles responsively and has a comfortable ride for a subcompact SUV, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a surround view camera that is helpful for negotiating tight parking spaces. FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and LKA are standard. 2023 will be the final year for the Rogue Sport.

\$24,960-\$31,090
 BASE PRICE RANGE

72 ROAD TEST
 ↑ RELIABILITY
 ↑ ADAS
 ↓ 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

	'20	'21	'22
Overall Reliability	↑	↑	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

48 OVERALL SCORE
 The current Sentra is a complete transformation compared with the previous model, as evidenced by its strong score in our road tests. It shed its dowdy look and overall driving mediocrity to become one of the best sedans in its class. The engine and transmission pleasantly combined to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW.

\$19,950-\$22,700
 BASE PRICE RANGE

83 ROAD TEST
 ↓ RELIABILITY
 ↑ ADAS
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: S, SR, SV
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 (149 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**
 Width (in.) **72**
 Height (in.) **57**
 Wheelbase (in.) **107**
 Weight (lb.) **3,000**
 % Weight Front/Rear **62/38**

CARGO MEASUREMENT

Max. Load (lb.) **880**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **NR**

FUEL

Regular
 CR Overall mpg **32**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	↓	↓
Engine, Major	*	↑	↑
Engine, Minor	*	↑	↑
Engine, Cooling	*	↑	↑
Transmission, 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 light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system. Standard active safety features include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW.

Nissan Versa

59 OVERALL SCORE
 Although it's more stylish after the last redesign, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. Important active safety features such as FCW, AEB with pedestrian detection, and LDW are standard. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsize sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who buy the Versa should get the SV trim for its BSW and Android Auto/Apple CarPlay compatibility.

\$39,700-\$61,980

BASE PRICE RANGE

70
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$15,580-\$18,990

BASE PRICE RANGE

64
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: Platinum Reserve, PRO-4X, S, SV
DRIVE WHEELS: Rear, 4WD
SEATING: 3 front, 3 rear
ENGINES: 5.6-liter V8 (400 hp)
TRANSMISSIONS: 9-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **228**
 Width (in.) **80**
 Height (in.) **76**
 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.) **9,135**

FUEL

Regular
 CR Overall mpg **16**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: sedan
TRIM LINES: 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Nissan Z

NA OVERALL SCORE The redesigned 2023 Nissan Z sports car has the classic long, sloped hood and wide rear flanks that evoke the early versions of this storied nameplate. The two seat, rear-drive Z has a 400-hp, 3.0-liter twin-turbo V6, marking a significant increase of 50 hp over the previous 370Z's output. That fiery power plant can be paired with a choice of six-speed manual or nine-speed automatic with paddle shifters. The reborn Z is a true thoroughbred given its looks, abilities, and prodigious power. It's reasonably livable for daily driving, with a taut, firm ride that offers more compliance than most serious sports cars and a snug but civilized cabin, and comes alive when pushed on twisty roads. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and adaptive cruise control.

Polestar 2

53 OVERALL SCORE The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV and is Volvo's first pure EV. Its 78-kilowatt-hour battery has an EPA-rated range of 249 miles for the dual-motor AWD version, which is not impressive by today's standards. A less expensive front-drive version with a longer range is also available. It takes over 10 hours to charge the battery from near empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting because of the convoluted menu structure. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA. BSW and RCTW are optional instead of standard.

\$39,990-\$52,990
BASE PRICE RANGE

NA ROAD TEST
1 RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: Performance, Proto Spec, Sport
DRIVE WHEELS: Rear
SEATING: 2 front
ENGINES: 3.0-liter V6 turbo (400 hp)
TRANSMISSIONS: 9-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **172**
Width (in.) **73**
Height (in.) **52**
Wheelbase (in.) **100**
Weight (lb.) **3,485**
% Weight Front/Rear **57/43**

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

FUEL
Premium
EPA Combined mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*		
Engine, Major	*		
Engine, Minor	*		
Engine, Cooling	*		
Transmission, Major	*		
Transmission, Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		

\$48,400-\$61,600
BASE PRICE RANGE

72 ROAD TEST
1 RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: Long Range Dual Motor, Long Range Single Motor
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (231 hp); Electric (408 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **181**
Width (in.) **71**
Height (in.) **58**
Wheelbase (in.) **108**
Weight (lb.) **4,730**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT
Max. Load (lb.) **925**
Cargo Volume, cu.ft. **14**
Towing Capacity (lb.) **2,000**

FUEL
Electric
CR Overall mpg **89**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	
Engine, Major	*	*	
Engine, Minor	*	*	
Engine, Cooling	*	*	
Transmission, 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 ✓

78 OVERALL SCORE
 This well-honed sports car is a delight to drive. The available seven-speed, dual-clutch automatic impersonates a manually shifted gearbox quite well. A six-speed manual is also available. Both the 2.0- and 2.5-liter turbo engines deliver readily available power. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The frunk, or front trunk, is a bonus. A 718 Spyder version is powered by a 414-hp, 4.0-liter six-cylinder, along with sportier suspension tuning. FCW and BSW are only optional, and AEB with pedestrian detection, RCTW, and LDW aren't available at all.

Porsche 911

NA OVERALL SCORE
 The 911's silhouette and rear-engine layout are hallmarks of this classic icon. Both rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbo six-cylinder engine and eight-speed dual-clutch automatic are standard. Porsche purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission on Carrera S and GTS models. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is civilized compared to other sports cars, and the seats are super-comfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. An updated infotainment system includes a 10.9-inch touchscreen. FCW and AEB are standard, while adaptive cruise control with stop-and-go traffic capability is optional.

\$65,500-\$92,400

BASE PRICE RANGE

95
ROAD TEST

Opt.
ADAS

↓
RELIABILITY

↑
SATISFACTION



\$106,100-\$272,300

BASE PRICE RANGE

NA
ROAD TEST

↑
ADAS

↓
RELIABILITY

↑
SATISFACTION



OVERVIEW

BODY STYLES: convertible

TRIM LINES: 25 years, Base, GTS, S, Spyder, T

DRIVE WHEELS: Rear

SEATING: 2 front

ENGINES: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 4.0-liter 6 (394 hp); 4.0-liter 6 (414 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **172**

Width (in.) **71**

Height (in.) **50**

Wheelbase (in.) **97**

Weight (lb.) **3,150**

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

CARGO MEASUREMENT

Max. Load (lb.) **485**

Cargo Volume, cu.ft. **4**

Towing Capacity (lb.) **NR**

FUEL

Premium

CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: convertible; coupe

TRIM LINES: 50 Years, Carrera, Carrera 4 GTS, Carrera 4S, Carrera GTS, Carrera S, Carrera T, GT3, GT3 RS, Sport Classic, Targa 4, Targa 4 GTS, Targa 4S, Turbo, Turbo S

DRIVE WHEELS: Rear, AWD

SEATING: 2 front, 2 rear

ENGINES: 3.0-liter 6 turbo (379, 443, 473 hp); 3.7-liter 6 turbo (543 hp); 3.8-liter 6 turbo (572, 640 hp); 4.0-liter 6 (502, 518 hp)

TRANSMISSIONS: 6- & 7-spd manual; 7- & 8-spd 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 **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

70 OVERALL SCORE The Cayenne luxury SUV drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. A coupe body style and two hybrids including the Turbo S E-Hybrid model, which pairs a 4.0-liter twin-turbo V8 engine and an electric motor for a total of 670 hp are also available. FCW and AEB with pedestrian detection are standard; BSW, RCTW, and a surround-view camera system are optional.

Porsche Macan ✓

73 OVERALL SCORE The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. For 2023, FCW and AEB with pedestrian detection are standard, but BSW is optional.

\$72,200-\$188,700
BASE PRICE RANGE

84 ROAD TEST
1 RELIABILITY
↑ ADAS
↑ SATISFACTION



\$57,500-\$82,900
BASE PRICE RANGE

79 ROAD TEST
1 RELIABILITY
↑ ADAS
↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV; coupe

TRIM LINES: Base, E-Hybrid, GTS, Platinum, S, Turbo, Turbo GT, Turbo S E-Hybrid

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.9-liter V6 turbo (434 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 hybrid (455 hp); 4.0-liter V8 turbo (453, 541, 631 hp); 4.0-liter V8 hybrid (670 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **194**
Width (in.) **78**
Height (in.) **67**
Wheelbase (in.) **114**
Weight (lb.) **4,680**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,475**
Cargo Volume, cu.ft. **32**
Towing Capacity (lb.) **7,715**

FUEL

Premium
CR Overall mpg **21**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Base, GTS, S, T

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (261 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp)

TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
Width (in.) **76**
Height (in.) **64**
Wheelbase (in.) **111**
Weight (lb.) **4,415**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **1,150**
Cargo Volume, cu.ft. **29**
Towing Capacity (lb.) **4,410**

FUEL

Premium
CR Overall mpg **19**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Porsche Panamera

NA OVERALL SCORE The large four-door Panamera luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains with varying degrees of power are offered. An optional air suspension and active safety features are also available. The Panamera delivers performance and agility, along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touchscreen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. For 2023, FCW and AEB with pedestrian detection are standard. BSW is only optional and RCTW isn't available at all.

Porsche Taycan

61 OVERALL SCORE Porsche's four-door EV is quick, agile, very enjoyable to drive, and rides comfortably. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kilowatt-hour battery, but it can charge at an impressive rate of 270-kW on a public DC fast charger. The front seats are very comfortable; the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof and bulging fenders. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and are unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. A less expensive RWD version is available, as are wagon versions. FCW and AEB with pedestrian detection are standard; but BSW and RCTW are optional.

\$92,400-\$206,800

BASE PRICE RANGE

NA ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION



\$86,700-\$190,000

BASE PRICE RANGE

86 ROAD TEST	↑ ADAS
↓ RELIABILITY	↑ SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: 4, 4S, Base, E-Hybrid, Executive, GTS, Platinum, Sport Turismo, Turbo S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 2 rear
ENGINES: 2.9-liter V6 turbo (325 hp); 2.9-liter V6 turbo (443 hp); 2.9-liter V6 hybrid (455, 552 hp); 4.0-liter V8 turbo (473, 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: sedan; wagon
TRIM LINES: 4, 4S, Base, GTS, Turbo, Turbo S
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (402 hp); Electric (469 hp); Electric (522 hp); Electric (562 hp); Electric (590 hp); Electric (670 hp); Electric (750 hp)
TRANSMISSIONS: 2-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**
 Width (in.) **78**
 Height (in.) **54**
 Wheelbase (in.) **114**
 Weight (lb.) **5,095**
 % Weight Front/Rear **49/51**

CARGO MEASUREMENT

Max. Load (lb.) **830**
 Cargo Volume, cu.ft. **14**
 Towing Capacity (lb.) **NR**

FUEL

Electric
 CR Overall mpge **77**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

68 OVERALL SCORE
 The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall with the 5.7, and in our tests of the 3.0-liter V6 diesel, we saw 23 mpg overall. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touchscreen. A TRX version comes with a 702-hp, 6.2-liter supercharged V8 and off-road-ready suspension and tires. Active safety features, such as FCW, AEB with pedestrian detection, BSW, and RCTW are optional.

Rivian R1S

NA OVERALL SCORE
 This California startup company's three-row electric luxury SUV starts at \$78,000 before any available tax credits. It has an EPA-rated range of 319 miles, but the automaker says a 250-mile model will be available, thanks to multiple battery options. Based on our experience with the R1T, it's quick, quiet and has a composed ride thanks to its air suspension. The interior is uncluttered but the controls are unintuitive. The seats are comfortable and use synthetic leather. A frunk, or front trunk, adds cargo space. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, LKA, lane centering assistance, and adaptive cruise control. Rivian has recently raised prices, and announced that a less-expensive dual-motor option and the smaller battery will be available in 2024.

\$37,410-\$81,055

BASE PRICE RANGE

83
ROAD TEST

Opt.
ADAS

I
RELIABILITY

A
SATISFACTION



\$78,000-\$92,000

BASE PRICE RANGE

NA
ROAD TEST

A
ADAS

NA
RELIABILITY

NA
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
 CR Overall mpg **17-23**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	I	I	V
Engine, Major	A	A	A
Engine, Minor	V	I	A
Engine, Cooling	A	A	A
Transmission, Major	A	A	A
Transmission, Minor	A	A	A
Drive System	A	A	I
Fuel System	A	I	A
Electrical	V	A	A
Climate System	I	A	A
Suspension	A	I	A
Brakes	A	A	A
Exhaust	I	A	A
Paint/Trim	A	A	I
Noises/Leaks	V	I	I
Body Hardware	A	A	A
Power Equipment	A	A	A
In-Car Electronics	V	I	V

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Adventure
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear, 2 third
ENGINES: Electric (600 hp); Electric (835 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **201**
 Width (in.) **82**
 Height (in.) **77**
 Wheelbase (in.) **121**
 Weight (lb.) **5,840**
 % Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,805**
 Cargo Volume, cu.ft. **NA**
 Towing Capacity (lb.) **7,700**

FUEL

Electric
 EPA Combined mpge **69**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*



Rivian R1T

63 OVERALL SCORE
The R1T is a five-passenger crew-cab pickup truck about the size of a Honda Ridgeline. The middle-tier battery pack gives it an EPA-rated range of 314 miles. The truck is very quick, quiet, rides comfortably and handles with relative agility. It is even quite capable off-road thanks to individual motors powering each wheel. A less-expensive dual-motor version will be available in the future. The regenerative braking is quite strong which results in a jerky feel every time drivers adjust their throttle position; it takes a lot of concentration in order to drive smoothly. The swanky interior is uncluttered and exudes a high-tech vibe, but too many functions require using the touchscreen, including adjusting the air vents, which is very distracting. The truck has a large front trunk and a transverse tunnel between the bed and cab for storage. Comprehensive active safety and driver assistance systems are standard.

\$73,000-\$87,000
BASE PRICE RANGE

87 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: crew cab
TRIM LINES: Adventure
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (600 hp); Electric (835 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **217**
Width (in.) **82**
Height (in.) **78**
Wheelbase (in.) **136**
Weight (lb.) **6,925**
% Weight Front/Rear **52/48**

CARGO MEASUREMENT

Max. Load (lb.) **1,625**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **11,000**

FUEL

Electric
CR Overall mpg **70**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, 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

76 OVERALL SCORE
The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. The standard suite of active safety and driver assistance features includes FCW, AEB with pedestrian detection, LDW, LKA, lane centering assistance, and adaptive cruise control. BSW and RCTW are optional.

\$33,895-\$48,195
BASE PRICE RANGE

90 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Onyx Edition, Onyx Edition 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

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↓	↑	↑
Transmission, Minor	↓	↑	↑
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↓	↓
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↓
Body Hardware	↓	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↓	↓



Subaru BRZ

NA OVERALL SCORE The BRZ is all about accessible driving fun. It's a rear-wheel-drive, four-seat coupe with sharp handling that makes it as engaging on the road as it is on a track. A low center of gravity, light weight, a short ratio six-speed manual transmission, and a responsive 2.4-liter 228-hp engine contribute to the BRZ's engaging character. Suspension tuning is impressive with firm, yet compliant ride, pinpoint cornering and sharp steering. Road noise is a constant howl however, and getting in and out is a chore due to the low stance. Controls are very simple and intuitive. A usable trunk, and a tiny rear seat add a dash of practicality. The BRZ's sister car, the Toyota GR86, has a stiffer ride but no discernible handling difference. Subaru's suite of active safety features is available on versions with the automatic transmission.

Subaru Crosstrek ✓

84-85 OVERALL SCORE The Crosstrek delivers very good fuel economy and impressive ride comfort, along with competent handling that makes it enjoyable to drive. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is among the best for small SUVs. A more powerful 2.5-liter is available and has stronger acceleration. A plug-in hybrid with a 17-mile mostly-electric range, and 33 mpg when operating as a regular hybrid, is also available. But such slim mileage improvement and the price premium don't make it a good value over the regular Crosstrek. The front seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. FCW and AEB with pedestrian detection are standard with the automatic transmission but aren't offered with the manual. BSW and RCTW are optional.

\$28,595-\$32,795

BASE PRICE RANGE

NA
ROAD TEST

Opt.
ADAS

1
RELIABILITY

2
SATISFACTION



\$23,645-\$36,845

BASE PRICE RANGE

82-88
ROAD TEST

Opt./ **3**
ADAS

2
RELIABILITY

3
SATISFACTION



OVERVIEW

BODY STYLES: coupe
TRIM LINES: Limited, Premium
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.4-liter 4 (228 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **168**
Width (in.) **70**
Height (in.) **52**
Wheelbase (in.) **101**
Weight (lb.) **2,835**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **700**
Cargo Volume, cu.ft. **6**
Towing Capacity (lb.) **NR**

FUEL

Premium
EPA Combined mpg **22**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Hybrid, Limited, Premium, SE, 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

	'20	'21	'22
Overall Reliability	2	2	3
Engine, Major	2	2	2
Engine, Minor	2	2	2
Engine, Cooling	2	2	2
Transmission, Major	2	2	2
Transmission, Minor	2	2	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	1	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	1	2	2



Subaru Forester ✓

87 OVERALL SCORE
 The Forester is a no-nonsense small SUV that 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 transmission yields 28 mpg overall, which is among the best in its class. But acceleration is a bit tepid, and the engine's coarse hum gets loud at high revs. The cabin is roomy, with a particularly generous rear seat, and access is very easy. The controls are simple to use, whether or not using Android Auto or Apple CarPlay. The off-road-oriented Wilderness version has extra ground clearance and an X-Mode that optimizes the AWD system for better traction on slippery surfaces. The standard driver assistance suite includes FCW, AEB with pedestrian detection, LDW, and LKA. BSW and RCTW are optional, instead of standard.

Subaru Impreza ✓

76 OVERALL SCORE
 This roomy compact is available in sedan and five-door-hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder engine is mated to an unobtrusive continuously variable transmission. The Impreza is satisfying to drive thanks to responsive steering, and the body remains surefooted in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, which is commendable, given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. Though the suite of driver assistance features includes FCW and AEB with pedestrian detection is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and RCTW are part of an option package, but they aren't available on the base trim.

\$26,395-\$36,495
 BASE PRICE RANGE

90 ROAD TEST
 ↑ ADAS
 ↑ RELIABILITY
 ↑ SATISFACTION



\$19,795-\$27,395
 BASE PRICE RANGE

86 ROAD TEST
 ↓ ADAS
 ↓ RELIABILITY
 ↓ SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Base, Limited, Premium, Sport, Touring, Wilderness
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 (182 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **183**
 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

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓

OVERVIEW

BODY STYLES: sedan; 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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

80 OVERALL SCORE The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen requires users to wade into menus to perform some common tasks, and the system can be slow to respond to inputs. Standard active safety and driver assist features include FCW, AEB with pedestrian detection, LDW, and LKA. But BSW and RCTW are optional.

Subaru Outback ✓

80 OVERALL SCORE Subaru's Outback is a smart alternative to an SUV. Although lower than a typical SUV, the Outback can easily haul long items. The base 2.5-liter four-cylinder engine does the job but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. A Wilderness model highlighted by a special suspension with higher ground clearance is available. All versions get standard FCW, AEB with pedestrian detection, LDW, LKA, lane centering assistance, and adaptive cruise control. BSW and RCTW are optional, however.

\$24,395-\$37,695

BASE PRICE RANGE

89
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$28,395-\$42,295

BASE PRICE RANGE

89
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Base, Limited, 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

	'20	'21	'22
Overall Reliability	↓	↑	↓
Engine, Major	↓	↑	↑
Engine, Minor	↓	↑	↓
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↓	↑	↑
Fuel System	↓	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↓

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Base, Limited, Limited XT, Onyx, Onyx XT, Premium, Touring, Touring XT, Wilderness

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**
Width (in.) **74**
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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 Solterra

NA OVERALL SCORE The Solterra is Subaru's first-ever electric vehicle. It is essentially a Toyota bZ4X and it comes with a two-motor electric powertrain to form an all-wheel-drive system. It's a pleasant, comfortable, and functional EV but its estimated range of 228 miles is a bit short compared to the competition. The combined power output of the two motors is 215 horsepower, also a bit behind the competition. Subaru says the battery can be charged to 80 percent capacity in under an hour using DC fast charging in public places with a maximum acceptance rate of 100 kw, which is also on the skimpy side compared to the competition. The Solterra comes with EyeSight, Subaru's suite of active safety features that includes FCW, AEB, BSW, RCTW, LDW, LKA, and adaptive cruise control. A new feature called safe exit assist that alerts passengers of approaching vehicles when getting out of the car is also included.

Subaru WRX

63 OVERALL SCORE The recently redesigned WRX features a 271-hp, 2.4-liter turbocharged flat-four engine, with a choice of a six-speed manual or a continuously variable transmission. The car pulls strongly and the manual shifter and clutch are more forgiving than before. Handling is agile and the car has tenacious tire grip in corners. However, the ride is very stiff and the cabin gets quite loud due to elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment screen require multiple steps to use. A new top-level GT trim brings heavily-bolstered Recaro front seats, adjustable suspension, and further active safety and driver assistance features. Only versions equipped with the CVT come with FCW, AEB with pedestrian detection, LDW, and adaptive cruise control.

\$44,995-\$51,995
BASE PRICE RANGE

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



\$29,605-\$42,395
BASE PRICE RANGE

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



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, Premium, Touring
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (215 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **185**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **112**
Weight (lb.) **4,365**
% Weight Front/Rear **NA**

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

FUEL
Electric
EPA Combined mpge **NA**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Base, GT, Limited, Premium
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 turbo (271 hp)
TRANSMISSIONS: 6-speed manual; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
Length (in.) **184**
Width (in.) **72**
Height (in.) **58**
Wheelbase (in.) **105**
Weight (lb.) **3,345**
% Weight Front/Rear **60/40**

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

FUEL
Premium
CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*



Tesla Model 3 ✓

78 OVERALL SCORE The Model 3 has swift acceleration and remarkably agile handling. Though the front seats are comfortable, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The ability to fast charge at Tesla supercharger venues is convenient. The controls are very distracting because even simple tasks, such as adjusting the mirrors, must be performed using the large center-mounted touchscreen. The Autopilot active driving assistance system can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

\$46,990-\$62,990
BASE PRICE RANGE

82 ROAD TEST
1 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Performance, Standard Range Plus
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (258 hp); Electric (282 hp); Electric (449 hp); Electric (468 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **73**
 Height (in.) **57**
 Wheelbase (in.) **113**
 Weight (lb.) **3,895**
 % Weight Front/Rear **48/52**

CARGO MEASUREMENT

Max. Load (lb.) **890**
 Cargo Volume, cu.ft. **15**
 Towing Capacity (lb.) **NR**

FUEL

Electric
 CR Overall mpge **134**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

62 OVERALL SCORE The fully-electric Model S has an estimated driving range of more than 400 miles, and the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster—a poor substitute.

\$104,990-\$135,990
BASE PRICE RANGE

88 ROAD TEST
0 RELIABILITY
 ADAS
 SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **196**
 Width (in.) **77**
 Height (in.) **57**
 Wheelbase (in.) **117**
 Weight (lb.) **4,625**
 % Weight Front/Rear **51/49**

CARGO MEASUREMENT

Max. Load (lb.) **890**
 Cargo Volume, cu.ft. **32**
 Towing Capacity (lb.) **NR**

FUEL

Electric
 CR Overall mpge **120**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↓	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

52 OVERALL SCORE The fully-electric Model X is more showy than practical. It features rear falcon-wing doors that open up and out of the way. But these massive powered doors take their time to open and close. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captain's chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise aren't befitting the Model X's high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. FCW and AEB with pedestrian detection are standard.

\$120,990-\$138,990
BASE PRICE RANGE

72 ROAD TEST
72 ADAS
72 RELIABILITY
72 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Plaid
DRIVE WHEELS: AWD
SEATING: 2 front, 2 rear, 2 third
ENGINES: Electric (670 hp); Electric (1020 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **198**
 Width (in.) **82**
 Height (in.) **64**
 Wheelbase (in.) **117**
 Weight (lb.) **5,415**
 % Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **1,170**
 Cargo Volume, cu.ft. **26**
 Towing Capacity (lb.) **5,000**

FUEL

Electric
 CR Overall mpg **102**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

73 OVERALL SCORE The fully-electric Model Y is essentially an SUV version of the Model 3, sharing key underpinnings, equipment, and features. Like its sibling, the Model Y is quick and agile, with handling that draws comparisons to sports cars. But it also has the same distracting control layout and a similarly stiff ride. The AWD Long Range version has an EPA-estimated 330-mile range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla's wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

\$65,990-\$69,990
BASE PRICE RANGE

90 ROAD TEST
90 ADAS
90 RELIABILITY
90 SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Long Range, Performance
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (384 hp); Electric (456 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **187**
 Width (in.) **76**
 Height (in.) **64**
 Wheelbase (in.) **114**
 Weight (lb.) **4,375**
 % Weight Front/Rear **50/50**

CARGO MEASUREMENT

Max. Load (lb.) **830**
 Cargo Volume, cu.ft. **25**
 Towing Capacity (lb.) **3,500**

FUEL

Electric
 CR Overall mpg **122**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

59 OVERALL SCORE It's tough enough for off-roading, but otherwise the 4Runner falls short of most midsize SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise both the access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. FCW and AEB are standard. For 2023, BSW and RCTW are standard on all trims.

\$38,805-\$53,270
BASE PRICE RANGE

53 ROAD TEST
ADAS
RELIABILITY
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: 40th Anniv., Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro, TRD Sport
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear, 2 third
ENGINES: 4.0-liter V6 (270 hp)
TRANSMISSIONS: 5-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **190**
 Width (in.) **76**
 Height (in.) **72**
 Wheelbase (in.) **110**
 Weight (lb.) **4,665**
 % Weight Front/Rear **53/47**

CARGO MEASUREMENT

Max. Load (lb.) **1,155**
 Cargo Volume, cu.ft. **44.5**
 Towing Capacity (lb.) **5,000**

FUEL

Regular
 CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↓	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↓
Noises/Leaks	↑	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↓	↑

Toyota bZ4X

NA OVERALL SCORE The bZ4X SUV is Toyota's first pure EV that's not a conversion of a traditional model or a fuel-cell vehicle. Sized much like the RAV4, the bZ4X comes in two powertrain configurations: The front-drive version uses a single 201-hp motor and has a 71.4-kWh battery, good for an EPA estimated 252-mile range. The all-wheel-drive version uses two motors, with a combined 214-hp output and a 72.8-kWh battery good for a 228-mile range. The range is short by current EV standards and the car's 6.6 kw on-board charger means home charging is on the slow side. A 100-kW DC fast charging rate for the AWD model is also behind most competitors. Otherwise, it's a pleasant, comfortable, and functional EV. The bZ4X is the first Toyota to feature the Toyota Safety Sense 3.0, which adds more sophisticated active safety and driver assist functions. The Subaru Solterra is essentially the same vehicle.

\$42,000-\$48,780
BASE PRICE RANGE

NA ROAD TEST
ADAS
RELIABILITY
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Limited, XLE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp); Electric (214 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**
 Width (in.) **73**
 Height (in.) **65**
 Wheelbase (in.) **112**
 Weight (lb.) **4,465**
 % Weight Front/Rear **NA**

CARGO MEASUREMENT

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

FUEL

Electric
 EPA Combined mpge **104**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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 ✓

82-90
OVERALL SCORE

In the world of midsized sedans, the Camry ranks among the best, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic that suffers from some rough shifts. The frugal hybrid version gets 47 mpg overall. FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW, RCTW, and reverse automatic emergency braking are optional.

Toyota C-HR ✓

65
OVERALL SCORE

The C-HR has nimble handling, but unfortunately that is one of its few strengths. Unlike in other subcompact SUVs, all-wheel drive isn't available. Visibility, especially to the rear, is horrendous, and the tortoise-slow C-HR takes more than 11 seconds to go from 0 to 60 mph. The tradeoff is 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 their tall location makes it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. FCW, AEB with pedestrian detection, BSW, RCTW, LDW, LKA, lane centering assistance, and adaptive cruise control are standard.

\$25,945-\$36,370
BASE PRICE RANGE

88-94
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$24,280-\$27,300
BASE PRICE RANGE

66
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: Hybrid LE, Hybrid Nightshade, Hybrid SE, Hybrid XLE, Hybrid XSE, LE, Nightshade, SE, TRD, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 (203 hp); 2.5-liter 4 (206, 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

	'20	'21	'22
Overall Reliability	↑	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↓	↓	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↓	↑
Body Hardware	↓	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓

OVERVIEW

BODY STYLES: wagon

TRIM LINES: Limited, Nightshade, XLE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (144 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **171**
Width (in.) **71**
Height (in.) **62**
Wheelbase (in.) **104**
Weight (lb.) **3,290**
% Weight Front/Rear **61/39**

CARGO MEASUREMENT

Max. Load (lb.) **835**
Cargo Volume, cu.ft. **19.5**
Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **29**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

75
82
OVERALL SCORE

The Corolla sedan is fuel-efficient and sensible. The hybrid version gets an impressive 48 mpg overall but acceleration is best described as leisurely. The continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims, is now standard for all non-hybrid models. All-wheel drive is available with the 2023 freshening and the hybrid version has more trim levels to choose from. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the class as is ride comfort and cabin quietness. The controls are very easy to use. FCW, AEB with pedestrian detection, LDW, LKA, and lane centering assistance are standard, but BSW and RCTW are optional instead of standard.

Toyota Corolla Cross ✓

77
OVERALL SCORE

The Corolla Cross fills the gap between Toyota's C-HR and RAV4. It can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a CVT, is the main powertrain. All-wheel-drive hybrid versions are added for the 2023 model year. This pseudo-wagon feels slow and sounds loud, mostly due to engine noise, but the Corolla Cross manages a decent 28 mpg overall. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. Standard active safety and driver assist features include FCW, AEB with pedestrian detection, LDW, LKA, lane centering assistance, and adaptive cruise control, but BSW and RCTW are standard only on the mid-level LE and top XLE trims.

\$21,550-\$26,700
BASE PRICE RANGE

71-75
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$22,445-\$27,875
BASE PRICE RANGE

69
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: sedan

TRIM LINES: APEX Edition, Hybrid LE, LE, SE, SE Nightshade Edition, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.8-liter 4 hybrid (134 hp); 2.0-liter 4 (169 hp)

TRANSMISSIONS: 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

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↓	↑	↑
Body Hardware	↓	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↑	↑

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: L, LE, S, SE, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (194 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**
Width (in.) **72**
Height (in.) **65**
Wheelbase (in.) **104**
Weight (lb.) **3,320**
% Weight Front/Rear **59/41**

CARGO MEASUREMENT

Max. Load (lb.) **940**
Cargo Volume, cu.ft. **26**
Towing Capacity (lb.) **1,500**

FUEL

Regular
CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			↑
Engine, Major			↑
Engine, Minor			↑
Engine, Cooling			↑
Transmission, 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 Crown

NA OVERALL SCORE
 The 2023 Toyota Crown replaces the big Avalon sedan. It sits higher than a sedan but lower than an SUV, features a swoopy roofline at the back, and comes exclusively as a hybrid. Most versions will use a 2.5-liter four-cylinder hybrid that is paired with an electronic CVT and gets a manufacturer-estimated 38 mpg combined. A 340-hp, 2.4-liter turbocharged four-cylinder hybrid paired with a six-speed automatic is used in the top version. All-wheel drive is standard. The five-passenger interior features 12.5-inch screens for both the instrument cluster and the infotainment system. Despite its sleek hatchback looks, the Crown features a trunk. All versions get standard FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, LKA, lane centering assistance, and adaptive cruise control.

Toyota GR86

76 OVERALL SCORE
 Toyota has again partnered with Subaru for this second-generation sports car. Now called the GR86, this low-slung coupe uses a Subaru-sourced 2.4-liter four-cylinder engine mated to either a six-speed manual or an optional six-speed automatic transmission. The new engine delivers more low-end power than before, which makes the car easier to drive. Handling remains superb, thanks to a taut suspension, light weight, and rear-wheel drive—it's a delight on a twisty road or a track. Be aware: the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get in and out of, and the rear seat is tiny. The overly-simple controls and infotainment system are super easy to use. Versions with the automatic transmission get standard FCW, AEB, and LDW—they aren't available on models with the manual.

\$38,000-\$45,000E

BASE PRICE RANGE

NA ROAD TEST	ADAS
RELIABILITY	SATISFACTION



\$27,900-\$32,000

BASE PRICE RANGE

83 ROAD TEST	Opt. ADAS
RELIABILITY	SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: Limited, Platinum, XLE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.4-liter 4 hybrid (340 hp); 2.5-liter 4 hybrid (236 hp)
TRANSMISSIONS: 6-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **194**
 Width (in.) **72**
 Height (in.) **61**
 Wheelbase (in.) **112**
 Weight (lb.) **NA**
 % Weight Front/Rear **NA**

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

FUEL
 Regular
 EPA Combined mpg **38**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, Major			
Transmission, Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

OVERVIEW

BODY STYLES: coupe
TRIM LINES: Base, Premium
DRIVE WHEELS: Rear
SEATING: 2 front, 2 rear
ENGINES: 2.4-liter 4 (228 hp)
TRANSMISSIONS: 6-speed automatic; 6-speed manual

FACTS & FIGURES

EXTERIOR DIMENSIONS
 Length (in.) **168**
 Width (in.) **70**
 Height (in.) **52**
 Wheelbase (in.) **101**
 Weight (lb.) **2,855**
 % Weight Front/Rear **55/45**

CARGO MEASUREMENT
 Max. Load (lb.) **700**
 Cargo Volume, cu.ft. **6**
 Towing Capacity (lb.) **NR**

FUEL
 Regular
 CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

81-86 OVERALL SCORE The Highlander majors on qualities such as a comfortable ride and a smooth powertrain. Handling is sound and secure. Interior fit and finish is upgraded, particularly in higher-trim versions. For 2023, the smooth and punchy V6 is replaced by a new 265-hp, 2.4-liter turbo four-cylinder, similar to the one in the Lexus NX. The hybrid version remains unchanged. It got an excellent 35 mpg overall in our tests. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. The controls are easy to use. FCW, AEB with pedestrian detection, LDW, LKA, and adaptive cruise control come standard. BSW and RCTW are standard on all versions except the base trim.

\$36,420-\$52,425

BASE PRICE RANGE

83-87
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Bronze, L, LE, Limited, Platinum, XLE, XSE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 3 third

ENGINES: 2.4-liter 4 turbo (265 hp); 2.5-liter 4 hybrid (243 hp)

TRANSMISSIONS: 8-speed automatic; CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **195**

Width (in.) **76**

Height (in.) **68**

Wheelbase (in.) **112**

Weight (lb.) **4,455**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,330**

Cargo Volume, cu.ft. **41**

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

FUEL

Regular

CR Overall mpg **22-35**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

85 OVERALL SCORE In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides decently. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touchscreen infotainment system is fairly straightforward. The car can drive solely on electric power up to 25 mph, but the gas engine tends to moan loudly when it kicks in. The Prius Prime is a plug-in hybrid version. The Prius' seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Hatchback versatility is a plus. All-wheel drive is optional. FCW, AEB with pedestrian detection, LDW, LKA, lane centering assistance, and adaptive cruise control come standard. BSW and RCTW are standard on all except the base trim.

\$25,075-\$33,370

BASE PRICE RANGE

81
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: L, LE, Limited, Nightshade, XLE

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.8-liter 4 hybrid (121 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **179**

Width (in.) **69**

Height (in.) **58**

Wheelbase (in.) **106**

Weight (lb.) **3,080**

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

CARGO MEASUREMENT

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

Cargo Volume, cu.ft. **22**

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **52**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

72-78
OVERALL SCORE

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The current generation's lower roof compromises interior space compared with the previous generation. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. FCW and AEB with pedestrian detection are standard. BSW and RCTW are standard on all except the base trim. Updates for 2023 included a new multimedia system and an off-road special hybrid version called the Woodland Edition.

\$27,575-\$38,530
BASE PRICE RANGE

73-80
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Adventure, LE, Limited, TRD, Woodland, 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

	'20	'21	'22
Overall Reliability	↓	↓	↑
Engine, Major	↑	↑	↑
Engine, Minor	↓	↓	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

81
OVERALL SCORE

The RAV4 Prime is a plug-in hybrid version of the RAV4 that can bridge the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 42 miles on electric power alone, and it got 34 mpg overall once it reverted to hybrid mode. It takes almost 5 hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. All RAV4 Primes come standard with FCW, AEB with pedestrian detection, BSW, RCTW, LDW, LKA, lane centering assistance, and adaptive cruise control.

\$41,590-\$45,460
BASE PRICE RANGE

85
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, XSE

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.5-liter 4 hybrid (302 hp)

TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**
Width (in.) **73**
Height (in.) **67**
Wheelbase (in.) **106**
Weight (lb.) **4,335**
% Weight Front/Rear **57/43**

CARGO MEASUREMENT

Max. Load (lb.) **970**
Cargo Volume, cu.ft. **30.5**
Towing Capacity (lb.) **2,500**

FUEL

Regular
CR Overall mpg **34**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↓	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

NA OVERALL SCORE The redesigned Sequoia SUV uses a fresh platform shared with the also-redesigned Tundra and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.5-liter turbocharged hybrid V6 engine with a 10-speed automatic. The large SUV can be configured in rear- or four-wheel drive, but unlike its peers it lacks an auto 4WD mode. It forgoes the previous Sequoia's independent rear suspension to the detriment of third-row seat roominess. Maximum tow capacity is over 9,000 pounds. The Capstone grade allows the Sequoia to cover for the departed Land Cruiser. A TRD Off-Road package is available, equipping the SUV for more off-road capability. The cockpit is essentially a carryover from the Tundra. Top trims use a large 14-inch infotainment display. The Sequoia comes with standard FCW, AEB with pedestrian detection, LDW, BSW, RCTW, and more.

\$58,300-\$78,300
BASE PRICE RANGE

NA ROAD TEST **ADAS**
I RELIABILITY **S** SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Capstone, Limited, Platinum, SR5, TRD Pro
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 3.5-liter V6 hybrid (437 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **208**
Width (in.) **80**
Height (in.) **75**
Wheelbase (in.) **122**
Weight (lb.) **6,180**
% Weight Front/Rear **51/49**

CARGO MEASUREMENT

Max. Load (lb.) **1,485**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **9,520**

FUEL

Regular
EPA Combined mpg **20**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

81 OVERALL SCORE The Sienna minivan comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder engine. Front-wheel drive is standard, and all-wheel drive is optional. Fuel economy is superb at 36 mpg overall, and it has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed, the gas engine turns on and can get noisy. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. FCW, AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance are standard.

\$35,385-\$51,605
BASE PRICE RANGE

84 ROAD TEST **ADAS**
S RELIABILITY **S** SATISFACTION



OVERVIEW

BODY STYLES: minivan
TRIM LINES: 25th Anniv., LE, Limited, Platinum, Woodland Edition, XLE, XSE
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear, 3 third
ENGINES: 2.5-liter 4 hybrid (245 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **204**
Width (in.) **79**
Height (in.) **69**
Wheelbase (in.) **121**
Weight (lb.) **4,585**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **1,420**
Cargo Volume, cu.ft. **48**
Towing Capacity (lb.) **3,500**

FUEL

Regular
CR Overall mpg **36**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↓
Engine, Cooling	↑	↑	↑
Transmission, 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

82 OVERALL SCORE This two-seat sports car shares the BMW Z4's platform and many of its components, but features a coupe body. The 3.0-liter turbo six-cylinder is rated at 382 hp; there's also a 255-hp, turbo four-cylinder. A slick eight-speed automatic routes power back to the rear wheels. The big news for 2023 is that Toyota offers the turbo six-cylinder with a six-speed manual transmission. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited by its long hood, thick roof pillars, and tiny windows. The BMW iDrive infotainment system takes some getting used to but ultimately proves logical. FCW, AEB with pedestrian detection, LDW, and LKA are standard; BSW and RCTW are optional.

Toyota Tacoma

52 OVERALL SCORE Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or automatic. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our 4WD V6 Tacoma delivered 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. FCW, AEB with pedestrian detection, and LDW are standard; BSW and RCTW are optional, and features such as LKA and adaptive cruise control aren't available at all. Toyota's most recent freshening brought thicker glass to help suppress noise, and the availability of a power driver's seat.

\$43,540-\$58,345
BASE PRICE RANGE

91 ROAD TEST
1 RELIABILITY
1 ADAS
2 SATISFACTION



\$27,250-\$49,390
BASE PRICE RANGE

42 ROAD TEST
2 RELIABILITY
2 ADAS
1 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; 6-speed manual

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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, Major	*	*	*
Transmission, Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

OVERVIEW

BODY STYLES: 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

	'20	'21	'22
Overall Reliability	2	2	2
Engine, Major	2	2	2
Engine, Minor	2	2	2
Engine, Cooling	2	2	2
Transmission, Major	2	2	2
Transmission, Minor	1	1	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	1	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	2	2	2



Toyota Tundra

61 OVERALL SCORE The redesigned Tundra has new powertrains, coil springs for the rear suspension, a generous towing capacity, and many active safety and driver assist features. Two turbocharged 3.5-liter V6 engines are available: a 389-hp standard engine, and a 437-hp hybrid. Both engines are paired with a super-smooth shifting 10-speed automatic. The standard engine is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively civilized, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. Every Tundra comes with FCW, AEB with pedestrian detection, LDW, LKA, lane centering assistance, and adaptive cruise control. BSW and RCTW are optional.

Toyota Venza

80 OVERALL SCORE This hybrid-only SUV is a pleasant enough vehicle, but other than an excellent 37 mpg overall, the Venza doesn't stand out in the mid-sized segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed, the continuously variable transmission holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with FCW, AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and adaptive cruise control.

\$36,965-\$75,245
BASE PRICE RANGE

71 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



\$33,595-\$41,740
BASE PRICE RANGE

79 ROAD TEST
RELIABILITY
ADAS
SATISFACTION



OVERVIEW

BODY STYLES: crew cab; extended cab
TRIM LINES: 1794, Capstone, Limited, Platinum, SR, SR5, TRD Pro
DRIVE WHEELS: Rear, 4WD
SEATING: 2 front, 3 rear
ENGINES: 3.5-liter V6 turbo (348 hp); 3.5-liter V6 turbo (389 hp); 3.5-liter V6 hybrid (437 hp)
TRANSMISSIONS: 10-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **234**
Width (in.) **80**
Height (in.) **78**
Wheelbase (in.) **146**
Weight (lb.) **5,590**
% Weight Front/Rear **58/42**

CARGO MEASUREMENT

Max. Load (lb.) **1,365**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **11,160**

FUEL

Regular
CR Overall mpg **17**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↓
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↓	↓
Exhaust	↑	↑	↑
Paint/Trim	↓	↓	↓
Noises/Leaks	↑	↑	↓
Body Hardware	↑	↓	↓
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↓

OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: LE, Limited, Nightshade, XLE
DRIVE WHEELS: AWD
SEATING: 2 front, 3 rear
ENGINES: 2.5-liter 4 hybrid (219 hp)
TRANSMISSIONS: CVT

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **187**
Width (in.) **73**
Height (in.) **66**
Wheelbase (in.) **106**
Weight (lb.) **3,850**
% Weight Front/Rear **56/44**

CARGO MEASUREMENT

Max. Load (lb.) **900**
Cargo Volume, cu.ft. **26.5**
Towing Capacity (lb.) **NR**

FUEL

Regular
CR Overall mpg **37**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	↑	↑	↑
Engine, Major	↑	↑	↑
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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 ✓

77 OVERALL SCORE Our testers praised this practical, sporty, and well-appointed hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and AWD is optional. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touchscreen and the physical buttons and knob for the climate and audio systems. A low roofline makes the car a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. The engine got a recent horsepower bump, and the eight-speed automatic was replaced by a seven-speed dual-clutch automatic. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$42,530-\$49,695
BASE PRICE RANGE

89 ROAD TEST
ADAS
RELIABILITY
SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback
TRIM LINES: SEL Premium R-Line, SEL R-Line, SE R-Line
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (300 hp)
TRANSMISSIONS: 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **192**
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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 ✓

71 OVERALL SCORE Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well-laid-out, with clear gauges and an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000 pounds. FCW, AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking are standard.

\$34,600-\$51,790
BASE PRICE RANGE

80 ROAD TEST
ADAS
RELIABILITY
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line Black, SE Technology
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

	'20	'21	'22
Overall Reliability	*	↓	*
Engine, Major	*	↑	*
Engine, Minor	*	↑	*
Engine, Cooling	*	↑	*
Transmission, 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

68 OVERALL SCORE The Cross Sport is an edgier take on the Atlas three-row SUV. The five-passenger Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas, but it trades the third row and some cargo space for a coupelike roofline. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately; there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$33,910-\$51,075

BASE PRICE RANGE

77
ROAD TEST

ADAS

1
RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: SE, SEL, SEL Premium R-Line, SEL R-Line Black, SE Technology

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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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 GTI

65 OVERALL SCORE The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now only available as a four-door, the GTI's 2.0-liter turbo-four produces 241 hp and pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and the invigorating engine and exhaust sounds. The cabin is well finished and most versions come with plaid upholstery—an ode to the original Rabbit GTI from the '80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. Those seeking more power and cornering capability should consider the all-wheel-drive Golf R. A regular Golf is no longer available.

\$30,180-\$39,520

BASE PRICE RANGE

85
ROAD TEST

ADAS

2
RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door hatchback

TRIM LINES: 40th Anniversary, Autobahn, S, SE

DRIVE WHEELS: Front

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (241 hp)

TRANSMISSIONS: 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **167**

Width (in.) **71**

Height (in.) **58**

Wheelbase (in.) **104**

Weight (lb.) **3,205**

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

CARGO MEASUREMENT

Max. Load (lb.) **915**

Cargo Volume, cu.ft. **24**

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **28**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

65 OVERALL SCORE

The ID.4 EV is quiet, roomy, and nicely finished inside. The standard RWD version has an EPA-estimated driving range between 208 and 275 miles depending on the selected battery size, but acceleration feels tepid. The AWD version is more powerful with two motors driving all four wheels, and has an estimated 255-mile range. We tested the latter and found it had quick acceleration, a comfortable ride, and a quiet cabin except for the annoying intrusion of pedestrian-warning sounds at low speeds. The ID.4 has responsive handling but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately the controls are very unintuitive, and the slow-responding infotainment system is far too distracting. The car gains about 20 miles worth of range per hour of charging on a 240-volt connector, and can take up to 170kW at public DC fast-charging locations. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.

\$37,495-\$53,995
BASE PRICE RANGE

83 ROAD TEST
RELIABILITY

ADAS
SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV
TRIM LINES: Pro, Pro S, Pro S Plus, S, Standard
DRIVE WHEELS: Rear, AWD
SEATING: 2 front, 3 rear
ENGINES: Electric (201 hp); Electric (295 hp)
TRANSMISSIONS: 1-speed direct

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **181**
Width (in.) **73**
Height (in.) **65**
Wheelbase (in.) **109**
Weight (lb.) **4,905**
% Weight Front/Rear **48/52**

CARGO MEASUREMENT

Max. Load (lb.) **950**
Cargo Volume, cu.ft. **31**
Towing Capacity (lb.) **2,700**

FUEL

Electric
CR Overall mpg **95**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability		↓	*
Engine, Major		↓	*
Engine, Minor		↓	*
Engine, Cooling		↑	*
Transmission, 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

72 OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent, yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Standard active safety features include FCW and AEB with pedestrian detection, but BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

\$20,415-\$28,145
BASE PRICE RANGE

81 ROAD TEST
RELIABILITY

ADAS
SATISFACTION



OVERVIEW

BODY STYLES: sedan
TRIM LINES: GLI, S, SE, SEL, Sport
DRIVE WHEELS: Front
SEATING: 2 front, 3 rear
ENGINES: 1.5-liter 4 turbo (158 hp); 2.0-liter 4 turbo (228 hp)
TRANSMISSIONS: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **187**
Width (in.) **71**
Height (in.) **58**
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

	'20	'21	'22
Overall Reliability	↓	↑	*
Engine, Major	↓	↑	*
Engine, Minor	↓	↑	*
Engine, Cooling	↓	↑	*
Transmission, 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

37 OVERALL SCORE The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on AWD versions, delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble, and the ride is firm yet refined. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof, are available. For 2023, standard active safety features include FCW and AEB with pedestrian detection.

\$24,155-\$34,535
BASE PRICE RANGE

75
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, SEL

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 1.5-liter 4 turbo (158 hp)

TRANSMISSIONS: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **176**

Width (in.) **73**

Height (in.) **65**

Wheelbase (in.) **106**

Weight (lb.) **3,530**

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

CARGO MEASUREMENT

Max. Load (lb.) **935**

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

Towing Capacity (lb.) **NR**

FUEL

Regular

CR Overall mpg **26**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			⬇️
Engine, Major			⬇️
Engine, Minor			⬇️
Engine, Cooling			⬆️
Transmission, 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

59 OVERALL SCORE The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. Standard active safety features include FCW and AEB with pedestrian detection, but BSW and RCTW are optional.

\$26,590-\$37,320
BASE PRICE RANGE

84
ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: S, SE, SEL R-Line, SE R-Line Black

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (184 hp)

TRANSMISSIONS: 8-speed automatic

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **185**

Width (in.) **72**

Height (in.) **66**

Wheelbase (in.) **110**

Weight (lb.) **3,860**

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

CARGO MEASUREMENT

Max. Load (lb.) **1,215**

Cargo Volume, cu.ft. **33**

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

FUEL

Regular

CR Overall mpg **25**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability	⬇️	⬇️	⬇️
Engine, Major	⬇️	⬆️	⬇️
Engine, Minor	⬇️	⬇️	⬇️
Engine, Cooling	⬇️	⬆️	⬇️
Transmission, 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 C40

NA OVERALL SCORE
Based on the electric XC40 Recharge, the C40 Recharge essentially trades some of its SUV functionality for a more stylish coupe-like roofline. It has a dual-motor, 402-hp setup that gives it all-wheel-drive capability. The 78-kWh battery yields an EPA-estimated range of 226 miles, which is short by current EV standards. The electric powertrain that we tested in the Polestar 2 provides more than ample acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Both models have similar dimensions but the C40 loses some functionality due to its styling. Being an EV, we expect the C40 to be quicker and quieter than the XC40. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW. Volvo's available driver assistance system combines adaptive cruise control and LKA.

Volvo S60

71 OVERALL SCORE
The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes as either front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The S60 comes standard with FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, LKA, and reverse automatic emergency braking. The V60 Cross Country is a raised wagon version of the S60, and the V60 Recharge is a plug-in hybrid wagon with 455 hp and an estimated 41-mile all-electric cruising range.

\$55,300-\$60,100

BASE PRICE RANGE

NA
ROAD TEST

↑
ADAS

NA
RELIABILITY

NA
SATISFACTION



\$41,300-\$68,050

BASE PRICE RANGE

71
ROAD TEST

↑
ADAS

↓
RELIABILITY

↓
SATISFACTION



OVERVIEW

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

FACTS & FIGURES

EXTERIOR DIMENSIONS

Length (in.) **175**
Width (in.) **74**
Height (in.) **63**
Wheelbase (in.) **106**
Weight (lb.) **4,700**
% Weight Front/Rear **NA**

CARGO MEASUREMENT

Max. Load (lb.) **960**
Cargo Volume, cu.ft. **NA**
Towing Capacity (lb.) **2,000**

FUEL

Electric
EPA Combined mpge **87**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			*
Engine, Major			*
Engine, Minor			*
Engine, Cooling			*
Transmission, Major			*
Transmission, Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

OVERVIEW

BODY STYLES: sedan
TRIM LINES: Core, Plus, Polestar, Recharge, Ultimate
DRIVE WHEELS: Front, AWD
SEATING: 2 front, 3 rear
ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 hybrid (455 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

	'20	'21	'22
Overall Reliability	↓	↓	*
Engine, Major	↑	↑	*
Engine, Minor	↑	↑	*
Engine, Cooling	↑	↑	*
Transmission, 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

56

OVERALL SCORE

Though ornate inside, the S90 falls short of the refinement expected of a midsize luxury sedan, mostly due to the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. FCW, AEB with pedestrian and large animal detection, BSW, RCTW, LDW, LKA, adaptive cruise control, and reverse automatic emergency braking are standard. Volvo's optional driver assistance system combines steering assistance and adaptive cruise control, and it can reduce stress on a congested highway. The V90 Cross Country is a wagon version of the S90 sedan.

\$57,000-\$70,500

BASE PRICE RANGE

71
ROAD TEST

ADAS

RELIABILITY

SATISFACTION


OVERVIEW

BODY STYLES: sedan

TRIM LINES: Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 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

	'20	'21	'22
Overall Reliability	*	*	*
Engine, Major	*	*	*
Engine, Minor	*	*	*
Engine, Cooling	*	*	*
Transmission, 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

68

OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The B5 trim we tested comes with all-wheel drive and a 247-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive B4 versions use a 194-hp, 2.0-liter turbo engine. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW. Volvo's optional driver assistance system combines adaptive cruise control and LKA. An all-electric version, called Recharge, is also available, but its 223-mile range is short by current EV standards.



\$36,350-\$59,500

BASE PRICE RANGE

70
ROAD TEST

ADAS

RELIABILITY

SATISFACTION


OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: Electric (402 hp); 2.0-liter 4 turbo (194 hp); 2.0-liter 4 turbo (247 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

CR Overall mpg **24**

RELIABILITY HISTORY

	'20	'21	'22
Overall Reliability			
Engine, Major			
Engine, Minor			
Engine, Cooling			
Transmission, 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

64 OVERALL SCORE
 Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. The standard 2.0-liter turbocharged four-cylinder engine, known as B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium. A more powerful 295-hp version comes in the B6. The XC60 Recharge is a plug-in hybrid with an estimated 35-mile all-electric cruising range. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold. Standard active safety features include FCW, AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and LKA.

Volvo XC90

60 OVERALL SCORE
 This is a nicely appointed three-row SUV, but it suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp 2.0-liter turbo four-cylinder engine. Our tested B6, with its more-powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. There's also a plug-in hybrid version with an electric range of about 35 miles. The eight-speed automatic operates smoothly most of the time. Handling is responsive and secure, but the ride is stiff, making passengers feel the bumps. The cabin is quiet, but the raspy sounding engine is unbecoming a luxury SUV. The interior is uncluttered and modern, with super-comfortable seats, though the third row is tight. Audio, phone, and navigation functions are controlled through a touchscreen, but many tasks take more than one step to accomplish, making it distracting to operate. FCW, AEB, BSW, and RCTW are standard.

\$43,450-\$74,150

BASE PRICE RANGE

77

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



\$56,000-\$79,900

BASE PRICE RANGE

80

ROAD TEST

ADAS

RELIABILITY

SATISFACTION



OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Polestar, Recharge, Ultimate

DRIVE WHEELS: Front, AWD

SEATING: 2 front, 3 rear

ENGINES: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 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

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↑	↓
Engine, Minor	↑	↑	↓
Engine, Cooling	↑	↑	↑
Transmission, Major	↑	↑	↑
Transmission, Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↓	↑	↑
Electrical	↑	↑	↓
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↓	↓	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↓	↓	↓
Power Equipment	↑	↑	↓
In-Car Electronics	↑	↓	↓

OVERVIEW

BODY STYLES: 4-door SUV

TRIM LINES: Core, Plus, Recharge, Ultimate

DRIVE WHEELS: AWD

SEATING: 2 front, 3 rear, 2 third

ENGINES: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (295 hp); 2.0-liter 4 hybrid (455 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

	'20	'21	'22
Overall Reliability	↓	↓	↓
Engine, Major	↑	↓	↓
Engine, Minor	↑	↑	↑
Engine, Cooling	↑	↑	↑
Transmission, 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

WE CONDUCT MORE than 50 objective tests and subjective evaluations on every vehicle we purchase. These charts list the results from our testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

- **Make & Model** specifies the make, model, and trim version of the vehicle Consumer Reports bought and tested. We often test multiple versions of the same model, and each can yield different results depending on

the trim and equipment level, body style, and engine type.

- **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.
- **HP** is the horsepower of the engine or motor tested.
- **Engine** notes displacement, number of cylinders, and configuration we tested, or if the vehicle is electric.
- **CR's Fuel Economy** includes

the tested Overall miles per gallon based on a realistic mix of highway and city driving. The figures for City and Highway driving are listed separately.

- **Acceleration** is based on how a vehicle performs in several tests. The 0-30 mph and 0-60 mph tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The ¼-mile test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.

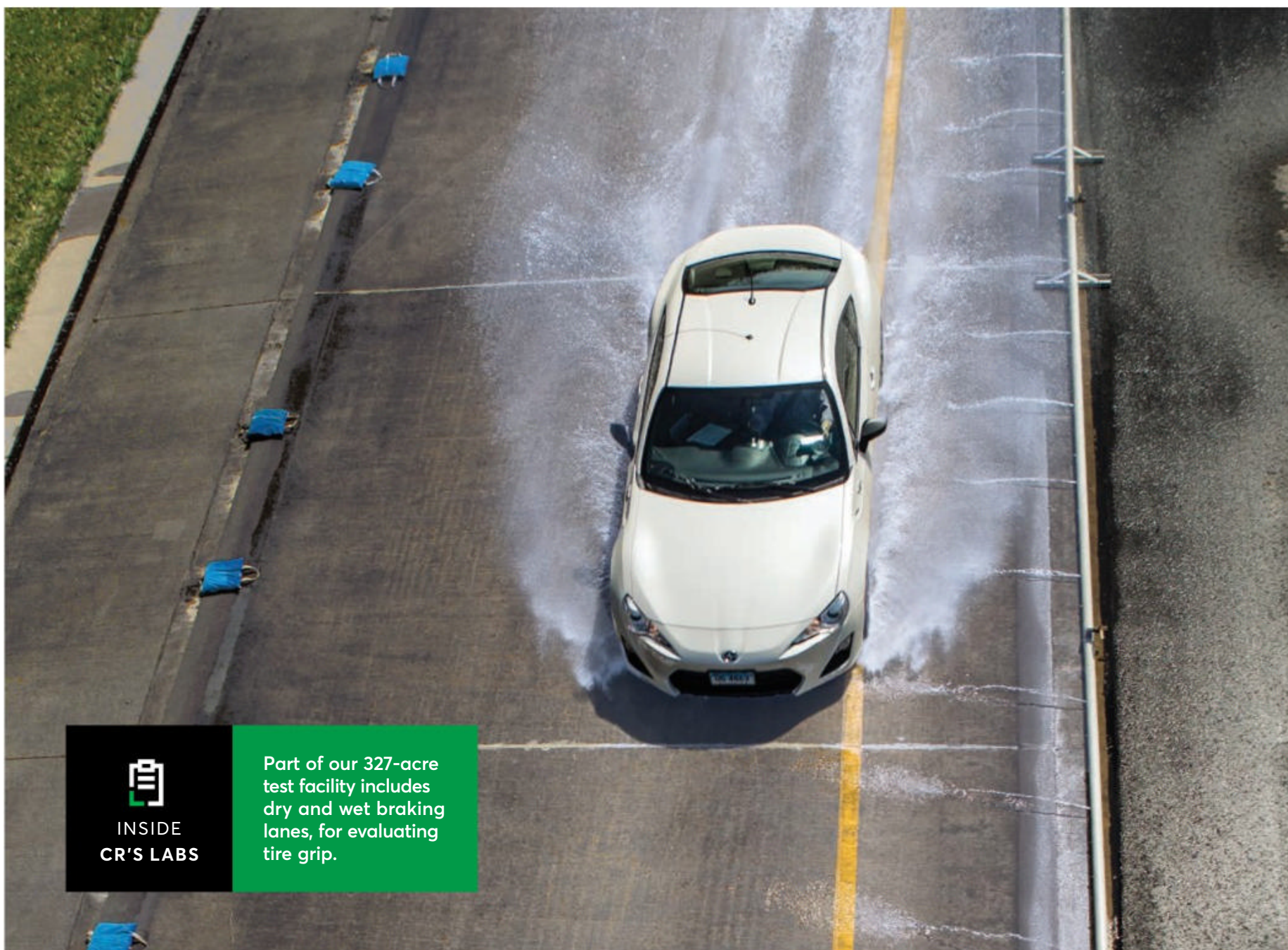
- **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and

wet pavement.

- **Performance** includes our emergency-handling and turning-circle tests. AM speed is the speed at which the vehicle successfully negotiated our avoidance-maneuver test course, which simulates swerving quickly, with a left-right-left steering sequence, 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 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.



INSIDE
CR'S LABS

Part of our 327-acre test facility includes dry and wet braking lanes, for evaluating tire grip.

PHOTO: JOHN POWERS/CONSUMER REPORTS

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura Integra A-Spec	CVT	200	1.5-liter 4 turbo	31	21	42	3.5	7.7	16.0 @ 94	129	137	57.0	40
Acura MDX Tech	auto 10	290	3.5-liter V6	20	13	27	3.0	7.4	15.8 @ 92	139	139	53.5	42
Acura RDX Tech	auto 10	272	2.0-liter 4 turbo	22	15	30	3.0	7.0	15.5 @ 95	127	129	52.0	40
Acura TLX Tech	auto 10	272	2.0-liter 4 turbo	23	15	34	2.9	6.5	15.1 @ 98	136	148	54.0	42
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium Plus	seq 7	201	2.0-liter 4 turbo	31	20	44	2.6	6.8	15.2 @ 95	120	129	55.5	38
Audi A4 Premium Plus	seq 7	261	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 Premium Plus	seq 7	261	2.0-liter 4 turbo	26	17	39	2.8	6.8	15.3 @ 96	129	137	55.5	38
Audi A8 55 TFSI	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5 @ 101	133	142	53.5	43
Audi E-tron Premium Plus	1-spd. dir.	355	electric	74**	73**	74**	2.9	6.3	14.8 @ 99	131	134	49.5	42
Audi Q3 Premium Plus	auto 8	228	2.0-liter 4 turbo	23	15	33	3.2	7.8	16.1 @ 91	126	135	52.5	40
Audi Q5 Premium Plus	seq 7	248	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	335	3.0-liter V6 turbo	20	13	28	3.0	7.0	15.4 @ 97	133	141	50.5	43
Audi TT 2.0T	seq 7	228	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 228i xDrive Gran Coupe	auto 8	228	2.0-liter 4 turbo	27	17	45	3.2	7.2	15.6 @ 96	132	143	51.0	39
BMW 230i	auto 8	255	2.0-liter 4 turbo	31	21	45	2.8	6.4	14.8 @ 101	128	139	56.0	38
BMW 330i	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 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 Envision Essence	auto 9	228	2.0-liter 4 turbo	23	15	33	3.1	7.5	15.9 @ 92	127	134	55.0	39
Cadillac CT4 Premium Luxury	auto 8	237	2.0-liter 4 turbo	25	16	38	2.9	7.4	15.7 @ 93	129	138	55.0	39
Cadillac CT5 Premium Luxury	auto 10	237	2.0-liter 4 turbo	24	15	36	3.0	7.7	15.9 @ 92	127	137	54.0	42
Cadillac Escalade Premium Luxury	auto 10	420	6.2-liter V8	16	10	23	2.4	6.5	15.0 @ 96	136	145	48.5	41
Cadillac XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9 @ 91	128	141	55.0	39
Cadillac XT5 Premium Luxury	auto 9	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XT6 Premium Luxury	auto 9	310	3.6-liter V6	18	12	26	3.0	7.1	15.6 @ 93	134	137	51.0	41
Chevrolet Blazer LT	auto 9	308	3.6-liter V6	19	13	27	2.7	6.4	15.0 @ 96	130	139	54.5	40
Chevrolet Bolt 2LT	1-spd. dir.	200	electric	120**	131**	109**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Bolt EUV Premier	1-spd. dir.	200	electric	115**	124**	105**	3.2	7.2	15.7 @ 92	137	141	53.0	38
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Corvette 2LT	seq 8	495	6.2-liter V8	19	12	29	1.5	3.4	11.8 @ 119	113	124	58.5	38
Chevrolet Equinox LT	auto 6	175	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 8	305	3.0-liter 6 turbodiesel	23	16	32	3.1	7.9	16.2 @ 88	144	163	47.0	51
Chevrolet Silverado 1500 LT	auto 10	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	51
Chevrolet Suburban Premier	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Chevrolet Tahoe LT	auto 10	355	5.3-liter V8	17	11	24	2.9	7.8	16.0 @ 91	145	153	49.0	41
Chevrolet TrailBlazer LT	auto 9	155	1.3-liter 3 turbo	27	19	37	3.6	9.5	17.5 @ 82	133	135	54.0	36
Chevrolet Traverse Premier	auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	26	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	NA	49.5	39

**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.)
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	14	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Hybrid Touring L	CVT	248	3.6-liter V6 hybrid + electric	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	14	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Fiat 500X Pop	auto 9	177	1.3-liter 4 turbo	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford Bronco Outer Banks	auto 10	315	2.7-liter V6 turbo	18	13	24	3.1	7.0	15.6 @ 93	149	168	51.5	37
Ford Bronco Sport Outer Banks	auto 8	181	1.5-liter 3 turbo	25	17	35	3.3	8.9	16.9 @ 85	126	135	53.5	39
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 Hybrid SE Sport	CVT	198	2.5-liter 4 hybrid	34	30	38	3.5	8.3	16.5 @ 90	128	135	51.0	39
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 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 F-150 Hybrid Lariat	auto 10	430	3.5-liter V6 turbo + electric	20	15	24	2.6	6.3	14.7 @ 100	141	143	48.0	49
Ford F-150 Lightning Lariat	1-spd. dir.	580	electric	70**	78**	63**	2.0	4.3	13.0 @ 105	144	153	49.0	50
Ford F-150 XLT	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.7	15.2 @ 96	143	148	47.5	49
Ford Maverick Hybrid Lariat	CVT	191	2.5-liter 4 hybrid	37	33	39	3.4	8.3	16.5 @ 89	129	145	51.5	41
Ford Maverick XLT	auto 8	250	2.0-liter 4 turbo	23	16	32	2.8	7.1	15.4 @ 94	127	139	52.5	41
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 Mach-E Premium	1-spd. dir.	290	electric	90**	96**	84**	2.3	5.3	13.9 @ 101	136	142	52.0	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 Sport Prestige	auto 8	252	2.0-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
Genesis G80 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	2.9	6.8	15.2 @ 98	128	134	55.5	40
Genesis GV60 Advanced	1-spd. dir.	314	electric	95**	103**	86**	2.1	5.1	13.9 @ 101	131	144	54.5	41
Genesis GV70 Advanced	auto 8	300	2.5-liter 4 turbo	24	16	34	3.2	7.5	15.8 @ 95	135	143	54.5	39
Genesis GV80 Advanced	auto 8	375	3.5-liter V6 turbo	18	12	25	2.4	6.0	14.5 @ 100	129	139	51.5	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 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 Yukon XL SLT	auto 10	355	5.3-liter V8	16	11	22	2.8	7.6	15.8 @ 92	145	150	49.0	45
Honda Accord Sport	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
Honda Civic Si	man 6	200	1.5-liter 4 turbo	32	21	44	3.0	7.3	15.4 @ 95	134	147	57.5	40
Honda Civic Sport	CVT	158	2.0-liter 4	33	23	44	4.1	9.7	17.6 @ 86	129	137	56.5	40
Honda HR-V Sport	CVT	158	2.0-liter 4	27	19	37	4.7	11.1	18.6 @ 81	130	148	54.0	39
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 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 Elantra Hybrid Blue	CVT	139	1.6-liter 4 hybrid	48	40	55	3.2	8.7	16.8 @ 85	127	131	54.0	37
Hyundai Elantra SEL	CVT	147	2.0-liter 4	33	21	49	3.3	7.9	16.2 @ 90	128	139	55.5	37
Hyundai Ioniq 5 SEL	1-spd. dir.	320	electric	98**	110**	87**	1.9	4.7	13.5 @ 102	131	144	53.0	41
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	CVT	147	2.0-liter 4	26	18	34	4.0	11.1	18.3 @ 80	129	131	56.0	36
Hyundai Palisade SEL	auto 8	291	3.8-liter V6	21	15	29	2.6	7.1	15.4 @ 94	132	137	52.5	40

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 Santa Cruz SEL Premium	seq 8	281	2.5-liter 4 turbo	24	16	34	2.6	6.6	15.0 @ 98	132	149	51.5	41
Hyundai Santa Fe Hybrid SEL Premium	auto 6	226	1.6-liter 4 turbo + electric	30	23	37	3.1	8.3	16.4 @ 88	130	134	51.0	39
Hyundai Santa Fe SEL	auto 8	191	2.5-liter 4	24	17	32	3.6	10.0	17.6 @ 83	126	136	54.5	39
Hyundai Sonata Hybrid SE	auto 6	193	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 Tucson Hybrid SEL Convenience	auto 6	226	1.6-liter 4 turbo + electric	35	29	40	2.9	7.7	15.9 @ 90	132	135	53.0	40
Hyundai Tucson SEL	auto 8	187	2.5-liter 4	26	18	35	3.3	9.6	17.2 @ 84	130	131	53.0	40
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 Luxe	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	auto 9	295	3.5-liter V6	21	14	28	2.6	6.7	15.2 @ 93	138	150	52.5	40
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	47.0	44
Jaguar E-Pace SE	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 R-Dynamic S	auto 8	395	3.0-liter 6 turbo	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	177	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 L Limited	auto 8	290	3.6-liter V6	19	13	28	3.0	8.8	16.7 @ 85	141	150	50.5	40
Jeep Grand Cherokee Limited	auto 8	293	3.6-liter V6	20	14	28	2.6	7.8	16.0 @ 87	138	145	51.5	40
Jeep Renegade Latitude	auto 9	177	1.3-liter 4 turbo	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wagoneer Series II	auto 8	392	5.7-liter V8	15	10	21	2.6	7.1	15.4 @ 93	149	163	48.5	40
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 Carnival EX	auto 8	290	3.5-liter V6	21	13	32	3.4	8.4	16.5 @ 90	129	134	52.0	39
Kia EV6 Wind	1-spd. dir.	320	electric	105**	116**	94**	1.8	4.7	13.4 @ 102	126	136	54.5	40
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 Rio S	CVT	120	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
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 Sorento EX	seq 8	281	2.5-liter 4 turbo	25	17	34	2.6	6.5	14.9 @ 99	133	143	52.5	39
Kia Sorento Hybrid EX	auto 6	227	1.6-liter 4 turbo + electric	28	22	34	3.0	8.1	16.3 @ 88	132	148	53.0	39
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 EX	auto 8	187	2.5-liter 4	25	17	34	3.5	10.0	17.5 @ 83	134	151	55.5	40
Kia Sportage Hybrid EX	auto 6	227	1.6-liter 4 turbo + electric	36	31	39	2.9	7.7	15.9 @ 91	139	156	52.0	40
Kia Stinger GT-Line	auto 8	300	2.5-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
Kia Telluride EX	auto 8	291	3.8-liter V6	21	14	30	2.7	7.2	15.5 @ 93	127	133	53.5	40
Land Rover Defender SE	auto 8	395	3.0-liter 6 turbo	18	12	26	3.0	6.9	15.3 @ 96	147	150	49.0	43
Land Rover Discovery R-Dynamic HSE	auto 8	355	3.0-liter 6 turbo	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	15	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
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 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 ES300h	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5 @ 91	135	139	53.0	40
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	11	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS300	auto 6	260	3.5-liter V6	22	15	31	2.6	6.1	14.7 @ 98	129	141	55.0	37

**Miles-per-gallon equivalent (MPGe).

CR'S TEST DATA & RATINGS Road-Test Highlights

Make + Model	Trans.	HP	Engine	CR's Fuel economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lexus 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 NX350	auto 8	275	2.4-liter 4 turbo	25	17	35	3.0	7.2	15.5 @ 96	127	138	53.5	38
Lexus NX350h	CVT	240	2.5-liter 4 hybrid	38	37	39	2.8	7.6	15.9 @ 90	138	152	53.0	38
Lexus UX250h	CVT	181	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 Reserve	auto 10	440	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Maserati Ghibli Modena Q4	auto 8	424	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda 3 Select	auto 6	191	2.5-liter 4	30	20	44	3.0	7.7	16.1 @ 91	125	134	54.0	37
Mazda CX-30 Preferred	auto 6	186	2.5-liter 4	27	18	37	3.2	8.7	16.7 @ 88	133	147	54.0	37
Mazda CX-5 Preferred	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-50 Premium Plus	auto 6	187	2.5-liter 4	24	16	33	3.4	9.3	17.2 @ 84	131	142	53.0	38
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	181	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 Premium	auto 9	255	2.0-liter 4 turbo	29	18	43	2.8	6.7	15.2 @ 96	141	152	53.0	39
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 EQS580 Premium	1-spd. dir.	516	electric	94**	91**	98**	1.8	4.0	12.4 @ 114	133	148	55.5	37
Mercedes-Benz GLA250	seq 8	221	2.0-liter 4 turbo	27	17	40	2.7	6.8	15.3 @ 93	133	135	54.0	39
Mercedes-Benz GLB250	seq 8	221	2.0-liter 4 turbo	26	17	38	2.7	6.8	15.4 @ 93	125	135	54.5	38
Mercedes-Benz 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 SE	CVT	181	2.5-liter 4	25	17	34	3.7	9.8	17.5 @ 83	133	136	51.0	38
Nissan Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Armada Platinum	auto 7	400	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Frontier SV	auto 9	310	3.8-liter V6	18	12	24	3.0	7.5	15.8 @ 92	128	136	52.0	44
Nissan Kicks SV	CVT	122	1.6-liter 4	32	24	40	4.0	10.5	18.1 @ 79	137	143	51.5	35
Nissan Leaf SV Plus	1-spd. dir.	214	electric	104**	114**	94**	3.2	7.0	15.7 @ 92	139	142	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	14	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	auto 9	284	3.5-liter V6	21	14	30	3.0	7.6	16.0 @ 90	138	142	52.5	40
Nissan Rogue Sport SV	CVT	141	2.0-liter 4	26	19	34	3.8	10.3	17.9 @ 80	134	139	52.5	38
Nissan Rogue SV	CVT	201	1.5-liter 3 turbo	25	17	34	3.5	9.1	17.0 @ 87	134	147	56.0	37
Nissan Sentra SV	CVT	149	2.0-liter 4	32	22	44	3.5	8.5	16.7 @ 87	129	138	55.5	39
Nissan Titan SV	auto 9	400	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	122	1.6-liter 4	32	22	45	3.7	9.6	17.5 @ 81	130	143	52.5	36
Polestar 2 Long Range Dual Motor	1-spd. dir.	231	electric	92**	96**	88**	2.0	4.4	13.1 @ 108	123	127	55.5	39
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche Cayenne Base	auto 8	335	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9 @ 100	131	140	49.5	41
Porsche Macan S	seq 7	375	2.9-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Porsche Taycan 4S	1-spd. dir.	562	electric	69**	68**	71**	1.8	4.0	12.5 @ 115	130	139	52.5	36
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	17	11	24	2.7	7.1	15.4 @ 94	137	150	47.5	48
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.)
Rivian R1T Launch Edition	1-spd. dir.	750	electric	70**	74**	66**	1.8	3.8	12.2 @ 111	135	149	52.5	47
Subaru Ascent Limited	CVT	260	2.4-liter 4 turbo	22	14	32	3.3	8.0	16.4 @ 88	129	136	52.0	40
Subaru Crosstrek Hybrid Standard	CVT	148	2.0-liter 4 hybrid + electric	33	28	37	3.4	9.0	17.1 @ 83	129	136	53.0	37
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	39	4.0	10.2	17.8 @ 82	125	136	54.5	37
Subaru Forester Premium	CVT	182	2.5-liter 4	28	20	38	3.7	9.2	17.2 @ 85	130	138	53.0	36
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	37
Subaru Legacy Premium	CVT	182	2.5-liter 4	28	19	39	3.4	8.9	16.9 @ 86	131	141	54.5	39
Subaru Outback Limited XT	CVT	260	2.4-liter 4 turbo	24	16	32	3.0	7.1	15.5 @ 95	132	143	54.0	38
Subaru WRX Premium	man 6	271	2.4-liter 4 turbo	25	18	33	1.8	5.8	14.1 @ 101	124	130	59.0	38
Tesla Model 3 Long Range	1-spd. dir.	258	electric	130**	136**	123**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S Long Range	1-spd. dir.	670	electric	120**	101**	102**	1.6	3.2	11.1 @ 130	125	135	58.0	40
Tesla Model X Long Range	1-spd. dir.	670	electric	102**	107**	97**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Tesla Model Y Long Range	1-spd. dir.	384	electric	121**	127**	114**	2.3	4.7	13.1 @ 113	121	127	54.5	41
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	17	12	24	3.0	7.7	16.1 @ 89	131	145	46.0	45
Toyota 86 Premium	man 6	228	2.4-liter 4	28	21	36	2.3	6.3	14.6 @ 98	119	127	59.0	36
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 Cross LE	CVT	169	2.0-liter 4	28	21	35	3.6	9.3	17.2 @ 85	128	140	58.0	37
Toyota Corolla Hatchback SE	CVT	168	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	129	133	53.5	39
Toyota 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	169	2.0-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	265	2.4-liter 4 turbo	22	14	32	2.9	7.3	15.7 @ 93	132	141	50.0	38
Toyota Prius LE	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius Prime XLE	CVT	121	1.8-liter 4 hybrid + electric	69	56	81	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota RAV4 Hybrid XLE	CVT	219	2.5-liter 4 hybrid	37	32	41	2.9	7.8	16.0 @ 91	139	145	52.0	37
Toyota RAV4 XLE	auto 8	203	2.5-liter 4	27	19	38	3.1	8.3	16.5 @ 88	131	140	54.0	37
Toyota RAV4 Prime XSE	CVT	302	2.5-liter 4 hybrid + electric	34	29	39	2.4	6.3	14.8 @ 97	142	155	51.0	39
Toyota Sienna XLE	CVT	245	2.5-liter 4 hybrid	36	28	43	3.2	8.2	16.4 @ 89	148	155	50.0	40
Toyota Supra Premium	auto 8	382	3.0-liter 6 turbo	27	18	36	2.0	4.6	13.0 @ 112	115	138	56.0	35
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 10	389	3.5-liter V6 turbo	17	12	23	2.4	6.3	14.8 @ 98	140	150	48.0	50
Toyota Venza XLE	CVT	219	2.5-liter 4 hybrid	37	31	42	2.9	7.8	16.0 @ 91	137	147	51.0	39
Volkswagen Arteon SEL R-Line	seq 7	300	2.0-liter 4 turbo	24	16	36	3.3	7.9	16.1 @ 94	125	129	53.5	40
Volkswagen Atlas Cross Sport SE	auto 8	235	2.0-liter 4 turbo	21	14	30	3.7	8.7	16.8 @ 88	131	134	52.0	40
Volkswagen Atlas SEL	auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen GTI SE	man 6	241	2.0-liter 4 turbo	28	19	39	2.8	6.4	14.9 @ 100	127	141	56.0	37
Volkswagen ID.4 Pro S	1-spd. dir.	295	electric	93**	98**	88**	2.5	5.8	14.5 @ 98	134	138	52.5	38
Volkswagen Jetta SE	auto 8	158	1.5-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Taos SE	seq 7	158	1.5-liter 4 turbo	26	17	39	3.7	9.4	17.3 @ 84	130	134	53.0	39
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 Plus	auto 8	247	2.0-liter 4 turbo	26	17	39	3.0	7.3	15.5 @ 95	125	139	53.5	38
Volvo S90 Plus	auto 8	295	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Plus	auto 8	247	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Plus	auto 8	295	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
Volvo XC90 Plus	auto 8	295	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

**Miles-per-gallon equivalent (MPGe).

SAFETY FEATURES AND CRASH-TEST RATINGS

WHEN ASSESSING SAFETY, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of an impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features in our test program. As part of CR's Overall Score, we give additional consideration to certain active safety features—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

The Insurance Institute for Highway Safety (IIHS) conducts a front small-overlap crash test that replicates a 40-mph crash in which the front of a car hits a rigid barrier. The test is done for both the driver and passenger sides. IIHS also conducts a frontal test that simulates a 40 percent

overlap frontal crash test into a deformable barrier.

Overall, newly introduced vehicles that were designed with the test in mind have performed much better than older models.

Guide to the Charts

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of dif-

ferent 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 highway-speed and pedestrian-detection automatic

emergency braking (AEB), blind spot warning (BSW), and rear cross traffic warning (RCTW) on a model. Std. indicates that the safety feature is standard equipment; 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, as well as 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		
		AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT														
Kia Rio	↑	Opt.	Opt.	NA	NA	Good	Accept.	Good	Good	Good	Good	—	—	—
Mitsubishi Mirage	↓	Std.	NA	NA	NA	Marg.	—	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Nissan Versa	↑	Std.	Std.	Opt.	Opt.	—	—	Good	Good	—	—	↑	↑ / ↑	↑ / —
CARS: COMPACT														
Honda Civic	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Hyundai Elantra	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Hyundai Venue	↑	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Kia Forte	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Kia Niro	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Kia Soul	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / —
Mazda 3	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side
CARS: COMPACT <i>Continued</i>														
Nissan Kicks	↓	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Nissan Sentra	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Subaru Impreza	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Toyota C-HR	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Toyota Corolla	↓ - ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Toyota Prius	↓	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volkswagen Jetta	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
CARS: COMPACT ELECTRIC														
BMW i4	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Chevrolet Bolt	↓	Std.	NA	Opt.	Opt.	-	-	-	-	Good	Good	-	-	↑ / -
Chevrolet Bolt EUV	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↑ / -
Hyundai Ioniq 6	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Hyundai Kona Electric	↑	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Nissan Leaf	↓	Std.	Std.	Std.	Std.	-	-	Good	Good	Good	-	↑	↑ / ↑	↑ / -
Tesla Model 3	↑	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
CARS: COMPACT LUXURY														
Acura Integra	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	↑ / -
Alfa Romeo Giulia	↑	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	-	-	-
Audi A3	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
BMW 2 Series Gran Coupe	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Cadillac CT4	↑	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Kia Stinger	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz CLA	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Volkswagen Arteon	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
CARS: MIDSIZED														
Chevrolet Malibu	↑	Std.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Honda Accord	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Hyundai Sonata	↑ - ↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Kia K5	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / -
Nissan Altima	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Subaru Legacy	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Toyota Camry	↑ - ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
CARS: MIDSIZED LUXURY														
Acura TLX	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Audi A4	↑	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
BMW 3 Series	↑	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Cadillac CT5	↑	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	↑	↑ / ↑	↑ / ↑
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti Q50	↑	NA	Std.	Std.	Std.	-	-	Good	Good	Good	Good	-	-	↑ / ↑
Lexus ES	↑ - ↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lexus IS	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Mercedes-Benz C-Class	↓	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Volvo S60	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
CARS: MIDSIZED/LARGE ELECTRIC														
BMW i7	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Lucid Air	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz EQE	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz EQS	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Polestar 2	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Porsche Taycan	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Tesla Model S	↑	Std.	Std.	NA	NA	-	-	-	-	-	-	-	-	-

CR'S TEST DATA & RATINGS Safety Features and Crash Tests

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side
CARS: LARGE/LUXURY														
Audi A6	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	- / ⬆️
Audi A8	⬆️	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
BMW 5 Series	⬆️	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
BMW 7 Series	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Chrysler 300	⬆️	NA	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Dodge Charger	⬆️ - ⬆️	NA	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Genesis G80	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Genesis G90	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Jaguar XF	-	Std.	NA	Std.	Std.	-	-	-	-	-	-	-	-	-
Lexus LS	⬆️	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Maserati Ghibli	⬆️	Std.	Std.	Std.	Std.	-	-	Good	Good	Good	Good	-	-	-
Mercedes-Benz CLS	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Mercedes-Benz E-Class	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Mercedes-Benz S-Class	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Nissan Maxima	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / -
Porsche Panamera	-	Std.	Std.	Opt.	NA	-	-	-	-	-	-	-	-	-
Toyota Crown	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Volvo S90	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
CARS: SPORTS/CONVERTIBLE														
Audi TT	⬆️	NA	NA	Std.	NA	-	-	-	-	-	-	-	-	-
BMW 2 Series	⬆️	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
BMW Z4	⬆️	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Chevrolet Camaro	⬆️	NA	NA	Opt.	Opt.	Good	-	Good	Good	Good	Accept.	⬆️	⬆️ / ⬆️	⬆️ / -
Chevrolet Corvette	⬆️	NA	NA	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Dodge Challenger	⬆️	NA	NA	Opt.	Opt.	Marg.	-	Good	Good	Accept.	Accept.	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Ford Mustang	⬆️	Opt.	Opt.	Opt.	Opt.	Accept.	-	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / -
Mazda MX-5 Miata	⬆️	NA	NA	Std.	Std.	-	-	-	-	-	-	-	-	-
Mini Cooper S	⬆️	Std.	NA	NA	NA	Good	-	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / -
Nissan Z	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Porsche 718 Boxster	⬆️	NA	NA	Opt.	NA	-	-	-	-	-	-	-	-	-
Porsche 911	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Subaru BRZ	-	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Subaru WRX	⬆️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota GR86	⬆️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota Supra	⬆️	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Volkswagen Golf GTI	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
MINIVANS														
Chrysler Pacifica	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / -
Honda Odyssey	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / -
Kia Carnival	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota Sienna	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
SUVs: SMALL														
Chevrolet Equinox	⬆️	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Chevrolet TrailBlazer	⬆️	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Chevrolet Trax	⬆️	Std.	NA	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Dodge Hornet	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Fiat 500X	⬆️	NA	Std.	Opt.	Opt.	-	-	-	-	-	Good	-	-	-
Ford Bronco Sport	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	- / ⬆️
Ford Escape	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
GMC Terrain	-	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Honda CR-V	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Honda HR-V	⬆️	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Hyundai Kona	⬆️	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL <i>Continued</i>														
Hyundai Tucson	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Jeep Cherokee	↑	NA	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Jeep Compass	↓	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↓ / ↓
Jeep Renegade	↑	NA	Opt.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↓
Kia Seltos	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Kia Sportage	↓ - ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Mazda CX-30	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Mazda CX-5	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Mazda CX-50	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Mitsubishi Eclipse Cross	↑	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Mitsubishi Outlander	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Mitsubishi Outlander Sport	-	Std.	NA	Opt.	Opt.	Accept.	-	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Rogue	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Rogue Sport	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	-	-	-	↑ / -	↑ / ↑
Subaru Crosstrek	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Subaru Crosstrek Hybrid	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Subaru Forester	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Toyota Corolla Cross	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota RAV4	↓ - ↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Toyota RAV4 Prime	↓	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Volkswagen Taos	↑	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Accept.	Good	↑	↑ / ↑	↑ / ↑
Volkswagen Tiguan	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	- / ↑	↑ / ↑
SUVs: SMALL/LUXURY														
Alfa Romeo Tonale	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Audi Q3	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
BMW X1	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
BMW X2	↑	Std.	NA	NA	NA	Good	Good	Good	Good	Good	Good	-	-	-
Buick Encore GX	↑	Std.	NA	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Genesis GV70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti QX55	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	↑ / -	-
Jaguar E-Pace	↑	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Land Rover Range Rover Evoque	↑	Std.	NA	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus UX	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Lincoln Corsair	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Maserati Grecale	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz GLA	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Mercedes-Benz GLB	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	- / ↑
Mini Cooper Countryman	↑	Std.	NA	NA	NA	Good	-	Good	Good	Good	Good	-	-	-
Volvo XC40	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
SUVs: SMALL ELECTRIC														
Audi Q4 E-Tron	-	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Genesis GV60	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Hyundai Ioniq 5	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Kia EV6	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mazda MX-30	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	↑	↑ / ↑	↑ / -
Nissan Ariya	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Subaru Solterra	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Tesla Model Y	↑	Std.	Std.	NA	NA	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
Toyota bZ4X	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Volkswagen ID.4	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Volvo C40	-	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-

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		Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side
SUVs: MIDSIZED														
Chevrolet Blazer	⬆️	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Chevrolet Traverse	⬆️	Std.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	—	—	⬆️ / ⬆️
Dodge Durango	⬇️	NA	Opt.	Std.	Std.	Marg.	—	Good	Good	—	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬇️
Ford Bronco	⬇️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Accept.	Good	—	⬆️ / —	— / ⬇️
Ford Edge	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Ford Explorer	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	— / ⬆️	⬆️ / ⬆️
GMC Acadia	⬆️	Std.	Opt.	Std.	Std.	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Honda Passport	⬆️	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	—	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Honda Pilot	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Hyundai Palisade	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Hyundai Santa Fe	⬆️ - ⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Jeep Grand Cherokee	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Grand Cherokee L	⬇️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Jeep Wrangler	⬇️	NA	Opt.	Opt.	Opt.	Marg.	—	Good	Good	Good	Good	—	⬆️ / —	— / ⬇️
Kia Sorento	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Kia Sorento Hybrid	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Kia Telluride	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Mazda CX-9	⬇️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Nissan Murano	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Nissan Pathfinder	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	⬆️ / ⬆️	—
Subaru Ascent	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Subaru Outback	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Toyota 4Runner	⬇️	Std.	Std.	Std.	Std.	Marg.	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬇️ / ⬇️
Toyota Highlander	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Toyota Highlander Hybrid	⬇️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Toyota Venza	⬇️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Volkswagen Atlas	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Volkswagen Atlas Cross Sport	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
SUVs: MIDSIZED/LUXURY														
Acura MDX	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	⬆️ / ⬆️	⬆️ / —
Acura RDX	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Alfa Romeo Stelvio	⬆️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Audi Q5	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Audi Q7	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	— / ⬆️
BMW X3	⬆️	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
BMW X5	⬆️	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Buick Envision	⬆️	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Cadillac XT4	⬆️	Std.	Opt.	Std.	Std.	—	—	Good	Good	—	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Cadillac XT5	⬆️	Std.	Opt.	Opt.	Opt.	Good	—	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Genesis GV80	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️ / ⬆️	— / ⬆️
Infiniti QX50	⬆️	Std.	Std.	Std.	Std.	—	—	Good	Good	—	—	⬆️	⬆️ / ⬆️	⬆️ / ⬆️
Infiniti QX60	⬇️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	⬆️ / ⬆️	—
Jaguar F-Pace	⬆️	Std.	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Defender	⬇️	Std.	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery	⬇️	Std.	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	⬇️	Std.	NA	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	—	Std.	Opt.	Std.	Std.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	⬆️	Std.	NA	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus GX	⬇️	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lexus NX	⬇️ - ⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	—	—	—
Lexus RX	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—
Lincoln Aviator	⬆️	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.	Std.	Opt.	—	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	—	Std.	Std.	Std.	Std.	—	—	—	—	—	—	—	—	—

Make + Model	CR Tests	Front Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	AEB pedestrian	AEB highway	BSW	RCTW	Small overlap driver	Small overlap pass	Offset front	Side	Rear	Roof	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY <i>Continued</i>														
Mercedes-Benz GLE	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Porsche Cayenne	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Porsche Macan	↑	Std.	Std.	Opt.	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: MIDSIZED ELECTRIC														
Audi E-tron	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	- / ↑
BMW iX	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Cadillac Lyriq	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Ford Mustang Mach-E	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Jaguar I-Pace	↑	Std.	NA	Std.	Std.	-	-	-	-	-	-	-	-	-
Lexus RZ	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Rivian R1S	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Tesla Model X	↑	Std.	Std.	NA	NA	-	-	-	-	-	-	↑	↑ / ↑	- / ↑
SUVs: LARGE														
Chevrolet Suburban	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↓
Chevrolet Tahoe	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↓
Ford Expedition	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↑
GMC Yukon	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↓
GMC Yukon XL	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↓
Jeep Wagoneer	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Nissan Armada	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	↓ / ↓
Toyota Sequoia	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
SUVs: LARGE/LUXURY														
BMW X7	↑	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Buick Enclave	↑	Std.	Opt.	Std.	Std.	Good	-	Good	Good	Good	Good	-	-	↑ / ↑
Cadillac Escalade	↓	Std.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	↓ / ↓
Cadillac XT6	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Infiniti QX80	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	↓ / ↓
Land Rover Range Rover	-	Std.	Opt.	Std.	Std.	-	-	-	-	-	-	-	-	-
Lexus LX	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Lincoln Navigator	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	- / ↑	↓ / ↑
Mercedes-Benz GLS	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
PICKUPS: COMPACT														
Chevrolet Colorado	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Ford Maverick	↑ - ↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Ford Ranger	↓	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	-	Good	↑	↑ / ↑	↓ / ↓
GMC Canyon	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Honda Ridgeline	↑	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Hyundai Santa Cruz	↑	Std.	Opt.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Jeep Gladiator	↓	NA	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	↑ / -	- / ↓
Nissan Frontier	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	↑	↑ / ↑	- / ↓
Toyota Tacoma	↓	Std.	Std.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
PICKUPS: FULL-SIZED														
Chevrolet Silverado 1500	↓	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Ford F-150	↓	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Ford F-150 Lightning	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
GMC Sierra 1500	↓	Std.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Nissan Titan	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↓
Ram 1500	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑ / ↑	↑ / ↑
Rivian R1T	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Toyota Tundra	↓	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-

SAFETY SYSTEMS EXPLAINED

With so many names out there for important new safety technology, CR steps in to clarify things.

ACTIVE SAFETY FEATURES are becoming common on new vehicles, but the terminology used by automakers to describe them varies widely—and often seems to prioritize marketing over meaning.

That's why CR worked with AAA, J.D. Power, National Safety Council, PAVE, and SAE International to come up with clear, standardized naming conventions to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to

reduce driver and buyer confusion.

The U.S. Department of Transportation has endorsed this effort to bring about standardized names for common safety features. These names are what we use in CR's print and web content, and the list will be continually refined as new systems are developed.

No matter what they're called, it's important to remember that these systems are designed to assist—not replace—an engaged driver.

DRIVING CONTROL ASSISTANCE

Active Driving Assistance

Simultaneous use of Lane Centering Assistance and Adaptive Cruise Control. The driver must constantly supervise this support feature and maintain responsibility for driving.

Adaptive Cruise Control (ACC)

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 continue while others cannot.

Lane Centering Assistance (LCA)

Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

COLLISION WARNINGS

Blind Spot Warning (BSW)

Detects vehicles in the blind spot and notifies the driver of their presence. Some provide an additional warning if the driver activates the turn signal.

Forward Collision Warning (FCW)

Detects a potential collision with a vehicle ahead and alerts the driver. Some systems alert for pedestrians.

Lane Departure Warning (LDW)

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 (RCTW)

Detects vehicles approaching from the side at the rear of the vehicle while in reverse gear and alerts the driver. Some systems warn for pedestrians.

COLLISION INTERVENTION

Automatic Emergency Braking (AEB)

Detects and warns of potential collisions with a vehicle ahead, and automatically brakes to avoid a collision or lessen impact severity. Some also detect pedestrians.

Automatic Emergency Steering

Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some also detect pedestrians.

Lane Keeping Assistance (LKA)

Provides steering support to assist the driver in keeping the vehicle in the lane. It reacts only when the vehicle approaches or crosses a lane line or road edge.

Reverse Automatic Emergency Braking

Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some also detect pedestrians.

PARKING ASSISTANCE

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.

Surround View Camera

Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

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 Assistance

Without the driver being physically present inside the vehicle, provides steering, braking, accelerating and/or gear selection while moving a vehicle into or out of a parking space.

DRIVER MONITORING

Indirect Driver Monitoring System

Observes vehicle states, motions and/or driver performance indicators to estimate driver distraction, inattention, or misuse. This may include monitoring steering wheel input, vehicle sway within the lane, or a combination of other factors monitored by the vehicle systems. Some systems may provide a warning to the driver and/or limit the use of other features.

Direct Driver Monitoring System

Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

Driver Re-engagement

A series of warnings and interventions to engage an unresponsive driver. If the driver does not respond, the system brings the vehicle to a full stop while maintaining steering control.

VEHICLE DIMENSIONS

THESE CHARTS PUT the interior and exterior dimensions of different models, along with cargo, load, and towing capacity, in one place. Most of the data come from measurements taken during our testing. Data for vehicles that have not been tested by us or are not yet on sale were provided by the manufacturers.

Exterior Dimensions and Weight

■ Length, width, height,

and wheelbase data come from the vehicle's 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 conducted with the rear seats folded. We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. We then measure the volume of the box. Data for cars come from the federal government.

■ **Towing capacity** is the maximum for the vehicle we tested. For those we didn't test, we have included the manufacturer's tow rating for a typical model.

■ **NR** denotes not recommended for towing.

Interior Dimensions

■ **Front, rear, and third-row**

shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.

■ **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.

■ **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.

■ **Headroom** is the clearance above a person who is 5 feet, 9 inches tall.

■ **NA** means data are not available and we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura Integra	186	72	56	108	3,095	850	24.0	NR	53.5	43.0	3.5	55.0	30.5	1.0	–	–	–
Acura MDX	198	79	67	114	4,495	1,175	37.0	5,000	62.0	41.5	4.5	60.5	29.0	2.5	55.0	24.5	1.0
Acura RDX	187	74	66	108	4,005	940	33.0	1,500	59.0	41.5	4.0	55.5	28.0	3.0	–	–	–
Acura TLX	195	75	56	113	3,965	840	14.0	NR	58.5	42.5	3.0	54.5	25.5	2.0	–	–	–
Alfa Romeo Giulia	183	73	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	–	–	–
Alfa Romeo Stelvio	185	75	66	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	–	–	–
Alfa Romeo Tonale	178	72	63	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	–	–	–
Audi A3	177	72	56	104	3,495	860	11.0	NR	54.0	43.0	3.5	51.5	28.0	2.0	–	–	–
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 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 A8	209	77	59	123	4,810	970	13.0	NR	58.5	43.0	5.0	57.0	36.0	4.0	–	–	–
Audi Q3	177	73	63	106	3,880	1,090	24.5	1,500	57.0	42.0	4.5	53.5	26.5	4.0	–	–	–
Audi Q4 E-Tron	181	73	65	109	5,590	935	26.5	NA	56.0	44.0	5.0	54.5	32.0	3.5	–	–	–
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 TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	–	–	–
Audi E-tron	193	76	66	115	5,795	1,060	28.0	3,970	58.5	42.5	4.5	55.5	30.0	4.0	–	–	–
BMW 2 Series	179	72	55	108	3,440	755	10.0	NR	55.0	45.5	2.5	51.0	27.5	0.0	–	–	–
BMW 2 Series Gran Coupe	179	71	56	105	3,475	930	12.0	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 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	212	77	61	127	4,970	1,125	14.0	NR	61.0	NA	NA	56.0	NA	NA	–	–	–
BMW X1	177	73	65	106	3,750	NA	NA	NR	NA	NA	NA	NA	NA	NA	–	–	–
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 X5	194	79	69	117	4,740	950	36.5	7,200	59.5	42.0	4.5	57.0	28.5	4.5	–	–	–
BMW X7	203	79	71	122	5,285	1,200	26.0	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	–	–	–	–	–	–
BMW i4	189	73	57	112	5,020	925	10.0	NR	55.0	NA	NA	54.5	NA	NA	–	–	–
BMW iX	195	77	67	118	5,660	1,055	NA	NA	61.5	NA	NA	58.5	NA	NA	–	–	–
Buick Enclave	205	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0

CR'S TEST DATA & RATINGS Vehicle Dimensions

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick Encore GX	171	71	64	102	3,310	945	23.0	1,000	55.0	42.5	4.0	52.0	25.5	4.0	-	-	-
Buick Envision	183	74	63	109	3,965	1,175	28.0	1,500	56.5	44.0	4.5	56.0	29.0	2.5	-	-	-
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	5,950	1,580	56.0	8,000	65.5	43.0	5.5	64.5	30.5	3.5	63.0	26.0	4.0
Cadillac Lyriq	197	78	64	122	5,610	NA	NA	3,500	59.0	NA	NA	58.5	NA	NA	-	-	-
Cadillac XT4	181	77	63	109	3,930	970	26.5	3,500	56.5	42.5	3.5	54.0	26.5	1.5	-	-	-
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	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	192	77	67	113	4,235	1,705	34.5	4,500	58.0	42.5	6.5	57.5	30.0	4.5	-	-	-
Chevrolet Bolt	163	70	63	102	3,590	875	17.0	NR	54.5	43.5	3.5	50.0	31.0	2.0	-	-	-
Chevrolet Bolt EUV	170	70	64	105	3,775	875	16.0	NR	54.5	43.5	3.5	50.0	31.0	2.0	-	-	-
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	84	80	131	4,970	1,585	-	7,700	57.5	NA	NA	56.0	NA	NA	-	-	-
Chevrolet Corvette	182	76	49	107	3,625	425	13.0	NR	53.5	42.5	3.5	-	-	-	-	-	-
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 Suburban	226	81	76	134	6,000	1,655	70.0	8,100	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
Chevrolet Tahoe	211	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
Chevrolet TrailBlazer	174	71	66	104	3,275	945	24.0	1,000	55.0	42.0	5.5	52.5	27.5	3.5	-	-	-
Chevrolet Traverse	206	79	71	121	4,695	1,450	54.5	5,000	61.0	43.5	6.5	61.5	30.0	4.0	58.0	23.0	3.5
Chevrolet Trax	179	72	61	106	3,255	NA	NA	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
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	16.0	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
Dodge Hornet	178	72	64	104	3,715	1,245	NA	2,000	NA	NA	NA	NA	NA	NA	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	2,000	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford Bronco	189	76	73	116	4,795	1,275	40.0	3,500	54.5	42.5	6.5	52.5	28.5	4.0	-	-	-
Ford Bronco Sport	173	74	70	105	3,515	1,100	30.5	2,200	57.5	43.0	8.0	55.5	27.0	7.5	-	-	-
Ford Edge	189	76	68	112	4,250	950	39.0	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	5,070	1,475	-	7,700	66.5	43.0	4.5	66.0	34.0	3.0	-	-	-
Ford F-150 Lightning	232	84	78	146	6,790	1,680	-	10,000	66.5	43.0	4.0	66.0	35.0	2.0	-	-	-
Ford Maverick	200	78	69	121	3,735	1,445	-	4,000	57.0	42.5	6.0	55.5	27.5	5.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Mustang Mach-E	186	74	64	118	4,835	920	29.5	NR	57.5	43.0	5.0	55.0	30.0	3.0	-	-	-
Ford Ranger	211	73	72	127	4,505	1,460	-	7,500	56.5	42.0	6.5	56.0	28.0	3.5	-	-	-
GMC Acadia	193	75	67	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	213	84	80	131	4,630	1,590	-	7,700	57.5	NA	NA	56.0	NA	NA	-	-	-
GMC Sierra 1500	232	81	76	147	5,130	1,940	-	12,100	64.5	43.5	8.0	64.0	33.5	6.0	-	-	-
GMC Terrain	182	72	65	107	3,800	985	33.0	1,500	56.5	42.5	4.5	53.5	30.0	2.5	-	-	-
GMC Yukon	210	81	76	121	5,810	1,655	58.5	8,400	65.5	44.0	5.5	64.5	31.5	3.5	63.0	26.0	4.0
GMC Yukon XL	225	81	76	134	6,000	1,760	70.0	8,000	66.5	44.0	5.5	64.5	31.5	3.0	63.0	28.0	4.0
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	4,245	880	13.0	NR	57.5	42.0	4.0	56.0	29.0	2.5	-	-	-
Genesis G90	208	76	59	125	4,865	NA	12.0	NR	59.0	NA	NA	58.0	NA	NA	-	-	-
Genesis GV60	178	74	62	114	4,740	860	26.5	2,000	57.0	44.0	5.0	53.0	29.0	3.0	-	-	-
Genesis GV70	186	75	64	113	4,310	935	27.5	3,500	59.0	42.0	5.5	56.5	27.0	3.0	-	-	-
Genesis GV80	195	78	68	116	4,915	900	39.0	6,000	60.0	42.0	3.0	57.5	28.5	3.0	-	-	-
Honda Accord	192	73	57	111	3,585	850	17.0	1,000	57.5	42.0	4.0	55.5	32.0	3.0	-	-	-
Honda CR-V	185	73	67	106	3,635	NA	NA	1,500	58.0	NA	NA	58.0	NA	NA	-	-	-
Honda Civic	183	71	56	108	2,885	850	15.0	NR	57.0	43.0	6.5	55.5	30.5	2.0	-	-	-

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Honda HR-V	180	72	63	105	3,280	840	28.5	NR	56.5	43.0	6.0	54.5	31.5	3.5	-	-	-
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	189	79	72	111	4,170	950	39.0	5,000	61.0	41.0	5.5	60.5	30.0	5.0	-	-	-
Honda Pilot	200	79	71	113	NA	NA	NA	5,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
Honda Ridgeline	210	79	71	125	4,415	1,545	-	5,000	61.0	40.5	6.0	60.5	26.0	4.5	-	-	-
Hyundai Elantra	184	72	56	107	2,765	850	14.0	NR	55.5	43.0	6.0	53.5	28.5	1.5	-	-	-
Hyundai Ioniq 5	183	74	63	118	4,560	860	28.5	2,000	57.5	43.0	6.0	57.5	31.0	4.0	-	-	-
Hyundai Ioniq 6	191	74	59	116	NA	NA	11.0	NR	58.0	NA	NA	57.5	NA	NA	-	-	-
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	197	78	69	114	4,395	1,175	47.5	5,000	60.5	42.0	5.0	60.0	31.0	4.5	55.0	23.0	2.5
Hyundai Santa Cruz	196	75	67	118	4,045	1,410	NA	5,000	57.0	42.5	5.5	55.0	26.0	5.5	-	-	-
Hyundai Santa Fe	188	75	66	109	3,935	1,060	35.5	2,000	58.0	42.5	4.5	56.0	30.0	3.5	-	-	-
Hyundai Sonata	193	73	57	112	3,175	905	16.0	NR	57.0	43.0	4.0	55.0	30.5	3.5	-	-	-
Hyundai Tucson	182	73	66	109	3,605	925	38.5	2,000	56.0	43.0	4.5	55.0	30.0	4.5	-	-	-
Hyundai Venue	159	70	62	99	2,645	840	19.0	NR	53.5	41.0	5.5	50.5	25.5	3.5	-	-	-
Infiniti Q50	190	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	-	-	-
Infiniti QX55	186	75	64	110	4,020	NA	NA	NR	58.0	NA	NA	57.0	NA	NA	-	-	-
Infiniti QX60	198	78	70	114	4,630	1,150	41.0	6,000	61.0	43.0	5.5	59.0	33.0	2.5	50.0	28.5	2.0
Infiniti QX80	210	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	-	-	-
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar I-Pace	184	75	61	118	4,920	860	25.5	NR	57.5	42.0	5.5	54.0	29.5	3.5	-	-	-
Jaguar XF	195	78	57	117	4,175	960	19.0	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	194	78	71	117	4,480	1,050	36.0	6,200	59.5	44.5	4.0	58.0	29.5	2.0	-	-	-
Jeep Grand Cherokee L	205	78	72	122	4,840	1,200	45.0	6,200	59.0	43.5	4.5	58.0	27.5	4.5	51.5	29.0	2.0
Jeep Renegade	167	74	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wagoneer	215	84	76	123	6,150	1,510	63.5	10,000	63.0	42.5	5.0	65.0	31.0	2.5	63.5	28.0	2.0
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 Carnival	203	79	70	122	4,595	1,325	72.0	3,500	64.0	41.5	8.0	63.0	31.0	4.0	59.0	27.0	2.0
Kia EV6	184	74	61	114	4,540	825	26.5	2,300	56.5	43.0	5.0	54.0	33.0	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 Niro	174	72	61	107	3,100	NA	23.0	NR	56.0	NA	NA	56.0	NA	NA	-	-	-
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 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	3,985	1,030	39.5	3,500	58.5	42.0	6.0	57.5	30.0	3.0	50.5	24.0	0.0
Kia Soul	165	71	63	102	2,995	860	24.0	NR	54.5	42.5	6.0	52.0	28.0	5.0	-	-	-
Kia Sportage	184	73	65	109	3,610	925	38.0	2,500	55.5	43.0	6.0	54.5	30.5	5.0	-	-	-
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	43.0	7,700	61.0	42.5	7.5	59.0	28.5	5.5	-	-	-
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	-	-	-
Land Rover Range Rover	199	81	74	118	5,240	960	NA	8,200	NA	NA	NA	NA	NA	NA	-	-	-
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	195	81	72	118	4,990	NA	NA	7,715	NA	NA	NA	NA	NA	NA	-	-	-
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	-	-	-
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

CR'S TEST DATA & RATINGS Vehicle Dimensions

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Lexus IS	185	72	56	110	3,900	825	14.0	NR	55.0	43.5	2.5	52.0	28.5	1.5	-	-	-
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	201	78	74	112	5,665	NA	NA	8,000	61.5	NA	NA	59.0	NA	NA	56.0	NA	NA
Lexus NX	184	73	66	106	3,905	890	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	-	-	-
Lexus NX Hybrid	184	73	65	106	3,970	885	26.5	2,000	56.5	43.0	3.0	53.0	30.0	3.0	-	-	-
Lexus RX	193	76	67	112	4,310	NA	NA	3,500	58.0	NA	NA	56.5	NA	NA	-	-	-
Lexus RZ	189	75	64	112	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
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	80	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
Lucid Air	196	76	56	117	NA	NA	16.0	NA	58.0	NA	NA	54.5	NA	NA	-	-	-
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 Grecale	191	77	66	114	4,430	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
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 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	180	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	-	-	-
Mazda CX-50	186	73	64	111	3,755	850	34.0	2,000	55.0	42.0	3.0	52.5	30.0	2.0	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-30	173	71	62	104	3,655	NA	21.0	NR	55.5	NA	NA	52.5	NA	NA	-	-	-
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mercedes-Benz C-Class	187	74	57	113	4,030	985	13.0	NR	51.0	44.0	3.0	54.5	29.0	0.5	-	-	-
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	199	74	57	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 EQE	197	77	60	123	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Mercedes-Benz EQS	207	76	60	126	5,810	875	22.0	NR	59.5	44.0	3.0	57.0	35.0	1.0	-	-	-
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	186	74	65	114	NA	NA	NA	NA	57.5	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz GLE	194	77	71	118	5,145	980	36.5	7,700	59.0	43.0	5.0	56.0	32.0	5.0	-	-	-
Mercedes-Benz GLS	205	77	72	123	5,495	1,300	42.5	7,715	59.0	43.0	5.5	57.5	31.5	5.0	50.0	21.5	3.5
Mercedes-Benz S-Class	208	77	59	127	4,775	NA	13.0	NR	59.5	NA	NA	59.0	NA	NA	-	-	-
Mini Cooper	153	68	56	98	2,813	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	179	71	67	105	3,515	825	22.5	1,500	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	75	69	107	3,845	1,155	32.0	2,000	56.0	42.0	4.5	55.0	32.0	4.0	51.0	26.5	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	193	73	57	111	3,240	900	15.0	NR	57.5	41.5	3.5	54.0	29.5	2.5	-	-	-
Nissan Ariya	183	75	65	109	4,530	NA	NA	NR	57.0	NA	NA	56.0	NA	NA	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	210	73	76	126	4,720	1,290	-	6,370	58.5	42.0	5.0	58.0	28.5	2.0	-	-	-
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	198	78	70	114	4,600	1,150	44.5	6,000	61.0	43.0	6.5	59.0	30.5	3.5	58.0	23.5	3.5
Nissan Rogue	183	72	67	107	3,685	900	36.5	1,500	57.0	42.0	5.0	54.5	30.5	5.0	-	-	-
Nissan Rogue Sport	173	72	63	104	3,365	900	24.5	NR	56.0	41.5	5.0	53.0	27.0	4.0	-	-	-
Nissan Sentra	183	72	57	107	3,000	880	14.0	NR	55.5	42.0	5.5	52.0	28.0	2.0	-	-	-
Nissan Titan	228	80	76	140	5,770	1,435	-	9,135	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	172	73	52	100	3,485	NA	7.0	NR	54.0	NA	NA	-	-	-	-	-	-

Make + Model	Exterior Dimensions + Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Polestar 2	181	71	58	108	4,730	925	14.0	2,000	55.0	42.0	5.5	52.0	28.0	1.5	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
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	-	-	-
Rivian R1S	201	82	77	121	5,840	1,805	NA	7,700	NA	NA	NA	NA	NA	NA	NA	NA	NA
Rivian R1T	217	82	78	136	6,925	1,625	-	11,000	61.0	45.0	6.0	59.0	30.0	3.0	-	-	-
Subaru Ascent	197	76	72	114	4,550	1,160	40.5	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	168	70	52	101	2,835	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	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	192	74	66	108	3,915	900	37.0	3,500	57.0	42.5	4.5	57.5	30.0	5.0	-	-	-
Subaru Solterra	185	73	65	112	4,365	NA	NA	NA	58.0	NA	NA	56.0	NA	NA	-	-	-
Subaru WRX	184	72	58	105	3,345	850	13.0	NR	56.0	43.0	5.5	54.5	31.0	2.0	-	-	-
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	4,625	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 GR86	168	70	52	101	2,855	700	6.0	NR	53.5	42.5	3.5	51.5	22.0	0.0	-	-	-
Toyota C-HR	171	71	62	104	3,290	835	19.5	NR	54.0	41.5	4.5	53.0	27.5	3.0	-	-	-
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	-	-	-
Toyota Corolla	182	70	57	106	2,960	825	13.0	NR	54.0	42.0	2.5	53.0	29.5	1.5	-	-	-
Toyota Corolla Cross	176	72	65	104	3,320	940	26.0	1,500	51.5	42.0	3.5	53.0	28.5	3.5	-	-	-
Toyota Crown	194	72	61	112	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Toyota Highlander	191	76	70	110	4,925	1,305	40.5	3,500	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	2.0	-	-	-
Toyota RAV4	181	73	67	106	3,510	900	30.5	3,500	57.0	42.0	3.0	54.5	30.0	5.5	-	-	-
Toyota RAV4 Prime	181	73	67	106	4,335	970	30.5	2,500	58.0	42.0	4.0	56.0	29.0	5.0	-	-	-
Toyota Sequoia	208	80	75	122	6,180	1,485	NA	9,520	65.0	NA	NA	62.0	NA	NA	62.5	NA	NA
Toyota Sienna	204	79	69	121	4,585	1,420	48.0	3,500	62.5	42.0	4.0	62.0	34.0	2.0	58.0	25.5	2.0
Toyota Supra	173	73	51	97	3,385	465	10.0	NR	54.0	42.5	4.0	-	-	-	-	-	-
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	234	80	78	146	5,590	1,365	-	11,160	65.0	44.5	6.5	62.5	34.5	3.5	-	-	-
Toyota Venza	187	73	66	106	3,850	900	26.5	NR	57.5	42.0	4.5	56.5	29.0	4.5	-	-	-
Toyota bZ4X	185	73	65	112	4,465	NA	NA	NA	58.0	NA	NA	56.0	NA	NA	-	-	-
Volkswagen Arteon	192	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 GTI	167	71	58	104	3,205	915	24.0	NR	52.0	43.5	3.5	52.5	29.0	4.0	-	-	-
Volkswagen ID.4	181	73	65	109	4,905	950	31.0	2,700	57.5	42.0	6.0	55.0	29.0	2.5	-	-	-
Volkswagen Jetta	187	71	58	106	3,065	970	16.0	NR	55.0	43.5	4.0	52.5	30.0	2.5	-	-	-
Volkswagen Taos	176	73	65	106	3,530	935	31.5	NR	56.5	42.0	5.5	54.5	30.0	3.5	-	-	-
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo C40	175	74	63	106	4,700	960	NA	2,000	NA	NA	NA	NA	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



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