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AUTO
ISSUE



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EXCLUSIVE

10 TOP
PICKS

APRIL 2020

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BEST+WORST

CARS SUVS
TRUCKS



260

VEHICLES
RATED &
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Clockwise from top:
Subaru Forester,
Kia Telluride,
Tesla Model 3, and
Honda Ridgeline

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↓ POOR ↓ FAIR ↓ GOOD
↑ VERY GOOD ↑ EXCELLENT

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On the Road to Safety



WHETHER WE'RE BEHIND the wheel or a passenger, we all know the terrifying feeling of a close call on the road. One quick glance at our smartphone or a distraction from the backseat and we can find ourselves at serious risk. But as technology advances, new features are making cars safer than ever and—in some cases—allowing them to act faster than a

human ever could to prevent a crash. At CR, we're not only testing and analyzing these advanced safety systems to help consumers understand the new landscape; we're also putting pressure on industry to ensure that the best features become standard equipment for everyone.

While these new technologies can be lifesavers on the road, their names create confusion in the marketplace. One manufacturer's "lane change alert" is another's "blind spot monitor," making it difficult for consumers to effectively compare features. To resolve these inconsistencies, CR has recommended standardized names across common advanced safety systems, a move that was endorsed earlier this year by the Department of Transportation—and a critical step in making these features more comprehensible. In this issue, we provide a clear glossary of names and definitions for these vital new features, on page 26.

Of course, because this is our hotly anticipated Annual Auto Issue, we'll also delve into the performance, reliability, satisfaction, and safety of the entire field. We're not willing to compromise when it comes to the safety of your vehicles. That's why we're pushing automakers to make lifesaving technologies—forward collision warning and automatic emergency braking with pedestrian detection—standard on all versions of a model in order to earn a coveted spot as a Top Pick. After all, we believe basic safety is a right for all of us—not a luxury reserved only for those who can afford it.

Marta Tellado

Marta L. Tellado,
President and CEO
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WELCOME TO THE AUTO ISSUE



ILLUSTRATIONS
BY GIACOMO BAGNARA

Buying a car is a major financial decision for most people, but it's also one that should be a pleasure. To help you focus on the fun of choosing a vehicle you'll love, we at Consumer Reports buy and scrutinize 50 to 60 models a year to steer you to top-performing SUVs, sedans, trucks, and minivans. That means reliable, fuel-efficient, comfortable, and—most important—safe.

Marketing claims abound, but CR is uniquely qualified to advise you because we never accept advertising, and we anonymously buy every vehicle we test, to the tune of \$2 million each year. CR engineers and other experts working at our 327-acre Auto Test Center in Colchester, Conn., drive the vehicles about 900,000 miles each year. And we scrutinize data from our member surveys to give you reliability and owner satisfaction ratings for vehicles new and used.

We've also made changes to address the fact that the world is in the midst of an automotive safety revolution, as cars with increasingly complex systems work hard to help you avoid crashes. These features are collectively known as advanced driver assistance systems (ADAS) and can automatically brake to avoid hitting another car or a pedestrian, warn you if you're drifting out of your lane, or help you see into blind spots. We evaluate ADAS features in tested models to see how easy they are to use.

We also survey our members about their experiences with safety systems. They told us that blind spot warning (BSW) is making a real difference, helping them to avoid crashes. So we took action and now give extra credit to tested models that have BSW standard across all trims. We do the same for tested models with standard automatic emergency braking (AEB), forward collision warning (FCW), and pedestrian detection.

This year we also added pedestrian detection as a requirement for vehicles to make our list of Top Picks, given the steady climb in pedestrian fatalities since 2009. This is likely due to increased driver distraction as well as more SUVs on the road, which pose a greater danger to people walking or riding bicycles. Also adding to the problem may be pedestrians distracted by smartphones.

We're here for you, and hope that our preoccupation with safety and quality gives you the confidence to choose a vehicle you and your family will enjoy for years to come.

—The Editors





10 TOP PICKS

These are the most exceptional new cars on the road today. They all shine in CR's tests and surveys, and each comes standard with key advanced safety features.
BY JEFF S. BARTLETT

WE SEE PLENTY of great cars at Consumer Reports' test track. Our Top Picks represent the best of the best. We selected these standouts from hundreds of current models rated by CR and backed by survey data from hundreds of thousands of our members. These cars have some of the highest Overall Scores in their categories, factoring in road tests, predicted reliability, owner satisfaction, and safety.

When selecting Top Picks, we only consider CR-recommended models that come standard with forward collision warning (FCW) and

automatic emergency braking (AEB) with pedestrian detection. This is the first year we've required standard pedestrian detection to be eligible. This feature works with AEB to sense when people are in a car's pathway and automatically brake, if needed. We believe all of these features have the potential to save lives and shouldn't cost extra as part of an options package.

The National Highway Traffic Safety Administration reports there were 6,283 pedestrian deaths from traffic crashes in 2018, the most since 1990.

"Studies and our own testing have shown pedestrian detection systems can help curb this tragic trend," says Jake Fisher, senior director of auto testing at Consumer Reports. "We added this requirement to help make this feature commonplace."

CR gives extra points to the Overall Score for models that have FCW, AEB, pedestrian detection, and blind spot warning (BSW) as standard equipment on all the trims. (Top Picks are listed by price range.)

Learn more about the Top Picks at [CR.org/cars](https://www.consumerreports.org/cars).



KIA
TELLURIDE
See page 11.



LEXUS
RX

\$45,000-\$55,000

Lexus RX

MIDSIZED SUV



The Lexus RX pioneered the midsize luxury crossover in the late 1990s, and it continues to set the standard in this popular segment. The winning formula remains the same: a Goldilocks size, smooth power delivery, plentiful amenities, and proven reliability. Starting at about \$45,000, the RX rates high in our testing for ride comfort and noise, besting some more expensive rivals. The tranquil driving experience complements the wide, supportive front seats. We do wish that the infotainment controls were less frustrating. Even so, the Lexus

is a top performer and a tremendous value for luxury seekers. The RX comes in different versions, including an extremely efficient 450h hybrid and a three-row RX L. Whichever flavor appeals to your budget and needs, the RX promises a premium, worry-free ownership experience.

Toyota SUPRA

SPORTS CAR



The legendary Supra made a triumphant return this year after a two-decade absence, distinguishing itself as an entertaining thrill ride. This new two-seat sports coupe—co-produced by BMW—excels

by providing a balanced but exhilarating performance. The acceleration from its turbocharged six-cylinder engine beats some V8-powered muscle cars, yet the Supra's overall fuel economy is closer to a mild-mannered sedan's. The Supra's sharp steering and responsive handling make the car a treat to drive on our test track. The finessed suspension tuning is a high point that distinguishes the Supra from its rivals, including the BMW Z4. Like many great sports cars, the Supra has compromised outward visibility and a stiff ride. But the overall driving experience is so rich that performance enthusiasts might overlook those issues.

Tesla MODEL 3

ELECTRIC CAR



The Model 3 proves that EVs can challenge conventional upscale sedans by offering invigorating performance with a high-tech vibe. It boasts rapid acceleration that's delivered in near

TESLA
MODEL 3

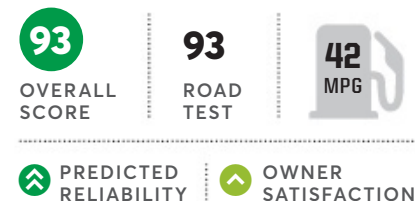


silence, with instant passing power available at any speed and enough thrust to push the driver back into the seat. The car's superb handling and quick, precise steering help it feel like a sports car. The Model 3 has excellent visibility and a stark interior dominated by a floating 15-inch touch screen that governs many controls. Its impressive road performance is diminished only by the stiff ride and notable wind noise. But its long range of 250 to 330 miles (depending on the version) and green credentials offset those drawbacks.

\$35,000-\$45,000

Toyota AVALON

LARGE SEDAN



The Avalon is by far the highest-scoring vehicle in CR's large sedan category, delivering a rare combination of roominess, sophistication, and efficiency. It stacks up well against cars from

TOYOTA
SUPRA



PHOTOS: JOHN POWERS/CONSUMER REPORTS (8)



prestige brands costing \$20,000 more. The model achieved a near-perfect score for ride comfort in CR's testing and has the best predicted reliability in the category. The Avalon has a spacious, richly furnished cabin with wide, supportive front seats and rear seats with generous legroom. The sedan's V6 engine, paired with a slick-shifting eight-speed transmission, provides lush power. Even more attractive, however, is the hybrid version, with fuel efficiency that you'd typically find in a much smaller car; CR measured 42 mpg overall, with 52 mpg on the highway. Like most Toyotas, the Avalon comes standard with a host of advanced safety systems, including pedestrian detection, FCW, BSW, and AEB (highway speed). We consider these to be essential safety systems that should come standard on all models.

TOYOTA
AVALON



Kia TELLURIDE

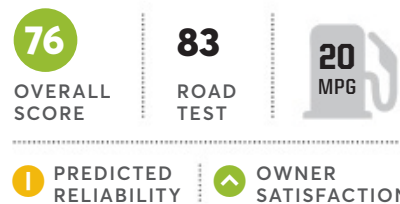
MIDSIZE, THREE-ROW SUV



An undeniable class leader, the Telluride (shown on page 9) came into the midsize SUV segment like a wrecking ball, outscoring competitors and long-running leaders in the popular three-row SUV category by a significant margin. In fact, its road-test score is among the highest of any vehicle CR has recently tested. And yet this is an aggressively priced model that offers a compelling blend of comfort, features, space, and capability for the money. What makes the Telluride so impressive is how it manages to do both the big and small things well, from its nicely matched V6 engine and automatic transmission to its elegantly simple controls. The front seats are wide and welcoming for a range of body types. And the second-row passenger space is generous, with seats that slide and tilt to open up more access to an inviting third row. This new entry, with its charm and functionality, is a certified hit.

Honda RIDGELINE

COMPACT PICKUP TRUCK



The innovative Ridgeline reimagines what a modern pickup truck can be, combining a unique carlike driving experience with clever, useful features. It has a ride that rivals a great sedan's, handling that outshines that of other trucks, and a quiet, coddling cabin. The V6 engine delivers strong, smooth acceleration and gives the Ridgeline better fuel economy than most trucks. The fold-or-swing tailgate makes bed access a cinch, and a large, lockable underbed storage bin adds unique versatility for weekend adventures. Numerous updates for 2020 heighten the Ridgeline's appeal, including a suite of advanced safety systems now standard on every trim. Other trucks may be bolder, even tougher, but none are more sensible, as refined, or easier to live with.

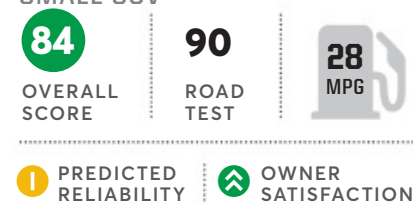
HONDA
RIDGELINE



\$25,000-\$35,000

Subaru FORESTER

SMALL SUV



SUBARU
FORESTER

The Subaru Forester tops the white-hot small SUV category for its combination of practical design, high owner satisfaction, and impressive fuel economy. It's one of the better-riding SUVs in the category, impressively absorbing road imperfections. Its handling is responsive, with less body roll and quicker steering around corners than the previous-gen Forester. The boxy design sticks out in a world of sleek SUVs, but the Forester's shape delivers benefits, such as easy access, hip-height seats, and big windows that provide great visibility. Plus, fuel economy is impressive at 28 mpg overall, tying the Honda CR-V for the best mileage of any small SUV that isn't a diesel or hybrid.

TOYOTA
PRIUS



\$25,000-\$35,000

**Toyota
PRIUS**

HYBRID



↑ PREDICTED RELIABILITY | **↑** OWNER SATISFACTION

PLUG-IN HYBRID



↑ PREDICTED RELIABILITY | **↑** OWNER SATISFACTION

The Prius has been one of our Top Picks 17 times—more than any other model. The vehicle delivered 52 mpg overall in our tests, making it a standard-bearer for hybrid efficiency. It returned 43 mpg in our city driving test and 59 mpg on the highway route. The Prius Prime plug-in version provides even better mileage for drivers who can charge often to make use of its 22.5-mile range on electric-only power. Even so, the Prime gets 50 mpg when operating as a regular hybrid and has a class-leading 590-mile total range. Despite their complex powertrains, these Prius models have an enviable track record for reliability. The

cabin has some design quirks, such as the odd center-dash placement of the gauges. But they help the Prius feel like something truly different when you're sitting inside. Ultimately, its sheer sensibility and proven reliability make the Prius a top seller each and every year, and one of CR's perennial favorites.

**Subaru
LEGACY**

MIDSIZE SEDAN



↑ PREDICTED RELIABILITY | **↑** OWNER SATISFACTION

As our highest-scoring midsize sedan, the redesigned Legacy sets the benchmark for its class. It's at the top or near the top in most CR ratings categories,

SUBARU
LEGACY



distinguishing itself with a strikingly smooth ride and standard all-wheel drive. Although the base engine delivers modest acceleration, Subaru offers an invigorating turbo engine that provides extra power. The Legacy feels like a solid, substantial car. With front seats that offer a wide range of adjustments, and an interior with plenty of headroom, the Legacy accommodates drivers and front- and rear-seat passengers of many body types. The cabin has cushy armrests and a well-designed center console with a padded cutout for the driver's right knee. The wide trunk opening makes loading and unloading quite easy; there are few better sedans in that respect. The closely related Outback wraps the Legacy's virtues in a more versatile, outdoorsy package that's equally desirable.

UNDER \$25,000

**Toyota
COROLLA**

SMALL CAR



↑ PREDICTED RELIABILITY | **↑** OWNER SATISFACTION

The Corolla is—hands down—the most new car for your money in the small-car segment. It's roomy for a compact sedan, efficient (33 mpg overall in our testing), and comes with standard advanced safety tech. Each Corolla has FCW, AEB with pedestrian detection, lane departure warning (LDW), lane keeping assistance (LKA), adaptive cruise control

TOYOTA
COROLLA



(ACC), and automatic high beams, impressive for the price. And the new Corolla has improved its driving dynamics, tackling corners more skillfully than its predecessor thanks to well-weighted steering and limited body lean. That doesn't come at the expense of ride quality; the Corolla soaks up bumps with the best in the class. The car is available in a range of flavors, with basic versions, sporty iterations with an extra 30 hp, a hatchback, and a 48-mpg hybrid.

BEST + WORST LISTS



Finding the right new or used car involves weighing a list of factors like price, safety, and how at home you feel in the driver's seat—to name just a few. Our rigorous testing, combined with detailed feedback on hundreds of thousands of vehicles from CR's member surveys, reveal the key strengths and weaknesses of specific models and brands. This year we present the best and worst performers in terms of fuel economy and owner satisfaction, and highlight the very best affordable new and used cars, the best vehicles for tall and short drivers, and the best tire brands. Use these best and worst lists to help streamline your selection process with confidence.

—Jonathan Linkov

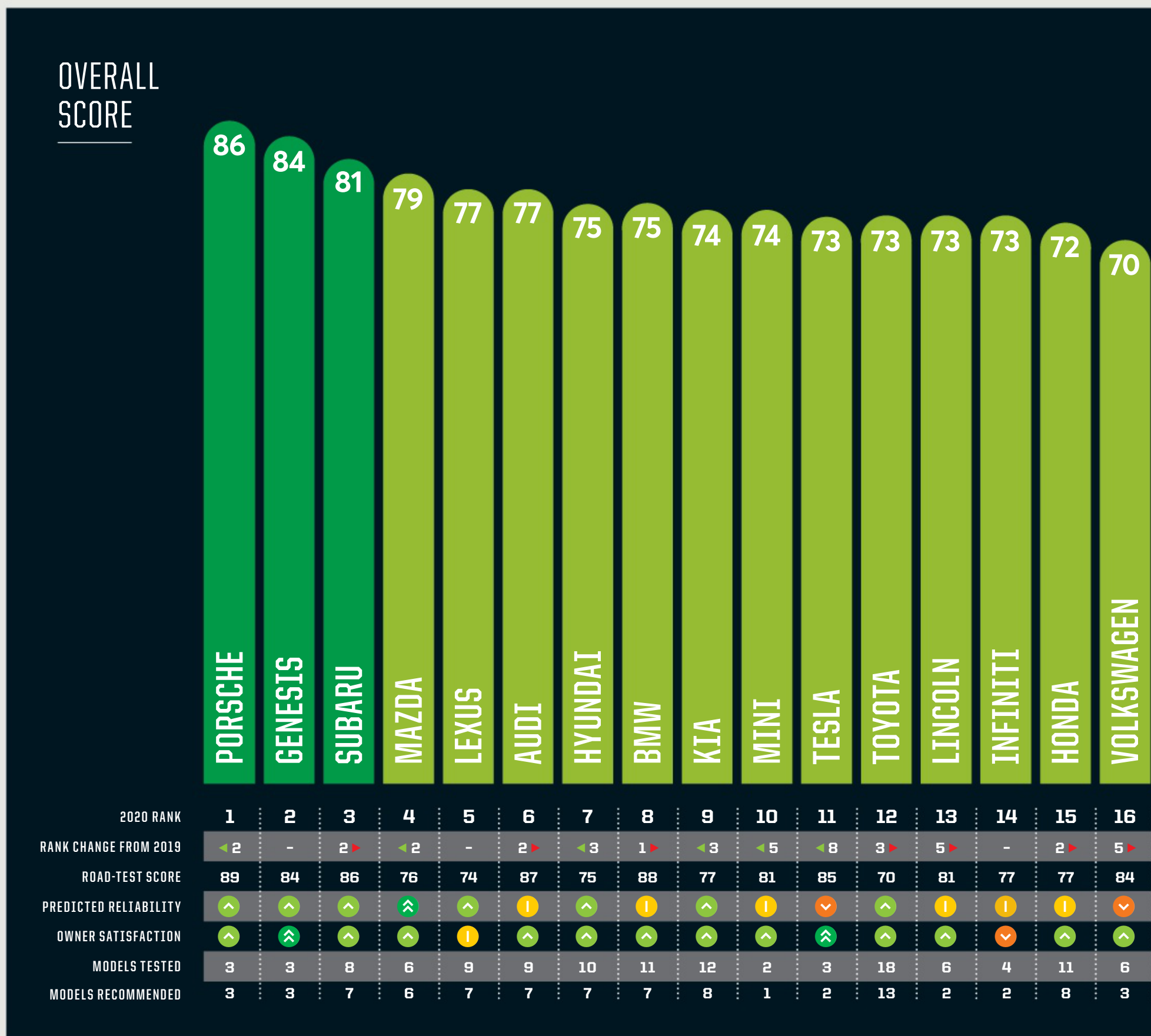
What Brands Make the Best Cars?

In our much anticipated annual ranking, Consumer Reports' exclusive testing and member survey data reveal the best and worst automotive brands overall.

PORSCHE PULLS INTO the top spot this year, leapfrogging third-place Subaru, whose score remains unchanged.

Genesis holds steady in second place.

Those are CR's findings based on our exclusive testing and member surveys. The leaders benefit from outstanding results in our road test and reliability and owner satisfaction surveys, which





are factored into each model's Overall Score. The best brands on this list tend to have more vehicles in their product lineups that consistently performed well.

CR recommends all the Porsche, Genesis, and Mazda (another top brand) models we've tested. Subaru falls just short of that distinction because of the below-average predicted reliability of

its WRX sedan. Tesla was the biggest gainer, climbing eight positions due to the improved reliability of the Model 3 and Model S sedans.

The bottom brands are also an unchanged club, with Fiat, Mitsubishi, Jeep, Land Rover, Cadillac, Jaguar, Alfa Romeo, and GMC again falling short. We tested a total of 36 models from

those brands, and we recommend only one, the Jeep Grand Cherokee.

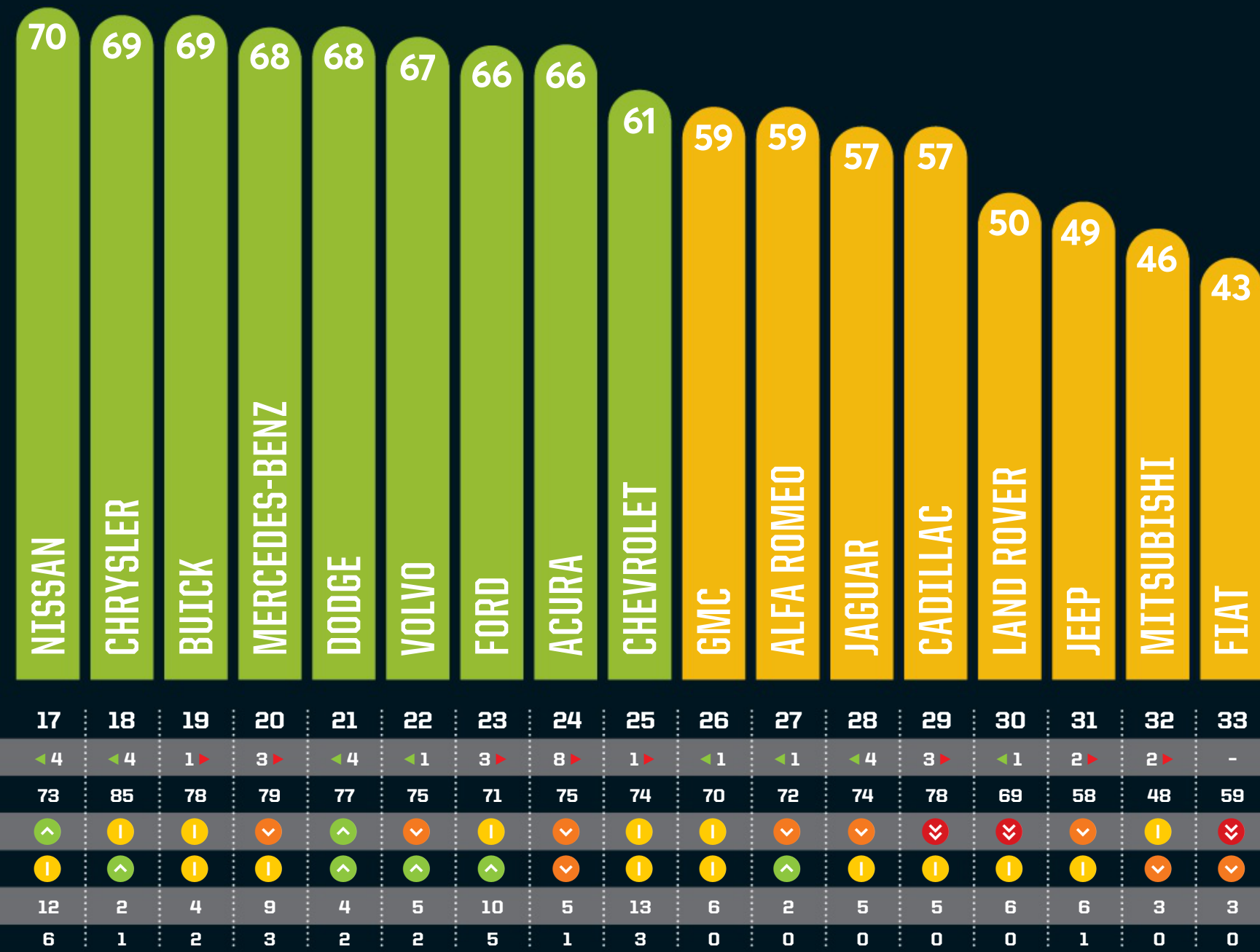
Brands that move slightly up or down in our ranking tend to have new or redesigned model offerings, such as Audi with the A6 and A8, or changes in predicted reliability. Shoppers should remember that models from all brands can vary in reliability performance.

Brand report cards are built on an average of the Overall Score for each model tested. A brand must have at least two models tested to be included. The Overall Score is based

on four key factors: road test, reliability, owner satisfaction, and safety. The road-test scores are for vehicles purchased by CR and run through more than 50 tests. Reliability

predictions are based on problems reported by CR members in 17 trouble areas. Owner satisfaction from surveyed CR members reflects whether drivers would purchase the same

car if they had to do it again. Safety includes crash-test results and extra points awarded for proven advanced safety features that come standard for the model.



Best Used Vehicles Under \$20,000

A NEW CAR can depreciate by as much as 40 percent in its first three years yet still have most of its useful life ahead of it. That means buying used can be a real bargain. The first owner took the hit to the residual value and you get to enjoy the savings—as long as maintenance and repair costs are low. The used cars, wagons, SUVs, and pickup trucks on this list are the most likely to hold up over time. All of them performed well in our tests when new and have above-average reliability in the years listed, based on survey data from the CR members who own them.

SMALL CARS

Acura TSX '10-13
 BMW i3 '14-15, '17
 Honda Fit '11-13, '16-19
 Lexus CT200h '11-13, '15
 Mazda3 '11-18
 Nissan Leaf '11-13, '15-17
 Scion xB '12, '15
 Toyota Corolla '10-18
 Toyota Matrix '10
 Toyota Prius '10-17
 Toyota Prius C '12-16

SMALL SUVs

Mazda CX-5 '13-17
 Nissan Rogue Sport '17-19
 Toyota RAV4 '10-18

MIDSIZED CARS

Acura TL '10, '12-14
 Honda Accord '10-17
 Hyundai Azera '12-14
 Lexus ES '10-15
 Lexus GS '13
 Lexus IS '10-12, '14
 Lexus LS '10-12
 Mazda6 '10, '15-18
 Toyota Avalon '10-16
 Toyota Camry '10-17

MIDSIZED & LARGE SUVs

Lexus RX '10-14
 Toyota 4Runner '10-12
 Toyota Highlander '10-14

SPORTS CARS

Mazda MX-5 Miata '12-17

PICKUP TRUCKS

Honda Ridgeline '10-13
 Toyota Tundra '10-15

WAGONS

Toyota Prius V '12-16
 Toyota Venza '10-15
 Volvo XC70 '12-13, '15

Best New Vehicles Under \$30,000

THE AVERAGE PRICE paid for a new car has climbed to about \$37,000, according to the National Automobile Dealers Association. But a wide array of CR-recommended models cost far less. The cars and SUVs on this list are all recommended, having met our stringent performance, reliability, and safety standards. And don't assume you'll have to settle for bare-bones trim levels to save money. Many of these can be purchased with desirable features and still cost less than \$30,000.

SMALL CARS

Honda Civic
 Honda Fit
 Honda Insight
 Hyundai Elantra
 Hyundai Elantra GT
 Kia Forte
 Kia Soul
 Mazda3
 Subaru Impreza
 Toyota Corolla (incl. hybrid)
 Toyota Corolla Hatchback
 Toyota Prius
 Toyota Prius Prime
 Toyota Yaris
 Volkswagen Golf

MIDSIZED CARS

Ford Fusion
 Honda Accord
 Kia Optima
 Mazda6
 Nissan Altima
 Subaru Legacy
 Toyota Camry

SMALL SUVs

Honda CR-V
 Hyundai Kona
 Kia Sportage
 Mazda CX-3
 Mazda CX-5
 Nissan Rogue
 Nissan Rogue Sport
 Subaru Crosstrek
 Subaru Forester

SPORTS CARS

Honda Civic Si
 Hyundai Veloster
 Mazda MX-5 Miata
 Mini Cooper S
 Subaru BRZ
 Toyota 86

Best for Short and Tall Drivers

CHOOSING A CAR isn't a one-size-fits-all proposition. A driver's stature can have an effect on seat comfort, driving position, ease of getting in and out, and outward visibility. The CR

testers who evaluate these factors range in height from 5 feet, 1 inch to 6 feet, 2 inches. We've based the 10 best models for short and tall drivers (in rank order) on their evaluations of

those four factors. Some models steal rear seat space to make the front area bigger, so if you regularly carry passengers in the front or rear, bring them along on the test drive.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

Best Tire Brands

THE RIGHT TIRES can optimize a vehicle's ride, handling, and even its safety, so it's important to make an informed choice. Our Tire Brand Score covers 152 models from 20 brands. It's based on the all-weather testing CR conducts each year in categories including all-season, winter/snow, high- and ultra-high-performance, and truck and SUV tires. The brands that top the list consistently make tires that excel in our tests for all-weather grip, braking distance, and rolling resistance, and for the thousands of miles driven in our tread life test.



BEST VEHICLES FOR TALL DRIVERS

BMW 7 Series
Porsche Cayenne
Audi Q7
BMW X7
Honda Pilot
Genesis G90

Volvo XC90
BMW X5
Audi A8
Land Rover
Range Rover

BEST VEHICLES FOR SHORT DRIVERS

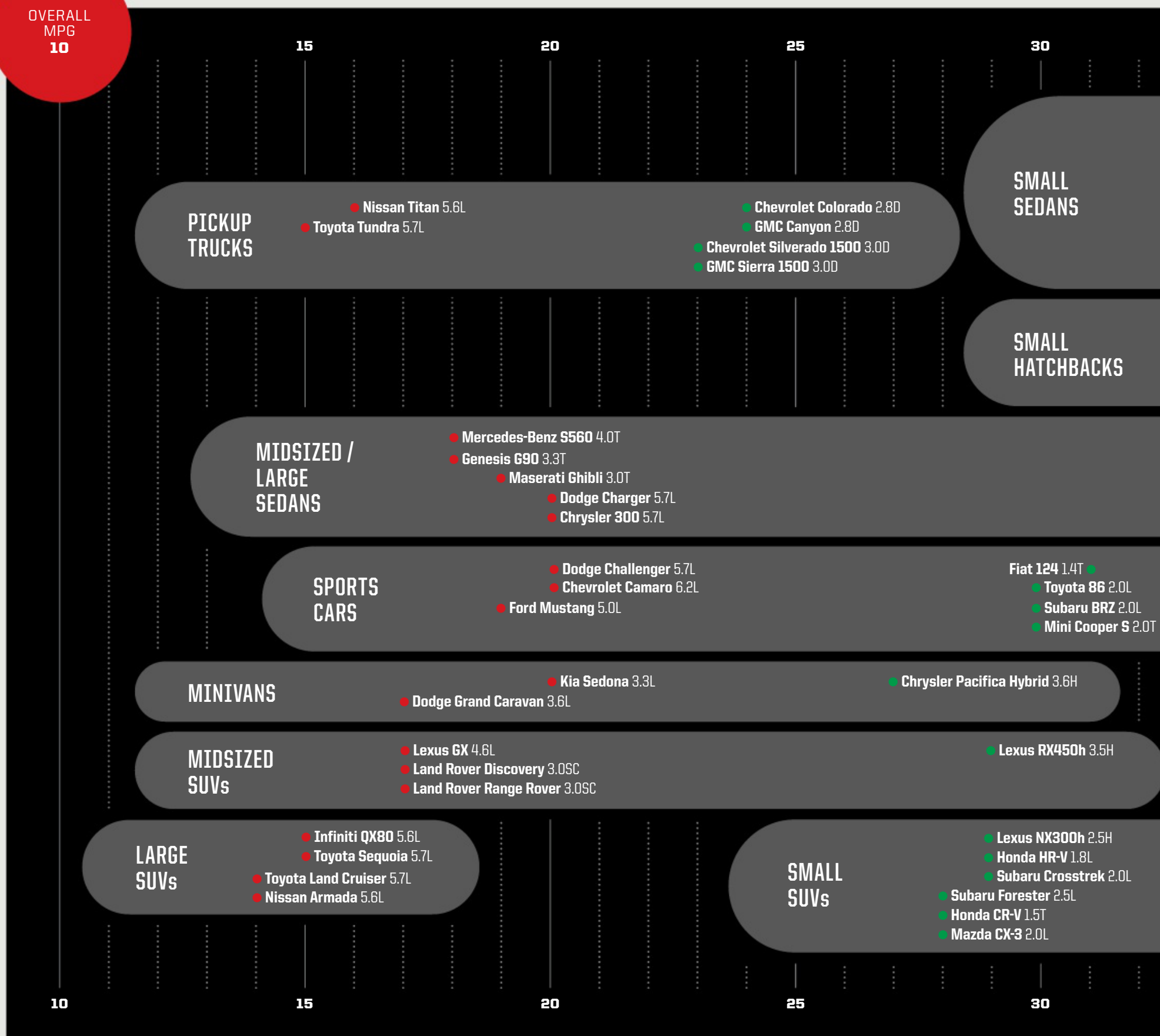
Subaru Forester
BMW 7 Series
Acura RLX
Lexus ES
Mercedes-Benz S-Class

Volvo XC90
Subaru Outback
BMW X5
Volkswagen Tiguan
Honda Odyssey

Best & Worst Fuel Economy

MOST NEW-VEHICLE CATEGORIES have seen big gains in fuel economy over the past decade. According to CR's assessments, the best mid-sized sedans can now get 32 mpg overall, and the best mid-sized hybrid sedans can get 47 mpg overall. Both of these beat the top small and mid-sized cars from 10 years ago. This year's most fuel-efficient cars are small hybrids:

OVERALL
MPG
10



the Honda Insight, which gets 54 mpg, and the Toyota Prius and Hyundai Ioniq, which get 52 mpg.

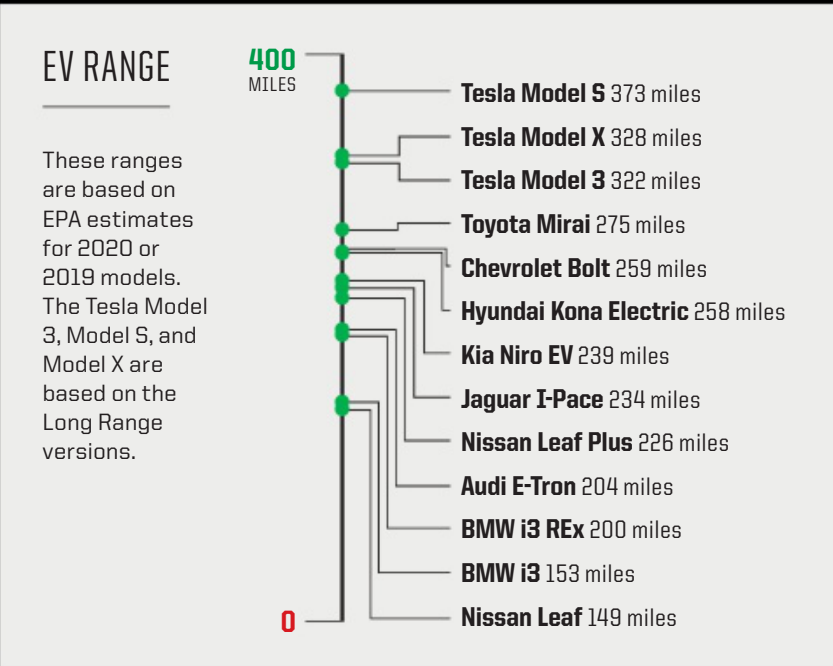
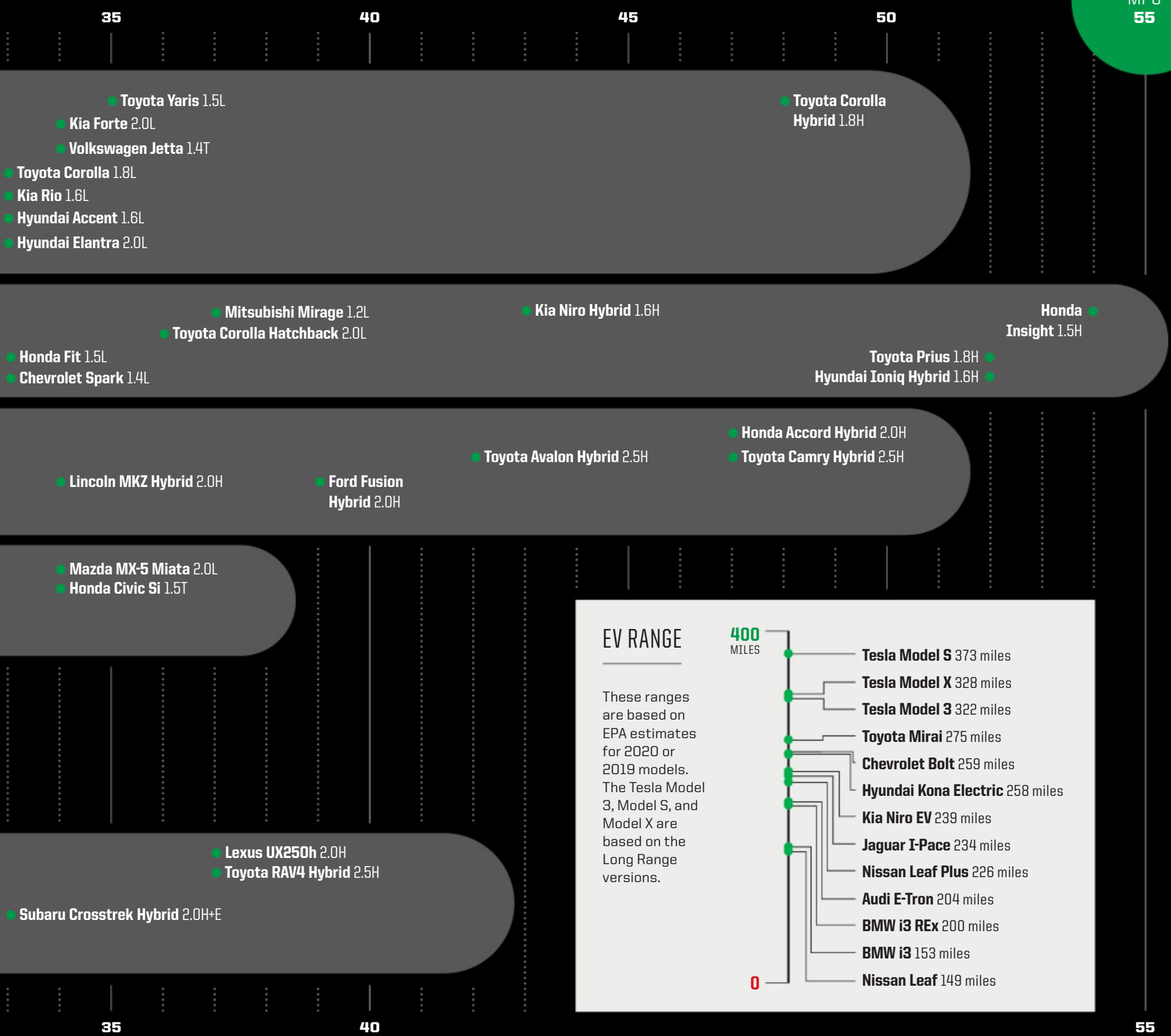
Small SUVs have also improved. The best nonhybrid SUVs, the Honda HR-V and Subaru Crosstrek, get 29 mpg overall, while the Subaru Forester and Honda CR-V deliver 28 mpg. Hybrid SUVs do even better: The RAV4 Hybrid gets 37 mpg overall, tying with the

Lexus UX250h for best fuel efficiency among small hybrid SUVs.

A decade ago there were no all-electric vehicles that could carry adults in comfort and go more than 200 miles on a single charge. Today, there are several capable of that, and a few of them can travel 300 miles or more per charge. Pickup trucks and large SUVs still lag behind. The only pickups

that can meet or exceed 20 mpg are compact trucks or full-sized diesel models. Many mid-sized and large SUVs are stuck at just 18 mpg or worse, having made only small gains over the past decade. The lists below highlight the best and worst performers in our fuel-economy tests. They're ordered by overall mpg except for the EVs, which are ranked by range.

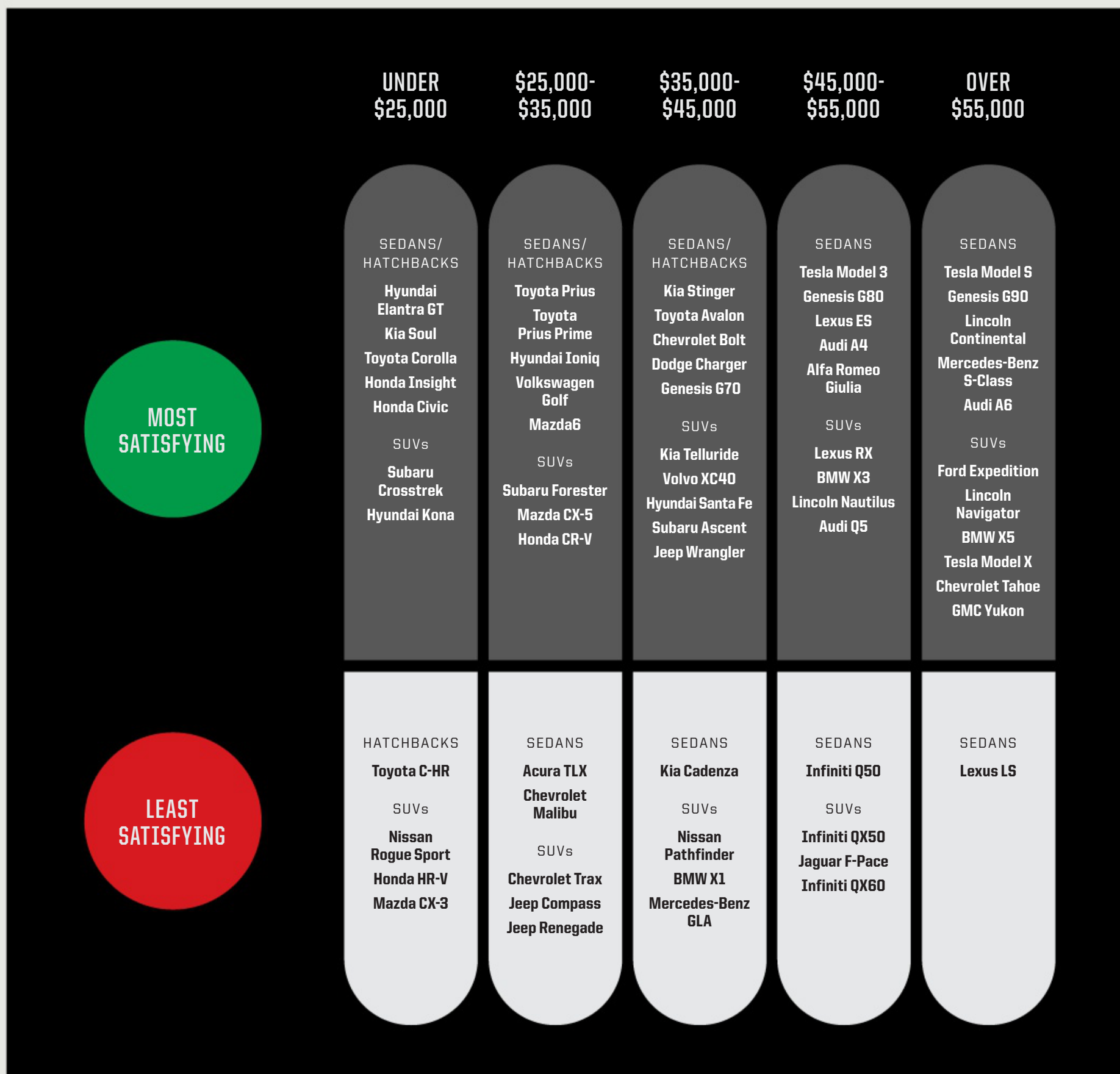
OVERALL
MPG
55



Best & Worst Owner Satisfaction

IF YOU COULD go back in time, would you buy the same car again? We ask thousands of CR members that question in our Annual Auto Surveys, and their answers are what we use to create our Owner Satisfaction ratings. Predictably, the cars that CR members say they would definitely buy again are the ones they're most satisfied with. The least

satisfying vehicles have the lowest percentage of owners who say they would buy that model again. There's a good chance that the cars and SUVs CR members have found satisfying are the ones you'll be happiest with, too. And the ones they've found the least satisfying are those that will probably disappoint you.

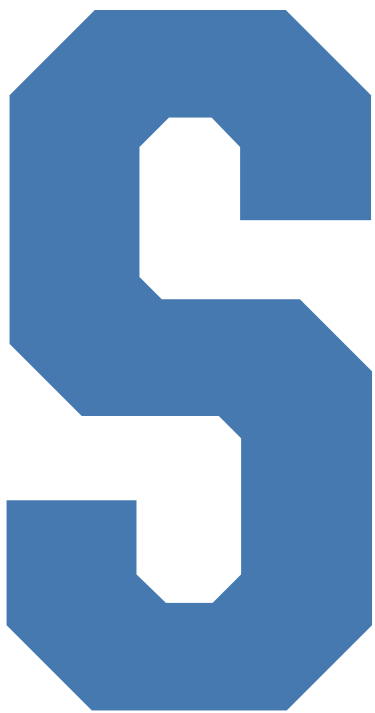


Why You May Be Paying Too Much for Your Car Insurance

In this joint investigation, we uncovered documents that shed light on how Allstate tried to engage in pricing that was deemed discriminatory. And Allstate may not be alone. Learn how you can protect yourself from such sticker shock.

BY MADDY VARNER AND
AARON SANKIN OF THE MARKUP





Seven years ago, Allstate Corporation told Maryland regulators it was time to update its auto insurance rates. The insurer said its new, sophisticated risk analysis showed it was charging nearly all of its 93,000 Maryland customers outdated premiums.

Some of the old rates were off by miles, as in the case of a 36-year-old man from Prince George's County, Md., who Allstate said in public records should have been paying \$3,750 every six months but was instead being charged twice that, more than \$7,500. Other customers were paying hundreds or thousands of dollars less than they should have been, based on Allstate's new calculation of the risk that they would file a claim.

Rather than apply the new rates all at once, Allstate asked the Maryland Insurance Administration for permission to run each policy through an advanced algorithm containing dozens of variables that would adjust it in the general direction of the new risk model. Allstate said the goal of this new customer "retention model," which it was rolling out across the country, was to limit policy cancellations from sticker shock.

After questions from regulators, the insurer submitted thousands of pages of documentation on the price changes—including data showing how the changes would affect each individual customer, a rare public window revealing details of its auto insurance pricing that have otherwise been kept behind a wall of privacy, labeled a trade secret.

When The Markup and Consumer Reports conducted a statistical analysis of the Maryland documents, we found that, despite the purported complexity of Allstate's price-adjustment algorithm, it was actually simple: It resulted in a suckers list of Maryland customers who were big spenders and would squeeze more money out of them than others.

Customers who were already paying the highest premiums, more than \$1,983 every six months, and were due an increase would have borne price hikes of up to 20 percent. But drivers with cheaper policies who deserved price jumps that were just as big would only be charged a maximum increase of 5 percent. Middle-aged customers were most likely to be in the 20 percent increase group.

We also found that Allstate's algorithm would have denied meaningful decreases to thousands of Allstate customers who the company's new risk profile showed were paying too much. That 36-year-old from Prince George's County would not have saved \$3,500 on his policy as he deserved, documents show, but rather gotten a measly

discount of \$26. Decreases were capped at half a percent across the board.

Maryland ultimately rejected the plan, calling it discriminatory, and it never went into effect there. However, the insurer has continued to propose plans with a customer “retention model” in other states.

Allstate declined to answer any of our detailed questions and did not raise any specific issues with our statistical analysis, which we provided the company in detail in November, including the code used to calculate our findings.

“Our rating plans comply with all state laws and regulations,” read a short statement emailed by spokeswoman Shaundra Turner Jones. The Maryland proposal, the statement said, aimed to “minimize customer disruption and provide competitive prices.”

In a later email, she added that our reporting on the Maryland filing “is inaccurate and misleading” because it is “based on a rating plan that was never used.”

customers who were owed discounts but would not have gotten them. Allstate proposed giving Maryland customers over the age of 62 a median discount of \$1.64, far less than many deserved, according to its new risk calculations.

The lost discounts to Allstate’s Maryland customers would have added up to more than \$10.5 million in the first six months alone.

“That they wouldn’t have gotten these discounts would have been devastating,” said Deni Taveras, a council member in Prince George’s County, where Allstate determined policyholders who were owed discounts were being overcharged by \$265, on average, but proposed dropping their rates by pennies, an average discount of \$2.63.

“My district is highly dependent on social services, pensions, and food pantries,” she said. Those hundreds of dollars would have been “huge,” a boon that “would have covered meals, it would have covered bills.”

Had Maryland approved the proposal, it would not have required

Allstate to inform its customers that they had been deprived of discounts.

Besides Maryland, some other states have also signaled that they would not accept similar plans from Allstate. Georgia rejected Allstate’s proposal just last year. Utah and Colorado said in emails that they made the insurer get rid of the retention models in their states.

But at least 10 states have approved Allstate plans where public records mention using a customer retention model: Arizona, Arkansas, Illinois, Iowa, Michigan, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin.

Allstate wouldn’t tell us whether those work exactly the same way as the Maryland proposal, and it’s impossible to know from the outside. The Markup and Consumer Reports reviewed public records for hundreds of Allstate filings, and only the Maryland filing contained the granular customer data necessary for this analysis, because regulators there asked for more information than the insurer originally provided.

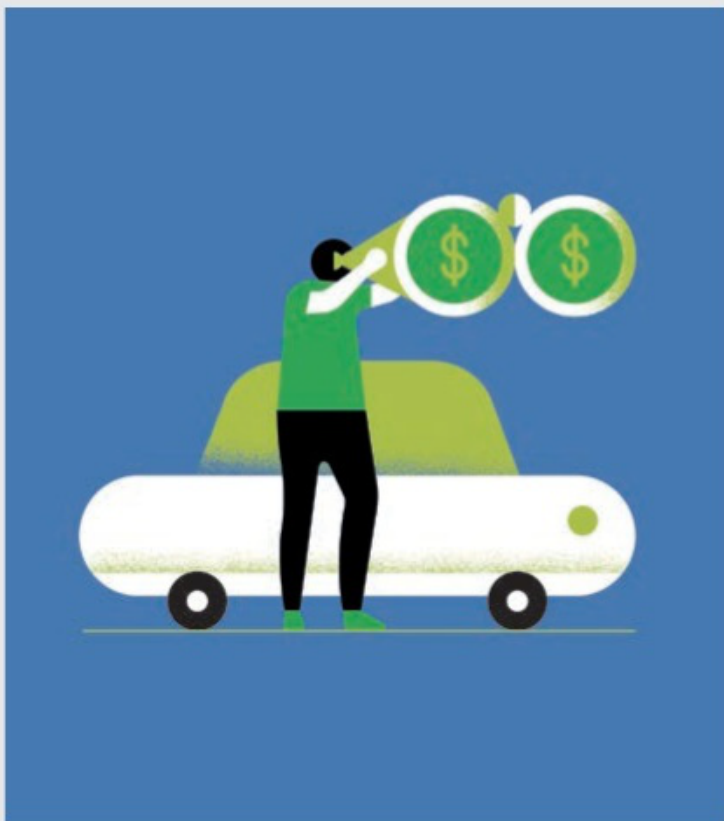
ALLSTATE’S MARYLAND FILING reveals how an opaque algorithm it has been proposing around the country would have functioned in practice. It also offers a glimpse into a potential future where companies of all sorts, not just auto insurers, charge people different prices based on their behavior—or expected willingness to pay, as projected by algorithms that draw on the seemingly limitless troves of data collected and sold about people every day.

Allstate’s model seemed to determine how much a customer was willing to pay—or overpay—without defecting, based on how much he or she was already forking out for car insurance. And the harm would not have been equally distributed.

In Maryland, seniors were overrepresented among those



COUNCIL MEMBER
DENI TAVERAS OF
PRINCE GEORGE'S
COUNTY, MD.



ONE MAN'S QUEST FOR A FAIR PRICE

BY KEVIN
DOYLE

Though I've never met her in person, my insurance agent, Carol Ann, has been a constant presence in my life for more than a decade. She was one of the first people I called after I got engaged. My spouse and I didn't make the down payment on our dream home until we had her blessing. When my father died, Carol Ann offered her sympathy, along with patient guidance on settling his estate. When life gives us lemons, some people make lemonade. What I make is a call to Carol Ann.

We speak infrequently. When we do, it's usually about things I don't discuss

with anyone else and, frankly, would rather not think about. Like whether my spouse could afford to keep our house if I were hit by a bus. In other words, we talk about the big stuff. And a funny thing happens when you seek someone's counsel about intimate fears like death and lawsuits and losing everything you hold dear. It creates a bond, and an inclination to forget the fact that our relationship, when it really comes down to it, is purely transactional. She provides me with the protection from peril and penury that I need; I help her meet her goals at work and

maybe—for all I know—win a trip to Cancún. But like many relationships, ours is greater than the sum of its parts. Carol Ann is a source of security in a world that can feel dangerous, and she's a skilled navigator of a sphere that is foreign to me.

Which partly explains why I can't remember the last time I shopped around for lower rates, in spite of the fact that CR experts say it's the only way to make sure an insurer isn't taking advantage of my loyalty. The truth is, I don't want to break up with Carol Ann.

Still, protestations to the contrary notwithstanding, most loves do have their limits, and being taken advantage of is one of mine. So when I learned that CR was working on a story with The Markup about "personalized pricing" in insurance rates, which could leave some consumers vulnerable to paying higher premiums than warranted, I was dismayed. When I learned that my demographic—middle-aged customers—was potentially on this "suckers list," my indignation displaced any sneaking sense of infidelity, and I got busy finding out what the competition had to offer.

I was quickly reminded of how tedious and time-consuming insurance shopping can be. I have renters, homeowners, auto, and umbrella policies, and needed to speak to three separate representatives to get quotes on all of them at two companies. At another

company, one representative was able to provide quotes for all those policies, but only after I'd spent more than an hour on the phone with her. (On the upside, it was anything but boring: While her computer was crunching numbers, the agent gave me travel advice and movie recommendations, and told me how she and her mother had decades ago contracted whooping cough from a nurse who assisted in her birth, which led to their being quarantined and featured in the local newspaper.)

Requesting a homeowners quote from an online-only algorithm-based insurance provider was as fruitless as it was painless: It took 3 minutes to enter the information required and only an instant for its bot to let me know my home didn't qualify for coverage.

After a few hours of research, none of the four insurance companies or the broker I contacted could offer a better deal than the one I'm getting from Carol Ann. One came close, but the others were significantly more expensive. I'd always hoped that Carol Ann was charging me fairly for my insurance coverage. Now that I'm certain she's giving me a square deal, I trust and value her even more.

I don't know what I would have done if someone else had offered me a lower price. What I do know is that it's better to weigh all your options than it is to simply hope that you've made the right choice—even when it turns out you have.

IT'S UNCLEAR WHETHER other auto insurers are using personalized pricing. Some industries have been experimenting with personalized pricing for decades.

Amazon sold DVDs to different people for different prices 20 years ago—but offered to refund the difference to the overpayers after the practice was discovered, according to news reports. In the past several years, both the Staples and Princeton Review websites were found to have been changing prices based on ZIP codes.

Experts said discriminatory details can wend their way into personalized pricing algorithms through other factors, even if that's not the intent.

"Whether it's race or gender or sex or health, all of these factors are going to be relevant statistically to questions of how much can you get away with charging," said Daniel Schwarcz, a professor at the University of Minnesota Law School who studies pricing discrimination.

Unlike DVDs, staplers, or tutoring, auto insurance isn't an optional purchase; it's required by law for drivers in every state except New Hampshire and Virginia. That translates into hundreds of millions of vehicles that must be insured so people can get to work, drive their kids to school, run errands.

Driving without insurance can lead to large fines, license suspension, and even incarceration. With such dire consequences, nearly every state prohibits discriminatory rate-setting, requiring premiums to be "cost-based" or "loss-based," meaning insurance companies can only price in the risk of a claim and a little overhead. Allstate's proposal didn't abide by those rules, according to Maryland regulators.

"Allstate is failing to limit rate increases in a manner that treats all insureds with like insuring or risk characteristics equally," a Maryland insurance regulator at the time, Geoffrey Cabin, wrote in the denial

letter in May 2014, specifically calling out the new retention algorithm.

Cabin listed other problems with the rate request and summarized the result: "This filing is disapproved."

But in emails to The Markup and Consumer Reports, Jones, the Allstate spokeswoman, insisted the insurer had withdrawn the filing.

Maryland Insurance Administration spokesman Joseph Sviatko said Allstate did withdraw the filing, but only after the state emailed the denial letter. Oddly, the filing is labeled "withdrawn" rather than "disapproved" in public records, and Sviatko said he couldn't explain why. He said the designation makes "no practical difference" internally.

He also could not explain why the state's denial letter was not mentioned or included in the public record—we had to request it twice to get a copy. The first time, we were told it didn't exist.

There is one key difference with the "withdrawn" label on the rate filing: Allstate officials have used it to claim over the past six years to other states' regulators, investors—and now the media—that its plan had not been rejected. It's unclear what effect those statements have had.

Louisiana regulators asked Allstate whether any states had rejected the algorithm and retention model. In a written response in February 2015, Allstate said the plan had not been "disapproved in any states" but had been "withdrawn" in Maryland, without mentioning the salient fact that the regulator had first rejected it and deemed it discriminatory.

But when an audience member at the March 2015 Raymond James Institutional Investor conference asked Allstate officials whether they were worried about increasing regulatory scrutiny over price optimization, vice president of investor relations Pat Macellaro was not forthcoming. "I don't know if it necessarily applies to Allstate," he said.

The Louisiana Department of

Insurance's chief actuary, Rich Piazza, told The Markup and Consumer Reports that Allstate's proposal there was "basically a flavor of price optimization" and was not allowed. Records show Allstate withdrew the plan.

Some regulators are less inquisitive. New Mexico officials said they have no idea whether Allstate used a retention model there in 2016, as the insurer claimed in public records. Regulators approved the rate filing without review, as they normally do.

IT'S DIFFICULT FOR regulators to tell whether any particular insurer is using personalized pricing, according to a report by the National Association of Insurance Commissioners. "Regulators do not currently have the data necessary for an independent evaluation of most of the insurer modeling and calculations," the report said.

"They don't lie, but they just don't tell you unless you ask the right set of questions," said Piazza, the Louisiana official. "The regulator won't necessarily know what the insurance company is doing or what goes into their models. Heck, we don't even know half the models' names."

—Additional reporting by
Ryan Felton of Consumer Reports

THE PARTNERSHIP BEHIND THIS INVESTIGATION

Consumer Reports has partnered with The Markup, a nonprofit newsroom investigating the effects of technology on society, to produce this special report on price optimization in car insurance. Both teams spent months analyzing the data, and the article—and accompanying white paper describing our statistical approach—were written and reported by The Markup with Consumer Reports' collaboration. For more, go to [CR.org/carinsurance0420](https://www.consumerreports.org/carinsurance0420).

In the Name of Car Safety

CR is urging automakers to use standardized names for key safety systems so that consumers can be certain about what they're buying.

BY KEITH BARRY

THE ADVANCED DRIVER assistance systems (ADAS) that are now commonly found on new vehicles may help to prevent crashes and reduce injuries and deaths on the road, early research has found.

For example, since 2018 vehicles with automatic emergency braking (AEB) have been involved in 53 percent fewer rear-end collisions than those without it, according to the Department of Transportation (DOT).

Currently, 93 percent of new vehicles offer at least one ADAS feature, such as AEB, forward collision warning (FCW), or blind spot warning (BSW), according to CR's own data.

But automakers aren't using the same words and phrases to describe these important systems, which can cause confusion for consumers. Research from AAA shows that car shoppers may encounter as many as 20 different names for a single ADAS feature.

"Many of these names don't accurately describe what a feature will do or what

drivers should expect," says Kelly Funkhouser, CR's head of connected and automated vehicle technology testing.

For instance, Honda calls blind spot warning Blind Spot Information System, while Toyota calls it Blind Spot Monitor. On some GM vehicles, it's called Lane Change Alert. And automakers sometimes use different terms for the same feature on websites, at dealerships, and in owner's manuals. As a result, consumers might not understand which features are available on which cars, and risk buying a car without key safety equipment.

That's why CR collaborated with AAA, J.D. Power, and the National Safety Council to develop standardized names for 19 common ADAS features so that consumers know what they're getting when shopping for a vehicle. These names are also designed to clearly communicate the limits of ADAS so that people know they're meant to assist—not replace—a driver, and must be monitored at all times.

In January the DOT

endorsed the standardized names along with efforts to get the auto industry to adopt them voluntarily. CR's goal is for automakers, auto-safety organizations, and journalists covering the auto industry to use them so that consumers can more easily compare vehicles and option packages.

"It's important that we all start calling them the same thing," Funkhouser says. "It will help automakers to advertise features, dealerships to communicate to consumers, and drivers to truly understand each feature."

These are the suggested names for the most common features. They've been divided into five categories based on what they do.

DRIVING CONTROL ASSISTANCE

ADAPTIVE CRUISE CONTROL

Assists with acceleration and/or braking to maintain a prescribed distance between a vehicle and the car in front. Some systems can make a vehicle come to a stop, then continue.

LANE KEEPING ASSISTANCE

Assists with steering to keep a vehicle within its driving lane.

ACTIVE DRIVING ASSISTANCE

Assists with vehicle acceleration, braking, and steering. Some systems are limited to specific driving conditions. The driver is responsible for the primary task of driving.





COLLISION WARNINGS

BLIND SPOT WARNING

Detects vehicles to the rear of a car in adjacent lanes and alerts the driver to their presence.

FORWARD COLLISION WARNING

Detects an impending collision with a vehicle in front and alerts the driver. Some systems include pedestrian or other object detection.

LANE DEPARTURE WARNING

Monitors a vehicle's position in its lane and alerts the driver as the vehicle approaches or crosses lane markers.

PARKING OBSTRUCTION WARNING

Detects obstructions near a vehicle during parking maneuvers.

REAR CROSS TRAFFIC WARNING

Detects vehicles approaching from the side and rear of a vehicle as it moves in reverse, and alerts the driver.

COLLISION INTERVENTION

AUTOMATIC EMERGENCY BRAKING

Detects potential collisions while the car is traveling forward, provides a warning, and automatically applies the brakes to avoid or lessen the severity of an impact. Some systems have pedestrian or other object detection.

AUTOMATIC EMERGENCY STEERING

Detects a potential collision and automatically steers to avoid or lessen the severity of the impact. Some systems include pedestrian or other object detection.

REAR AUTOMATIC BRAKING

Detects a potential collision while a car is moving in reverse and automatically applies the brakes to avoid or lessen the severity of an impact. Some systems include pedestrian or other object detection.

PARKING ASSISTANCE

ACTIVE PARKING ASSISTANCE

Controls steering and potentially other functions during parking.

The driver may be responsible for acceleration, braking, and gear position. Some systems are capable of parallel and/or perpendicular parking. **REMOTE PARKING** Parks a vehicle without the driver being inside. Automatically controls acceleration, braking, steering, and shifting.

OTHER DRIVER ASSISTANCE SYSTEMS

AUTOMATIC HIGH BEAMS

Switches between high- and low-beam headlamps automatically based on lighting, surroundings, and traffic.

BACKUP CAMERA

Provides a view of the area behind a vehicle when in Reverse. Sometimes includes trailer assistance, a system that assists drivers when backing up with a trailer attached.

DRIVER MONITORING Monitors drivers to determine whether they're actively engaged in the task of driving. Some systems monitor their eye movement and head position.

HEAD-UP DISPLAY Projects an image of vehicle data and/or navigational info into the driver's forward line of sight.

NIGHT VISION Aids a driver's vision at night by projecting enhanced images on the instrument cluster or head-up display.

SURROUND-VIEW CAMERA

Uses cameras to provide a 360-degree on-screen view of the immediate surroundings.



DONATE

Help support CR's efforts to improve car safety. Go to [CR.org/safecars](https://www.safercar.org) to find out how you can make a tax-deductible donation.

Your EV Questions, Answered

As battery range goes up and prices go down, more consumers are considering an electric vehicle. And a lot more choices are coming from carmakers. But a switch from gasoline power is an adjustment. Here's what you need to know.

BY JEFF PLUNGIS



HOW MUCH DOES IT COST TO CHARGE AN EV?

A: GENERALLY SPEAKING, EV drivers tend to save about 50 percent on fuel costs compared with gasoline models. Based on national averages, they can expect to pay about 3 to 4 cents per mile compared with 5 to 30 cents for gasoline,

says Ronald Kaltenbaugh, president of the Electric Vehicle Association of Greater Washington, D.C. A typical gas-powered vehicle, such as the Toyota RAV4, would use about 3 $\frac{1}{3}$ gallons of gas to go 100 miles. If gas costs \$2.54 per gallon (the average price in the U.S. during one week in January, according to AAA), the Toyota

owner would spend \$8.47 to go 100 miles. Assuming that EV energy costs are 11 cents per kilowatt hour, and that it takes 34 kWh to generate 100 miles of driving range, the cost of home charging is less than half the price of gasoline, according to the Department of Energy.

Of course, prices depend on where you plug in and local



ILLUSTRATION: GIACOMO BAGNARA

electricity rates. Consumers can usually save even more by charging at home overnight because of lower off-peak rates. Public charging prices vary depending on location because utilities differ in prices and regulations. According to 2018 data, average retail prices for home electricity were under 10 cents per kWh in Louisiana

and more than 30 cents in Hawaii. Tesla currently offers unlimited free Supercharger use for the Model S and Model X for the original owner. Model 3 owners pay the going rate of 26 cents per kWh, or about \$8.84 for 100 miles of range. For your state's costs, go to energy.gov/maps/egallon, and also check for special utility rate plans.

ARE THERE ENOUGH CHARGING STATIONS TO GO AROUND?

A: Tesla, with about 80 percent of the U.S. EV market, has an extensive Supercharger network: 762 stations in 47 states, and expected to grow to 1,130 stations in every state soon.

Most stations have multiple chargers, but these work only for Teslas. For other EVs, companies such as ChargePoint, EVgo, and Electrify America are continuing to build their own national networks along highways and other high-trafficked areas. (Tesla owners can buy adapters so that their vehicles will also work on non-Tesla chargers.) ChargePoint has more than 108,000 chargers. EVgo has more than 1,200 high-speed chargers nationwide. The Department of Energy estimates that there are nearly 30,000 charging stations, most with multiple chargers, across the U.S. and Canada.

To assess the charging experience and availability, Consumer Reports drove to public charging stations along the Interstate 91 corridor in Connecticut, a busy stretch near our Auto Test Center that's filled with commuters and long-distance drivers. Our experience using the chargers was mostly positive. At the 55 stations we visited, representing 141 chargers (an average of more than two chargers per station), all but four chargers were in good working order. A majority of stations had at least one available port, so we didn't have to wait.

Most charging is still done at home (more than 80 percent), often overnight. "If people have a place to plug in, that's the cheapest and most convenient option," says Shannon Baker-Branstetter, manager of cars and energy policy at Consumer Reports in Washington, D.C. Standard 110-volt home charging, called Level 1, can take 17 to 25 hours to add 100 miles of driving range, according to ChargePoint. At-home 240-volt charging, called Level 2, uses plugs that fit heavy-duty appliance outlets, such as those for a dryer, and can add 100 miles of range in 4 to 5 hours. DC fast chargers, found at some public charging stations, can add 100 miles in just over 30 minutes. For longer trips, we recommend that drivers check the PlugShare and Electrify America apps, which have trip planning tools. PlugShare also has user reviews so that drivers can tell whether certain public charging stations tend to be crowded.

ARE EVs MORE OR LESS RELIABLE THAN CARS WITH INTERNAL COMBUSTION ENGINES?

A: EVs are generally more mechanically reliable than gasoline models because there are fewer parts, according to Jake Fisher, CR's senior director of auto testing.

There's no engine or conventional transmission, which are complicated parts of a traditional car. When EVs are unreliable, it's generally not the batteries or electric motors causing problems; it's the doors, infotainment systems, or window buttons.

The best way to avoid an unreliable EV is to avoid car manufacturers that produce unreliable cars, Fisher says. For example, the Chevy Bolt EV has had average reliability, not unlike some other Chevrolet models. Tesla models have ping-ponged between average and below-average reliability over time. A major complaint about Tesla's consistently unreliable Model X involves problems with its unconventional falcon-wing doors. On the other end, the Toyota Prius Prime and Honda Clarity have registered the highest predicted reliability ratings for vehicles that plug in, according to CR's member surveys.

Do batteries in EVs wear out over time the way they do in smartphones?

A: JAKE FISHER, CR'S senior director of auto testing, says that generally speaking, EV (and hybrid) batteries have been longer-lasting, with better performance, than many people predicted years ago. "Despite loss of some range over their lifetimes, they'll be more than functional

How do I charge at home whether I rent or own?

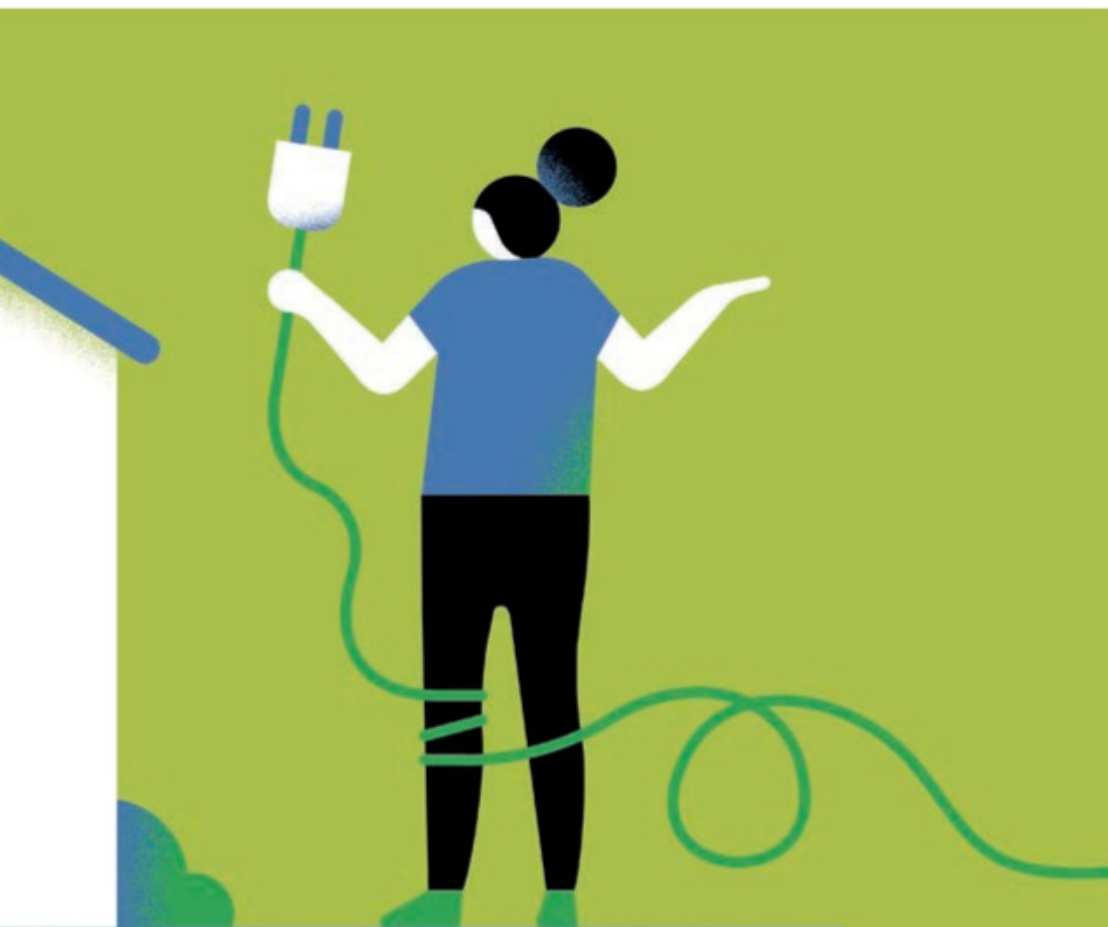
A: FOR THOSE WHO live in a house with a garage, there are three options for at-home charging: 1) Plug into a regular 110-volt wall outlet. This is the cheapest option but also the slowest, sometimes requiring an entire day to fully charge a battery. An overnight charge, however, can generally give 40 to 50 miles of range (if not more), enough for most daily commutes. It's always

a good idea to use the cord that comes with the car or another well-insulated, heavy-duty extension cord, the kind you would use for a major appliance or for outdoor power equipment. 2) Plug the EV into a regular 240-volt outlet, the same kind that runs a dryer or other heavy-duty appliance. This method charges a 25 kWh battery about four times as fast as the 110-volt option. But if you don't have an outlet

for a long time," he says.

Expect EV batteries to lose about 2.3 percent of their starting range per year, according to Geotab, a transportation technology services company in Oakville, Ontario, that analyzed data from 6,300 real-world EVs. For a Nissan Leaf starting with 149 miles of range, that would be

reduced after 5 years to about 132 miles. A Tesla Model 3 with 250 miles of range would have a maximum range of 221 miles after 5 years, or about 88 percent. After 10 years, the Model 3 would have 192 miles of range, and after 15 years, it would get 164 miles on a charge, about two-thirds of its original range. Owners can

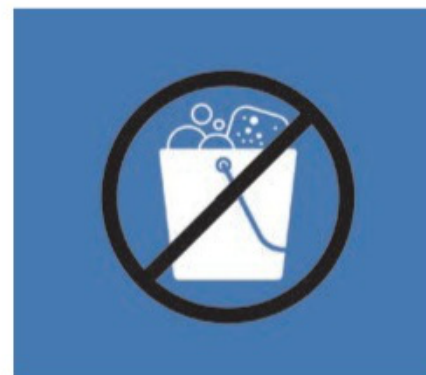


near your parking spot, you might need to hire an electrician to install one. 3) Buy a dedicated EV home charging station (also 240-volt) and hire an electrician to install it. These Level 2 chargers, often wall-mounted, allow for easy charging access and are made by companies such as ChargePoint and Siemens. You can buy them at many retailers, including Home Depot and Amazon. They range from about \$300

to \$700. It might be more challenging to charge an EV if you live in an apartment or condo complex. Some EV owners run an extension cord from the parking lot to an outlet on the outside of the building or in their home, but that won't work for everyone. Some apartment complexes have added parking garage charging stations, says Chris Harto, an energy policy analyst at Consumer Reports in Washington, D.C.

accept this limitation or buy a replacement battery. Nissan, for example, charges more than \$12,000, but recently the company has offered a refurbished battery pack in Japan for less than \$3,000. CR says cheaper refurbished battery packs are a sensible choice if your EV is 10 years old or more.

Be aware that frequent use of DC fast chargers can degrade range faster. Draining the battery to zero or frequently charging to 100 percent also can hurt range over time. Geotab recommends that EV owners maintain a charge of 20 to 80 percent. (EV panel displays give real-time range estimates.)



MY CAR WASH OFTEN POSTS A SIGN SAYING IT DOESN'T WASH TESLAS. WHAT'S UP WITH THAT?

A: Tesla has warned owners not to use a car wash that cleans with brushes, hot water, or detergents. As a result, some car washes have declined to wash Tesla Model 3s.

And Tesla owners have reported in online forums that it can be difficult to leave their vehicle in Neutral without a driver present, because Teslas have safeguards to prevent rollaways of unattended vehicles. This can be a problem at automated car washes that don't allow drivers to stay in their car.

We checked the manuals for other EVs and found only a few car-wash warnings. Hyundai warns Kona Electric owners to make sure the charging port door is closed to avoid water damage. Nissan warns that in the Leaf EV, the ePedal feature—a regenerative braking system that recharges the battery—should be deactivated. And Chevy Bolt owners get special instructions on how to put the vehicle in Neutral so that it can move driverless through an automated car wash.

The International Carwash Association (ICA) says Tesla's warnings don't account for environmentally friendly soaps and dirt-repelling foam washcloths used in many car washes today. Eric Wulf, the ICA's CEO, says a dirty car can raise concerns about safety because advanced safety systems need sensors and cameras clear of dirt and debris to work properly.

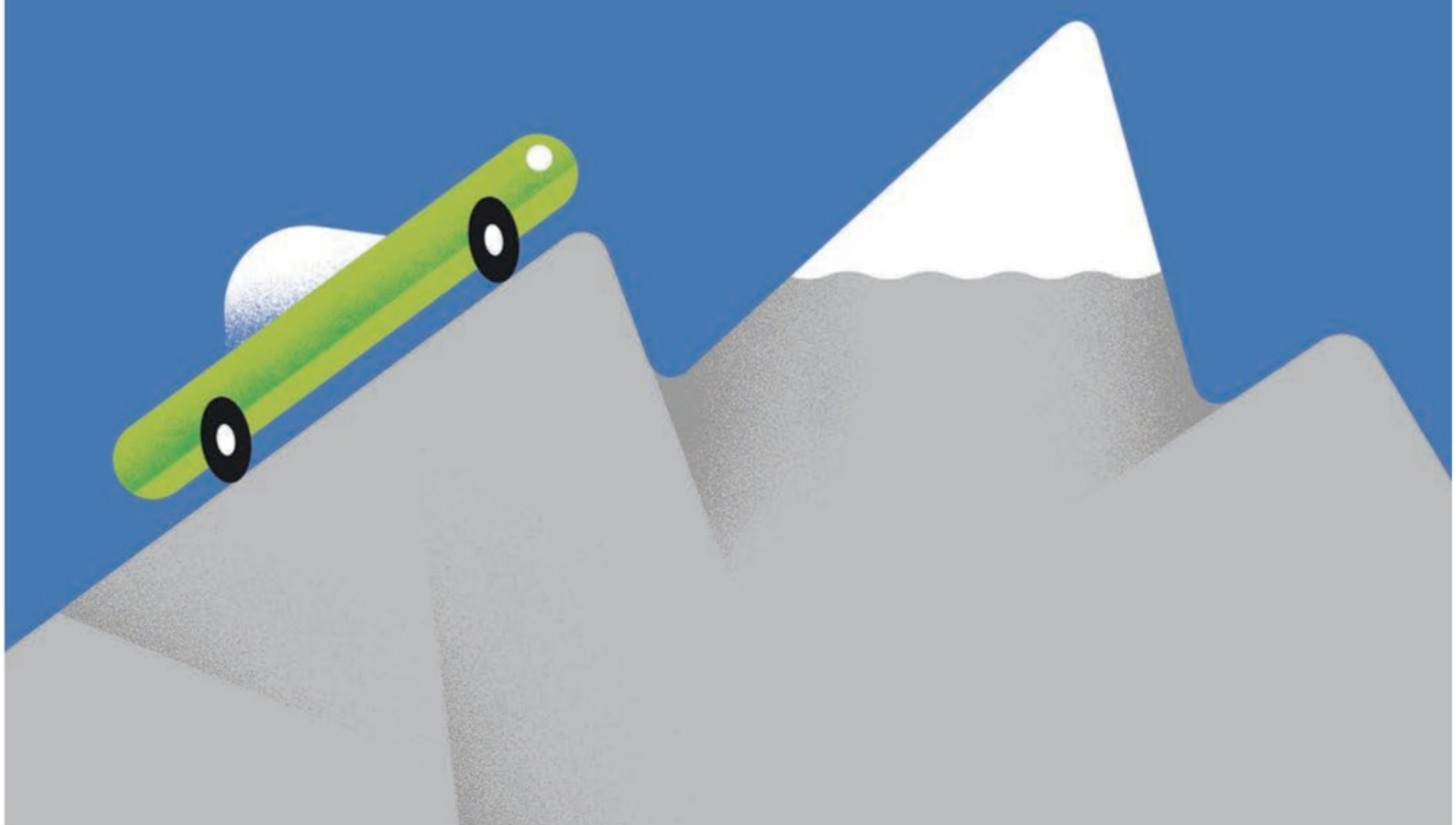
DO COLD TEMPERATURES AND STEEP INCLINES REDUCE VEHICLE RANGE?

A: COLD TEMPERATURES can indeed reduce the range of EVs. That's partly due to battery chemistry; the energy-producing reactions in batteries don't work as well in cold weather. In tests that CR conducted last year, outdoor temperatures between 0° F and 10° F reduced the range of a Tesla Model 3 and a Nissan Leaf by about 50 percent from their advertised maximum range

on a full charge. (Extreme heat also can take a toll.) EV owners can mitigate some of this temperature-related loss by parking in a garage that's at least partly heated. Owner's manuals may have specific instructions for this, such as running the climate control system while the vehicle is charging. In that way, the power will be coming straight from the power grid rather than the battery. Having the heat on in an

EV cabin also can cause a significant battery drain. You can help conserve the battery charge in cold weather by selecting a lower climate control temperature for the cabin, say, 66° F instead of 74° F, and relying on seat heaters and heated steering wheels for comfort. As for steep inclines, all vehicles work harder when going uphill. But in an EV, some of that lost charge is restored when going downhill through regenerative braking, the

technology that converts the energy of a car's moving wheels into electricity. Aggressive driving or long stretches of fast driving (more than 70 mph) also can deplete a battery faster. As with gas-powered cars, EVs let the driver know when power is getting low. We advise always factoring in a safety margin, such as a quarter charge, so you have latitude to deal with an unexpected emergency errand or unavailable charger.



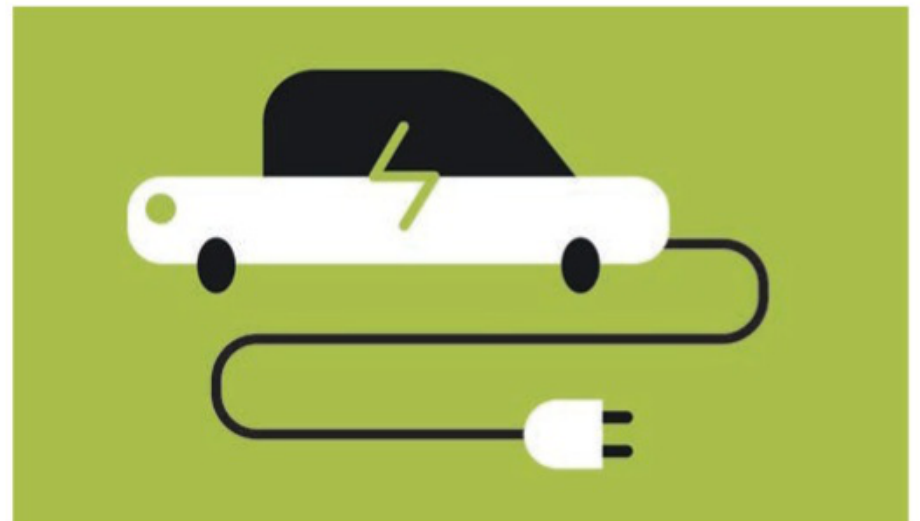
What's the market like for used EVs?

A: With higher sticker prices mostly due to expensive battery packs, EVs tend to depreciate faster than gas-powered cars, according to Anil Goyal, executive vice president of operations at Black Book, an automotive pricing data company. But he expects newer EVs with 200 miles of range to retain their value better.

EVs have lower energy costs and require fewer repairs, but depreciation is so steep that the five-year cost of owning one is still more expensive than a gas-powered version, says Eric Ibara, director of residual values at Kelley Blue Book. "Used-car values are all about supply and demand," he says, "and we haven't seen a real increase in the demand for used EVs."

The depreciation of EVs has been profound due to a \$7,500 federal tax credit that's still available for most new models but not for used ones. For example, a new 2017 Nissan Leaf that sold for \$35,455 before factoring in the tax credit now has an average used wholesale price of \$10,600, according to Black Book data. That's about 30 percent of its original price. By comparison, a gas-powered 2017 Nissan Sentra that sold new for \$19,875 is now valued at \$8,950 wholesale, or 45 percent of its original price. (Teslas are no longer eligible for the federal tax credit; GM models lose their tax credit after March 2020.)

It's a buyer's market for used Leafs. That's partly because Nissan sold a lot of them on three-year leases that have been expiring during a period of low demand for energy-efficient vehicles, Ibara says. The same is true for the Chevrolet Volt plug-in hybrid. In contrast, Tesla models have retained their value well. If you're considering a used EV, you can find bargains.



WHAT EV CHOICES DO

I HAVE RIGHT NOW—AND

WILL THERE BE MORE SOON?

A: CURRENTLY THERE ARE about 17 EVs on the market. But more are coming this year and in 2021 (see pages 34 through 36).

One of the best ways to keep up with news about EVs is to go to CR.org. The Department of Energy also keeps a running database at energy.gov/eere/electricvehicles/find-electric-vehicle-models.

HATCHBACK

BMW i3
Chevrolet Bolt
Fiat 500e
Hyundai Kona
Kia Niro
Kia Soul

Mini Cooper SE
Nissan Leaf
Volkswagen eGolf

SEDAN

Honda Clarity
Hyundai Ioniq
Porsche Taycan

Tesla Model 3
Tesla Model S

SUV

Audi E-Tron
Jaguar I-Pace
Tesla Model X



Will an EV die in stop-and-go traffic?

A: This is one thing you don't need to worry about. EVs lose hardly any range in standstill traffic, says Gabe Shenhar, associate director of CR's auto test program. The motor runs the batteries down only when the wheels are moving. For most gas cars, the engine runs all the time and burns fuel in congestion. The major drains on EV batteries are the heater, air conditioning, hilly terrain, and aggressive acceleration, he says.

New Cars on the Horizon

If you're actively shopping, don't buy until you see if any new models coming in 2020 or 2021 are worth waiting for.

BY JEFF PLUNGIS
AND MIKE MONTICELLO

SMALL SEDAN

BMW i4

\$70,000* ⚡

BMW calls its stylish new i4 electric vehicle a “four-door coupe.” This EV is projected to have a range of 300-plus miles and a fast charging system that will add about 60 miles in just 6 minutes. The i4 also promises sports-car performance, with 530 horsepower and 0-to-60 mph acceleration in under 4 seconds. (It's probably no coincidence that those acceleration numbers are similar to Tesla's Model 3, a rival.) The fact that BMW is bringing out an electric vehicle with a broader appeal than the quirky-looking compact i3 will give consumers in the market for sporty luxury more choices.

ON SALE: 2021

SMALL SUV

FORD MUSTANG MACH-E

\$43,895-\$60,500 ⚡

Ford has taken its most prized possession, the Mustang nameplate, and extended it to a four-door electric SUV with a starting price of \$43,895 (before the \$7,500 federal tax credit) that's likely to attract many customers. It's Ford's answer to Tesla's forthcoming Model Y SUV and looks to be the first in a line of Detroit icons adding electric vehicles to their portfolio. (An F-150 electric pickup and Lincoln SUV are in the works.) Sure, the Mach-E isn't a low-slung coupe, and it has no V8—let alone a throaty muscle-car engine roar. But this performance-oriented crossover is more practical than a traditional Mustang. It's still plenty quick, has optional all-wheel drive, and doesn't consume a drop of gas or emit tailpipe pollution.

ON SALE: December 2020*

TESLA
MODEL Y



RIVIAN
R1T

SMALL SUV

MERCEDES-BENZ EQC

\$67,900 ⚡

The EQC is an electric version of Mercedes' GLC SUV. It's more practical than the Jaguar I-Pace because it has plenty of room for families as well as cargo and is less expensive than the Audi E-Tron. Right now, it promises a range of more than 250 miles based on the standard used in Europe, but range-conscious customers should wait for the EPA's estimate, which is more realistic—and will probably be lower. Mercedes says the EQC's infotainment system can map out the most efficient routes and find charging stations. Because Mercedes-Benz hasn't sold anywhere near 200,000 EVs, the EQC qualifies for the \$7,500 federal tax credit.

ON SALE: Spring 2021*

HATCHBACK

POLESTAR 2

\$63,000 ⚡

Polestar, an electric-focused spin-off from Volvo, plans to release its second model later this year, a four-door hatchback aimed to slot in between Tesla's Model 3 and Model S. With an estimated driving range of 275 miles, this tall hatchback is also likely to be quick. Dual motors—one at the front axle and another at the rear—provide all-wheel drive. Polestar is also adding some unique styling details, like a gear selector with an illuminated Polestar symbol at the center, and a thin, bladelike rear light that stretches the entire width of the car. The interior sports a new vegan fabric called WeaveTech, made without solvents and a significantly reduced amount of phthalates, a chemical typically found in automotive plastic. Polestar claims the material is also dirt- and moisture-resistant.

ON SALE: July 2020*

PICKUP AND SUV

RIVIAN R1T AND R1S

\$69,000-\$72,500 ⚡

The R1T is an all-electric pickup scheduled to beat Tesla's Cybertruck to market by two years. It has a promised range of up to 400 miles, up to 750 horsepower, and 11,000 pounds of towing capacity. Acceleration from 0 to 60 mph is claimed to be 3 seconds. It also has a transverse tunnel between the bed and cab for storage. The R1S is a three-row luxury SUV version. Rivian is the rare tech startup that has attracted heavy-duty investors, including Amazon, Ford, and Cox Automotive. Unlike other EV companies that have faded like vaporware, Rivian may have the ability to sop up some of the pent-up demand for an electric pickup while Tesla is still developing its Cybertruck concept.

ON SALE: Late 2020

SMALL SUV

TESLA MODEL Y

\$52,990-\$60,990 ⚡

The Tesla Model Y is a crossover version of the Model 3. The Y won't have the trouble-plagued gull-wing doors of the Model X SUV. The first versions available will be the Long Range and Performance trims, similar to the approach the car company took with the Model 3 rollout. Tesla says both of these versions will be capable of an estimated 315 miles of range. These Model Y trims start at \$52,990 and \$60,990, respectively. The entry-level Model Y trim, called Standard Range, won't begin production until early 2021.

ON SALE: March 2020



POLESTAR 2



FORD MUSTANG MACH-E



*Estimated.

SMALL SUV

VOLVO XC40 RECHARGE

\$55,000* | ⚡

The XC40 Recharge is essentially an electric version of its gas-powered XC40 sibling, but it will be quicker and quieter. Volvo’s first all-electric SUV is smaller than the nonelectric XC60 and has an expected 200-mile range. High-performance front and rear motors give the Recharge all-wheel drive, and the 402 horsepower should deliver quick acceleration. The Recharge will come with adaptive cruise control (ACC), lane centering, and blind spot warning (BSW), along with a key fob that the historically safety-conscious automaker says will prevent thieves from stealing its digital coding. The Recharge will be the first Volvo that uses Android software for the infotainment system, which will allow the SUV to get software updates over the air.

ON SALE: Fall 2020

SMALL HYBRID SUV

HONDA CR-V HYBRID

\$30,000-\$35,000* | ⚡🔋

This will be Honda’s first-ever hybrid SUV sold in the U.S. It will use the same powertrain as the Accord Hybrid, consisting of a 2.0-liter four-cylinder engine combined with dual electric motors. With 212 horsepower, the CR-V Hybrid will deliver more power than the regular model, yet Honda says it should achieve “50 percent higher city fuel economy than the nonhybrid CR-V.” In our testing, the CR-V EX with a 1.5-liter turbo got 20 mpg in the city and 28 mpg overall. The Hybrid’s all-wheel-drive system will send power from an electric motor to the rear wheels when front tire traction is low.

ON SALE: March 2020

SMALL HYBRID SUV

TOYOTA RAV4 PRIME

\$36,000* | ⚡🔋

“Prime” is Toyota-speak for a plug-in hybrid. But in the case of the 2021 RAV4 Prime, the added electric power pledges a relatively long electric-only range while also sprinkling more spice into the stew, thanks to an 83-hp boost over the regular RAV4 Hybrid, for 302 hp total. Toyota says the Prime will be able to sprint from 0 to 60 mph in just under 6 seconds—about 2 seconds quicker than the regular hybrid achieved in CR’s testing. All-wheel drive will be standard. Toyota says the RAV4 Prime can travel about 39 miles on electric power alone. All RAV4 Primes will come with forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, BSW, and lane departure warning (LDW).

ON SALE: Summer 2020

SPORTS SEDAN

BMW 2 SERIES GRAN COUPE

\$37,500-\$45,500 | 🚗

Don’t be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series that BMW has been selling for years. The Gran Coupe rides on a completely different, less performance-oriented platform, but one that gives rear passengers about 1.5 inches more legroom than the two-door 2 Series. Although it looks like a hatchback from some angles, the Gran Coupe has a traditional trunk. The 228i xDrive (with 228 hp) and the 301-hp, M235i xDrive use a turbo four-cylinder engine and an eight-speed automatic transmission. All-wheel drive is standard. FCW, AEB with pedestrian detection, and BSW all come standard.

ON SALE: March 2020



LARGE SUV

CHEVROLET TAHOE & SUBURBAN

\$55,000-\$80,000* 

These near-identical full-sized SUVs are even larger with this latest redesign, with emphasis placed on cabin space and overall refinement. A new, fully independent rear suspension system is likely to give improved ride comfort and handling, while its packaging enables the third-row seat to fold flat into the load floor. Tahoe passengers gain 3 inches in second-row legroom and an extra 10 inches in the third row vs. the previous model. Engine choices include 355- and 420-horsepower V8s, plus an all-new six-cylinder turbodiesel with 460 lb.-ft. of torque. All engines are paired with a 10-speed automatic transmission. FCW and AEB with pedestrian detection will come standard, but BSW and rear cross traffic warning (RCTW) will cost extra.
ON SALE: Summer 2020

MIDSIZE SUV

GENESIS GV80

\$45,000-\$60,000* 

Hyundai's Genesis luxury brand is set to expand its portfolio with its first-ever SUV. The GV80 will be the fourth model in the Genesis lineup when it enters the midsize SUV fray. Details were thin at press time, but Genesis says the GV80 will be based on a rear-wheel-drive platform like its sedan siblings, with all-wheel drive available. It will come in both two- and three-row configurations. Powertrain choices will include two turbocharged engines, a 2.5-liter and a 3.5-liter, each matched to an eight-speed automatic transmission. Standard driver assistance features will include FCW, AEB with pedestrian detection, RCTW, and ACC.
ON SALE: Summer 2020*

MIDSIZE SEDAN

KIA OPTIMA

\$24,000-\$34,000* 

This midsize sedan is completely redesigned. Official details of the U.S.-spec models weren't available at press time, but the Korean-market version looks significantly flashier than the outgoing generation, with aggressive lines and striking headlight and taillight designs. We expect the new Optima will use a drivetrain nearly identical to its corporate cousin, the Hyundai Sonata. If that's the case, buyers will probably have the choice of two four-cylinder engines: a 1.6-liter turbo with about 180 horsepower and a 2.5-liter nonturbo with about 190 hp, routed to the front wheels through an eight-speed automatic. An all-wheel-drive version is a possibility.
ON SALE: Fall 2020*

SMALL SUV

MERCEDES-BENZ GLA

\$35,000-\$39,000* 

It looks like Mercedes has improved upon some of the shortcomings we found during our testing of the original GLA. The new model will be wider and taller, with more of a traditional SUV silhouette than the outgoing version. It will also have a longer wheelbase and 4.5 inches more rear legroom. Power will come from the same 221-horsepower, turbocharged four-cylinder found in the CLA sedan, but it will use an eight-speed dual-clutch automatic transmission, with either front- or all-wheel drive. A hotter AMG GLA35 boasts a 302-hp engine, along with suspension and brake upgrades. FCW and AEB will come standard, but other advanced driver assistance features will be optional.
ON SALE: Summer 2020



GENESIS
GV80



NEW CAR RATINGS

CR's independent ratings of 240 new SUVs, cars, minivans, and trucks will give you the confidence you deserve as a consumer. Our charts are organized by price range; scan each category for the vehicle type you want, then look for models with the best Overall Scores. All our road-test data, which factor in critical points—from fuel economy and performance to safety and comfort—come from evaluations conducted at CR's 327-acre test track. Reliability and satisfaction data are drawn from CR members' responses to our exclusive Annual Auto Surveys. —Jonathan Linkov



HOW TO READ THE RATINGS

Recommended vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the threshold in their category.

Make + Model reflect the vehicle we tested and its engine displacement.

Overall Score reflects a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Annual Auto Surveys; the availability of frontal crash prevention systems with forward collision warning, automatic emergency braking, and pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests.

Survey Results reflect findings from CR's Annual Auto Surveys, completed by Consumer Reports members.

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 420,000 vehicles.

Owner satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. We use a model's latest three years of data to determine the prediction, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all-new or redesigned, we use our expert judgment based on brand track record and similar models to predict reliability and owner-satisfaction ratings.

Road-Test Results include CR's test findings that we feel are the most relevant. We buy and test between 50 and 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. The results of these tests make up our road-test score. Some tests, such as

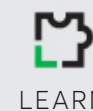
those for braking and fuel economy, are measured with instruments; categories such as seat and ride comfort, noise, and fit and finish are graded by our experts. The Usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Advanced Safety identifies whether a vehicle has forward collision warning (FCW); automatic emergency braking that operates at city speeds (AEB, city) and/or at highway speeds (AEB, highway); a pedestrian detection system (AEB, pedestrian); and blind spot warning (BSW). Each system must be standard on all trims to gain an extra point in the Overall Score. We use S to indicate that the system is standard; O means it's optional on some versions; a dash (-) means no system is offered.

Why Some Vehicles Are Not Rated

Certain models have been redesigned or extensively freshened since our last test, or are new. All are scheduled to be included in future road tests. Models include the Chevrolet Corvette, Hyundai Sonata, Mazda CX-30, Mercedes-Benz GLB, Nissan Sentra, Toyota Highlander, and Volkswagen Passat.

What Our Ratings Symbols Mean



LEARN

Go to [CR.org/newcarbuyingguide](https://www.consumerreports.org/newcarbuyingguide) for advice on whether you should buy or lease your next new car, and other car shopping tips.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway	BSW
\$25,000 & UNDER																				
SEDANS																				
✓ Subaru Impreza 2.0L	79	↑	↓	85	30	↓ / ↑	↑	↑	↑	↓	↑	56.0	9.5	124	2+2	0	0	0	0	0
✓ Honda Insight 1.5H	77	↑	↑	73	54	↓ / ↓	↑	↓	↑	↓	↑	54.0	8.7	136	3+1	S	S	S	S	-
✓ Toyota Corolla Hybrid 1.8H	76	↑	↑	69	48	↓ / ↓	↑	↓	↑	↓	↑	53.0	10.3	142	3+1	S	S	S	S	0
✓ Toyota Corolla 1.8L	75	↑	↑	68	33	↓ / ↓	↑	↓	↑	↓	↑	53.0	10.4	134	3+1	S	S	S	S	0
✓ Honda Civic 1.5T	72	↓	↑	75	31	↓ / ↓	↓	↓	↑	↓	↑	54.5	7.1	129	3+1	S	S	S	S	-
✓ Mazda3 2.5L	68	↓	↓	75	30	↑ / ↓	↓	↑	↑	↑	↑	54.0	7.7	125	3+1	S	S	S	S	0
✓ Hyundai Elantra 2.0L	67	↑	↓	66	33	↓ / ↓	↑	↓	↓	↓	↓	54.0	9.9	133	3+1	S	S	0	S	0
✓ Kia Forte 2.0L	66	↓	↓	67	34	↓ / ↓	↑	↓	↓	↓	↑	53.0	8.3	131	3+1	S	S	0	S	0
✓ Toyota Yaris 1.5L	65	↑	↓	60	35	↓ / ↓	↓	↓	↓	↓	↑	55.0	10.3	139	3+0	-	S	-	-	-
Hyundai Accent 1.6L	63	↓	↓	64	33	↓ / ↓	↑	↓	↓	↓	↑	57.5	9.9	128	2+3	0	0	-	0	-
Kia Rio 1.6L	59	↓	↓	61	33	↓ / ↓	↑	↓	↓	↓	↑	54.5	9.6	131	2+3	0	0	-	0	-
Nissan Versa 1.6L	58	↓	↓	61	32	↓ / ↓	↑	↓	↓	↓	↑	52.5	9.6	130	3+1	S	S	S	S	0
Volkswagen Jetta 1.4T	57	↓	↓	78	34	↑ / ↑	↑	↑	↑	↓	↑	52.0	9.0	135	3+2	0	0	-	0	0

NEW CAR RATINGS

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway	BSW
\$25,000 & UNDER																				
HATCHBACKS																				
✓ Kia Soul 2.0L	81	↑	↑	76	28	↑ / ↑	↑	↓	↓	↓	↑	55.0	8.8	120	1+1	0	0	0	0	0
✓ Hyundai Elantra GT 2.0L	81	↑	↑	79	28	↑ / ↓	↑	↓	↓	↓	↑	54.5	8.7	127	2+2	0	0	0	0	0
✓ Toyota Corolla Hatchback 2.0L	76	↑	↓	66	36	↑ / ↓	↑	↓	↓	↓	↑	53.5	8.7	129	1+1	S	S	S	S	0
✓ Honda Fit 1.5L	71	↑	↓	67	33	↑ / ↑	↑	↓	↓	↓	↑	55.0	10.0	132	2+2	0	0	0	0	-
Nissan Kicks 1.6L	61	↓	↓	64	32	↓ / ↑	↑	↓	↓	↓	↓	51.5	10.5	137	3+0	S	S	S	S	S
Toyota C-HR 2.0L	61	↓	↓	64	29	↓ / ↑	↑	↓	↓	↓	↑	52.5	11.2	131	2+0	S	S	S	S	0
Chevrolet Spark 1.4L	48	↓	↓	47	33	↓ / ↓	↑	↓	↓	↓	↓	57.5	12.0	129	1+1	0	0	-	-	-
Mitsubishi Mirage 1.2L	31	↓	↓	29	37	↓ / ↓	↑	↓	↓	↓	↓	52.5	12.1	138	1+1	-	-	-	-	-
Fiat 500L 1.4T	29	↓	↓	50	27	↓ / ↑	↓	↓	↓	↓	↑	51.5	9.5	132	2+2	-	-	-	-	-
SUVs																				
✓ Subaru Crosstrek 2.0L	85	↑	↑	87	29	↓ / ↑	↑	↑	↑	↓	↑	54.5	10.2	125	27.5	0	0	0	0	0
✓ Hyundai Kona 2.0L	78	↑	↑	71	26	↑ / ↓	↑	↓	↓	↓	↑	56.0	11.1	129	22.5	S	S	0	S	0
✓ Nissan Rogue Sport 2.0L	78	↑	↓	72	26	↑ / ↓	↑	↑	↑	↓	↑	52.5	10.3	134	24.5	S	S	S	S	S
✓ Mazda CX-3 2.0L	73	↑	↓	64	28	↓ / ↓	↓	↓	↓	↓	↑	53.5	9.6	135	18.0	S	S	S	S	S
Honda HR-V 1.8L	66	↑	↓	66	29	↓ / ↑	↑	↓	↓	↓	↑	55.0	10.5	132	32.0	0	0	0	0	-
\$25,000-\$35,000																				
SEDANS																				
✓ Subaru Legacy 2.5L	87	↑	↑	89	28	↑ / ↑	↑	↑	↑	↑	↑	54.5	8.9	131	4+1	S	S	S	S	0
✓ Toyota Camry Hybrid 2.5H	86	↑	↑	89	47	↑ / ↑	↑	↑	↑	↑	↑	54.5	7.8	138	3+1	S	S	S	S	0
✓ Toyota Camry 2.5L	84	↑	↑	86	32	↑ / ↑	↑	↑	↑	↑	↑	53.5	8.0	126	3+1	S	S	S	S	0
✓ Nissan Altima 2.5L	84	↑	↓	81	31	↑ / ↑	↑	↑	↓	↑	↓	53.5	7.6	131	4+0	S	S	0	S	0
✓ Honda Accord 1.5T	82	↓	↑	89	31	↑ / ↑	↑	↑	↑	↑	↑	54.5	7.7	135	4+1	S	S	S	S	0
✓ Kia Optima 2.4L	82	↓	↓	86	28	↑ / ↑	↑	↑	↑	↑	↑	51.5	8.0	130	3+2	S	S	S	S	S
✓ Honda Accord Hybrid 2.0H	82	↓	↑	89	47	↑ / ↑	↓	↑	↑	↑	↑	52.5	7.4	139	4+1	S	S	S	S	0
✓ Mazda6 2.5L	80	↑	↑	79	28	↑ / ↑	↑	↑	↑	↑	↑	54.0	9.2	133	3+2	S	S	S	S	S
✓ Honda Clarity Plug-in 1.5H+E	78	↑	↑	74	110 ^{Ⓠ1} / 39 ^{Ⓠ2}	↓ / ↑	↓	↓	↑	↑	↓	53.0	8.3	141	3+2	S	S	S	S	-
✓ Audi A3 2.0T	74	↑	↓	77	27	↑ / ↓	↓	↓	↓	↑	↑	53.0	8.3	124	2+1	S	S	-	S	0
✓ Acura TLX 2.4L	74	↓	↓	79	27	↑ / ↓	↓	↑	↑	↑	↑	54.5	7.4	129	2+2	S	S	S	S	0
✓ Ford Fusion 2.0T	73	↓	↑	83	22	↑ / ↑	↑	↑	↑	↓	↑	53.5	7.4	130	3+1	S	S	S	S	S
✓ Ford Fusion 1.5T	72	↓	↑	81	24	↓ / ↑	↑	↑	↑	↑	↑	52.5	9.2	125	3+2	S	S	S	S	S
✓ Ford Fusion Hybrid 2.0H	71	↓	↑	80	39	↓ / ↑	↑	↑	↑	↓	↑	52.0	8.3	140	2+3	S	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway	BSW
SEDANS \$25,000-\$35,000 <i>Continued</i>																				
Acura ILX 2.4L	64			61	28	/						54.5	7.5	132	2+2	S	S	S	S	0
Chevrolet Malibu 1.5T	57			80	29	/						53.0	8.4	130	3+2	0	0	0	0	0
HATCHBACKS																				
Toyota Prius 1.8H	79			75	52	/						53.5	10.3	135	2+2	S	S	S	S	0
Toyota Prius Prime 1.8H+E	79			74	133 ⁽¹⁾ / 50 ⁽²⁾	/						55.0	10.8	139	2+0	S	S	S	S	0
Volkswagen Golf 1.4T	79			82	28	/						54.0	8.7	130	2+1	S	S	S	S	S
Hyundai Ioniq Hybrid 1.6H	71			67	52	/						51.5	9.9	144	3+0	S	S	0	S	0
Kia Niro Hybrid 1.6H	63			65	43	/						51.0	9.9	143	2+2	0	0	0	0	0
SPORTS/SPORTY CARS																				
Mazda MX-5 Miata 2.0L	86			80	34	/ NA						57.5	6.7	124	0+2	S	S	-	-	S
Subaru BRZ 2.0L	82			79	30	/						56.0	7.2	126	1+2	-	-	-	-	-
Toyota 86 2.0L	81			78	30	/						56.5	7.2	126	1+2	-	-	-	-	-
Volkswagen GTI 2.0T	80			82	29	/						55.0	6.6	132	2+1	S	S	S	S	S
Hyundai Veloster 1.6T	80			83	29	/						60.0	7.0	119	1+2	0	0	0	0	0
Mini Cooper S 2.0T	79			80	30	/						56.0	7.2	130	1+1	S	S	S	-	-
Honda Civic Si 1.5T	71			74	34	/						55.5	7.3	131	3+1	S	S	S	S	-
Fiat 124 Spider 1.4T	64			76	31	/ NA						56.5	7.1	121	1+2	-	-	-	-	0
Subaru WRX 2.0T	61			75	26	/						59.0	6.0	120	2+2	0	0	0	0	0
SUVs																				
Subaru Forester 2.5L	84			90	28	/						53.0	9.2	130	36.5	S	S	S	S	0
Mazda CX-5 2.5L	84			80	24	/						54.0	8.6	133	30.5	S	S	S	S	S
Subaru Crosstrek Hybrid 2.0H+E	82			82	90 ⁽¹⁾ / 33 ⁽²⁾	/						53.0	9.0	129	21.5	0	0	0	0	0
Honda CR-V 1.5T	77			82	28	/						52.0	8.2	137	36.0	S	S	S	S	0
Chevrolet Equinox 1.5T	76			78	25	/						53.0	9.6	132	32.0	S	S	S	0	-
Nissan Rogue 2.5L	75			74	24	/						54.0	9.5	134	31.5	S	S	S	S	S
Kia Sportage 2.4L	75			78	23	/						52.5	9.6	128	29.5	S	S	S	S	0
Toyota RAV4 Hybrid 2.5H	75			76	37	/						52.0	7.8	139	30.5	S	S	S	S	0
Toyota RAV4 2.5L	72			72	27	/						54.0	8.3	131	30.5	S	S	S	S	0
Buick Encore 1.4T	71			69	23	/						55.0	11.0	127	26.0	0	-	-	-	0
Ford EcoSport 2.0L	68			61	24	/						54.0	10.7	132	22.5	-	-	-	-	0
Hyundai Tucson 2.4L	67			75	22	/						52.5	9.6	130	29.5	S	S	0	S	0
Ford Escape 1.5T	62			73	26	/						53.0	8.9	128	30.5	S	S	S	S	S
Volkswagen Tiguan 2.0T	61			84	25	/						52.0	10.3	131	33.0	S	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety					
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway	BSW
SUVs \$25,000-\$35,000 <i>Continued</i>																				
Mitsubishi Outlander 2.4L	54	↓	↓	59	24	↓ / ↑	↑	↓	↓	↓	↓	50.5	10.0	132	32.5	0	0	0	-	0
Chevrolet Trax 1.4T	53	↓	↓	55	25	↓ / ↓	↓	↓	↓	↓	↓	54.0	10.8	130	26.0	0	-	-	-	0
Mitsubishi Eclipse Cross 1.5T	52	↓	↓	57	24	↓ / ↑	↓	↓	↓	↓	↓	52.5	9.9	132	22.5	0	0	0	0	0
Jeep Compass 2.4L	51	↓	↓	56	24	↓ / ↓	↑	↓	↓	↓	↓	53.5	9.8	137	27.5	0	0	-	0	0
Jeep Renegade 2.4L	48	↓	↓	56	24	↓ / ↓	↑	↓	↓	↓	↓	51.5	9.9	130	30.5	0	0	-	0	0
Fiat 500X 1.3T	35	↓	↓	50	23	↓ / ↓	↑	↓	↓	↓	↓	52.5	9.8	130	19.5	0	0	-	0	0
\$35,000-\$45,000																				
ELECTRIC CARS																				
✓ Hyundai Kona Electric E	83	↑	↑	76	120 [Ⓜ]	↑ / ↓	↓	↑	↓	↓	↑	53.5	6.6	135	1+1	S	S	0	S	S
✓ Kia Niro EV E	81	↑	↑	81	112 [Ⓜ]	↑ / ↓	↑	↑	↓	↓	↑	52.5	6.8	135	2+2	S	S	S	S	S
✓ Chevrolet Bolt E	70	↓	↑	76	119 [Ⓜ]	↓ / ↓	↑	↑	↓	↓	↑	53.0	6.8	138	2+0	0	0	0	-	0
Nissan Leaf Plus E	68	↓	↓	73	104 [Ⓜ]	↑ / ↓	↑	↑	↓	↓	↓	52.5	7.0	139	3+0	S	S	S	S	S
SEDANS																				
✓ Toyota Avalon Hybrid 2.5H	93	↑	↑	93	42	↑ / ↑	↑	↑	↑	↑	↑	53.0	8.3	135	4+0	S	S	S	S	S
✓ Lincoln MKZ 2.0T	89	↑	↑	88	23	↑ / ↓	↑	↑	↑	↑	↑	53.0	7.4	124	3+2	S	S	S	S	S
✓ Lincoln MKZ Hybrid 2.0H	89	↑	↑	88	34	↑ / ↓	↑	↑	↑	↑	↑	53.0	9.2	129	2+2	S	S	S	S	S
✓ Kia Cadenza 3.3L	85	↑	↓	91	24	↑ / ↑	↑	↑	↑	↑	↓	52.0	7.0	127	4+0	S	S	S	S	S
✓ Chevrolet Impala 3.6L	84	↑	↑	91	22	↑ / ↑	↑	↑	↑	↑	↑	54.0	6.9	130	4+2	0	0	-	0	0
✓ Volkswagen Arteon 2.0T	82	↓	↑	91	24	↑ / ↑	↑	↑	↑	↑	↑	53.5	7.9	125	4+1	S	S	S	S	S
✓ Genesis G70 2.0T	82	↑	↑	74	23	↑ / ↓	↑	↑	↑	↑	↑	56.5	7.8	137	2+0	S	S	S	S	S
✓ Nissan Maxima 3.5L	80	↑	↓	81	25	↑ / ↓	↑	↑	↓	↑	↑	53.0	6.5	132	3+0	S	S	S	S	S
✓ Chrysler 300 5.7L	79	↑	↑	84	20	↑ / ↑	↑	↑	↑	↑	↑	49.5	6.1	134	3+1	0	0	-	0	0
✓ Dodge Charger 5.7L	73	↓	↑	85	20	↑ / ↑	↑	↑	↑	↑	↑	50.5	6.1	128	2+3	0	0	-	0	0
✓ Acura TLX 3.5L	72	↓	↓	76	25	↑ / ↓	↓	↑	↑	↑	↑	55.0	6.5	129	2+2	S	S	S	S	0
Kia Stinger 2.0T	68	↓	↑	75	23	↑ / ↓	↑	↑	↓	↑	↑	53.5	7.5	132	3+0	0	0	0	0	S
Buick Regal 2.0T	64	↓	↑	87	23	↑ / ↓	↑	↑	↑	↑	↑	55.5	7.0	125	3+2	0	0	0	0	0
Mercedes-Benz CLA250 2.0T	57	↓	↓	65	27	↑ / ↓	↓	↑	↓	↑	↑	56.0	6.6	131	2+2	S	S	S	S	0
Mercedes-Benz A220 2.0T	56	↓	↓	64	27	↑ / ↓	↓	↑	↓	↑	↑	53.0	7.3	130	2+1	S	S	S	S	0
SPORTS/SPORTY CARS																				
✓ BMW M240i 3.0T	87	↓	↑	98	25	↑ / ↓	↑	↑	↓	↑	↑	58.5	5.2	115	2+0	S	S	S	0	0
✓ Audi TT 2.0T	78	↑	↑	84	26	↑ / ↓	↓	↓	↓	↑	↑	58.0	6.3	113	1+2	-	-	-	-	0
✓ Dodge Challenger 5.7L	72	↑	↑	70	20	↑ / ↓	↑	↓	↓	↑	↑	51.5	5.5	119	2+3	0	-	-	-	0

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway

SPORTS/SPORTY CARS \$35,000-\$45,000 *Continued*

✓ Ford Mustang 5.0L	72	↓	↑	84	19	↑ / ↓	↑	↓	↓	↑	↑	54.5	4.9	121	2+1	0	0	0	0	0
✓ Nissan Z 3.7L	69	↓	↓	81	23	↑ / NA	↑	↓	↓	↑	↑	58.0	5.3	120	1+0	-	-	-	-	-
Chevrolet Camaro 6.2L	53	↓	↑	85	20	↑ / ↓	↑	↓	↓	↑	↑	56.0	4.4	112	1+2	0	-	-	-	0

2-ROW SUVs

✓ Subaru Outback 2.4T	87	↑	↑	91	24	↑ / ↑	↑	↑	↑	↑	↑	54.0	7.1	132	37.0	S	S	S	S	0
✓ Lexus NX300 2.0T	80	↑	↓	74	24	↑ / ↑	↓	↑	↓	↑	↑	49.5	7.5	132	28.5	S	S	S	S	0
✓ Lexus UX250h 2.0H	80	↑	↑	71	37	↑ / ↓	↓	↑	↑	↑	↑	54.0	8.8	137	18.0	S	S	S	S	0
✓ Ford Edge 2.0T	79	↓	↓	84	22	↑ / ↑	↑	↑	↑	↑	↑	52.0	7.7	129	39.0	S	S	S	S	S
✓ Audi Q3 2.0T	78	↓	↑	84	23	↑ / ↑	↑	↑	↑	↑	↑	52.5	7.8	126	24.5	S	S	S	S	0
✓ Hyundai Santa Fe 2.0T	78	↓	↑	80	21	↑ / ↑	↑	↑	↓	↑	↑	52.0	8.7	136	35.5	S	S	S	S	0
✓ Nissan Murano 3.5L	75	↑	↓	77	21	↑ / ↑	↑	↑	↑	↑	↓	50.5	7.7	131	33.5	S	S	0	S	0
✓ Jeep Grand Cherokee 3.6L	73	↓	↑	80	18	↑ / ↑	↑	↑	↑	↑	↓	50.0	8.0	134	36.5	0	0	-	0	S
✓ Volvo XC40 2.0T	73	↑	↑	71	24	↑ / ↑	↓	↑	↓	↑	↑	54.0	7.3	132	25.5	S	S	S	S	0
✓ BMW X1 2.0T	72	↑	↓	74	26	↓ / ↓	↑	↓	↓	↑	↑	53.0	7.9	134	27.0	S	S	S	0	-
Mini Cooper Countryman 2.0T	69	↓	↑	82	25	↑ / ↑	↓	↓	↓	↑	↑	53.0	8.3	120	23.5	S	S	S	-	-
GMC Terrain 2.0T	69	↑	↓	67	22	↑ / ↑	↓	↓	↓	↓	↓	54.0	7.2	128	24.0	S	S	S	-	0
Chevrolet Blazer 3.6L	68	↓	↑	83	19	↑ / ↑	↑	↑	↑	↑	↑	54.5	6.4	130	34.5	0	0	0	0	0
Mercedes-Benz GLA250 2.0T	63	↓	↓	70	26	↑ / ↓	↓	↓	↓	↑	↑	54.5	6.9	128	23.0	S	S	-	S	0
Acura RDX 2.0T	61	↓	↓	82	22	↑ / ↑	↓	↑	↓	↑	↑	52.0	7.0	127	33.0	S	S	S	S	0
Honda Passport 3.5L	59	↓	↑	79	21	↑ / ↑	↑	↑	↓	↑	↓	53.5	6.4	135	39.0	S	S	S	S	0
Jeep Cherokee 2.0T	52	↓	↓	68	23	↑ / ↑	↑	↓	↓	↑	↓	53.0	7.5	129	31.0	0	0	-	0	0
Jeep Wrangler 3.6L	28	↓	↑	36	18	↓ / ↓	↑	↓	↓	↓	↓	49.0	7.3	144	41.5	0	0	-	0	0

3-ROW SUVs

✓ Kia Telluride 3.8L	92	↑	↑	97	21	↑ / ↑	↑	↑	↑	↑	↓	53.5	7.2	127	47.5	S	S	S	S	S
✓ Hyundai Palisade 3.8L	87	↑	↑	88	21	↑ / ↑	↑	↑	↑	↑	↓	52.5	7.1	132	47.5	S	S	S	S	0
✓ Mazda CX-9 2.5T	86	↑	↑	80	22	↑ / ↑	↓	↑	↑	↑	↑	50.0	7.9	139	34.0	S	S	S	S	S
✓ Subaru Ascent 2.4T	82	↓	↑	93	22	↑ / ↑	↑	↑	↑	↑	↓	52.0	8.0	129	40.5	S	S	S	S	0
✓ Honda Pilot 3.5L	75	↓	↓	80	20	↑ / ↑	↓	↑	↑	↑	↓	49.5	7.5	136	48.0	S	S	S	S	0
✓ Kia Sorento 3.3L	74	↑	↓	78	22	↑ / ↑	↑	↑	↑	↑	↓	49.0	8.1	137	37.5	0	0	0	0	0
Ford Explorer 2.3T	69	↓	↑	78	21	↑ / ↑	↑	↑	↓	↑	↑	51.5	7.4	136	44.5	S	S	S	S	S
Nissan Pathfinder 3.5L	68	↓	↓	72	18	↑ / ↑	↑	↑	↑	↑	↓	47.0	7.7	137	39.5	S	S	-	S	0
Chevrolet Traverse 3.6L	65	↓	↑	95	20	↑ / ↑	↑	↑	↑	↑	↑	50.5	7.3	130	54.5	0	0	0	0	0

NEW CAR RATINGS

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway

3-ROW SUVs \$35,000-\$45,000 *Continued*

Toyota 4Runner 4.0L	65	↑	↑	55	18	↑ / ↑	↑	↑	↓	↓	↓	48.0	7.7	131	44.5	S	S	S	S	-
Dodge Durango 3.6L	63	↓	↑	83	18	↑ / ↑	↑	↑	↑	↑	↓	48.0	8.3	134	44.0	0	0	-	0	0
Volkswagen Atlas 3.6L	61	↓	↓	84	20	↑ / ↑	↑	↑	↑	↑	↑	51.0	8.7	135	50.5	S	S	S	S	S

MINIVANS

✓ Toyota Sienna 3.5L	78	↑	↓	79	21	↑ / ↑	↑	↑	↑	↑	↓	49.5	7.7	137	70.5	S	S	S	S	0
Kia Sedona 3.3L	67	↓	↓	70	20	↑ / ↑	↑	↑	↓	↑	↓	48.0	8.0	133	46.0	0	0	0	0	0
Dodge Grand Caravan 3.6L	65	↑	↓	72	17	↑ / ↑	↓	↑	↑	↑	↓	49.0	8.1	141	61.5	-	-	-	-	-
Honda Odyssey 3.5L	61	↓	↓	85	22	↑ / ↑	↑	↑	↑	↑	↓	50.0	8.1	136	71.5	0	0	0	0	0
Chrysler Pacifica Hybrid 3.6H	61	↓	↓	88	84 ¹⁾ / 27 ²⁾	↑ / ↑	↑	↑	↑	↑	↓	48.5	8.3	145	66.0	0	0	-	0	S
Chrysler Pacifica 3.6L	59	↓	↓	85	21	↑ / ↑	↑	↑	↑	↑	↓	51.5	8.0	136	66.0	0	0	-	0	S

COMPACT PICKUP TRUCKS

✓ Honda Ridgeline 3.5L	76	↓	↑	83	20	↑ / ↓	↑	↑	↑	↑	↓	53.5	7.3	134	NR	S	S	S	S	0
✓ Ford Ranger 2.3T	65	↑	↑	55	20	↓ / ↓	↓	↓	↓	↓	↓	47.0	7.4	143	NR	S	S	S	S	0
Toyota Tacoma 3.5L	47	↓	↓	42	19	↓ / ↓	↑	↓	↓	↓	↓	46.0	8.2	146	NR	S	S	S	S	0
Jeep Gladiator 3.6L	46	↓	↑	52	18	↓ / ↓	↑	↓	↓	↓	↓	49.5	7.8	135	NR	0	0	-	0	0
Chevrolet Colorado 3.6L	37	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-	-
GMC Canyon 3.6L	37	↓	↓	61	18	↓ / ↓	↑	↓	↓	↓	↓	48.5	7.5	132	NR	0	-	-	-	-
Chevrolet Colorado 2.8D	36	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-	-
GMC Canyon 2.8D	36	↓	↓	60	24	↓ / ↓	↑	↓	↓	↓	↓	49.0	10.3	134	NR	0	-	-	-	-

\$45,000-\$55,000

ELECTRIC CARS

✓ Tesla Model 3 E	80	↓	↑	82	130 ¹⁾	↑ / ↓	↓	↓	↓	↓	↑	55.0	5.3	133	2+2	S	S	S	S	-
✓ BMW i3 REx	71	↑	↑	70	113 ¹⁾ / 29 ²⁾	↑ / ↓	↓	↑	↑	↑	↑	55.0	7.5	131	1+1	0	0	0	0	-
Toyota Mirai E	66	↑	↑	61	67 ¹⁾	↑ / ↓	↓	↑	↑	↑	↓	49.5	9.3	142	2+0	S	S	S	S	S

SEDANS

✓ Genesis G80 3.8L	89	↑	↑	89	20	↑ / ↑	↑	↑	↑	↑	↑	53.0	7.2	129	3+1	S	S	S	S	S
✓ Audi A4 2.0T	88	↑	↑	88	27	↑ / ↓	↓	↑	↑	↑	↑	53.5	6.3	135	2+2	S	S	S	0	0
✓ Lexus ES350 3.5L	87	↑	↑	84	25	↑ / ↓	↓	↑	↑	↑	↑	53.0	6.9	132	3+1	S	S	S	S	0
✓ Mercedes-Benz C300 2.0T	76	↓	↓	85	26	↑ / ↓	↓	↑	↑	↑	↑	55.5	6.8	136	2+1	S	S	S	S	S
Infiniti Q50 3.0T	71	↓	↓	85	22	↑ / ↓	↓	↑	↑	↑	↑	56.0	5.7	126	2+1	S	S	-	S	0
Lexus IS300 3.5L	69	↑	↓	56	20	↑ / ↓	↓	↑	↓	↑	↑	53.0	6.5	139	2+1	S	S	S	S	0
Volvo S60 2.0T	63	↓	↑	71	26	↑ / ↓	↓	↑	↓	↑	↑	53.5	7.3	125	2+1	S	S	S	S	0

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

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety						
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway	BSW	
SEDANS \$45,000-\$55,000 <i>Continued</i>																					
BMW 330i 2.0T	63			86	29	/							54.0	6.4	129	2+2	S	S	S	0	0
Jaguar XE 2.0T	55			69	25	/							53.0	7.7	133	1+2	S	S	S	0	0
Alfa Romeo Giulia 2.0T	51			70	27	/							53.0	6.7	136	1+2	S	S	S	S	0
2-ROW SUVs																					
Lexus RX350 3.5L	80			77	22	/							49.0	7.5	139	30.0	S	S	S	S	0
BMW X3 2.0T	78			92	24	/							50.5	7.7	128	32.0	S	S	S	0	0
Lexus NX300h 2.5H	78			71	29	/							49.5	8.9	136	28.5	S	S	S	S	0
Audi Q5 2.0T	75			83	24	/							52.5	6.8	130	27.0	S	S	S	0	0
Infiniti QX50 2.0T	75			77	22	/							55.5	7.2	129	30.5	S	S	S	S	S
BMW X2 2.0T	74			77	25	/							52.5	8.0	134	23.5	S	S	S	0	-
Mercedes-Benz GLC300 2.0T	72			79	22	/							50.0	6.8	132	28.0	S	S	S	S	S
Volvo XC60 2.0T	71			79	23	/							52.0	8.0	124	34.0	S	S	S	S	0
Buick Envision 2.0T	65			69	21	/							55.0	7.9	128	32.5	0	0	-	0	0
Lincoln Corsair 2.0T	67			82	23	/							54.5	7.2	128	27.5	S	S	S	S	S
Alfa Romeo Stelvio 2.0T	67			74	24	/							52.5	7.0	132	26.5	S	S	S	S	0
Cadillac XT5 3.6L	64			76	20	/							53.5	7.1	132	33.0	S	S	S	0	0
Lincoln Nautilus 2.7T	63			84	18	/							53.5	7.2	128	32.5	S	S	S	S	S
Jaguar E-Pace 2.0T	55			69	21	/							54.0	7.9	129	21.5	S	S	S	0	0
Jaguar F-Pace 3.0SC	54			72	20	/							50.5	6.0	129	28.5	S	S	S	0	0
Cadillac XT4 2.0T	52			78	23	/							55.0	7.6	128	26.5	S	S	S	0	0
Land Rover Range Rover Evoque 2.0T	45			58	20	/							49.5	8.3	126	25.0	S	S	S	0	0
Land Rover Discovery Sport 2.0T	44			58	21	/							50.5	8.6	136	33.0	S	S	S	0	0
3-ROW SUVs																					
Infiniti QX60 3.5L	78			79	19	/							47.0	8.3	137	39.0	S	S	S	S	S
GMC Acadia 3.6L	70			83	19	/							53.5	6.8	130	40.5	0	0	0	0	S
Acura MDX 3.5L	58			80	21	/							52.0	6.8	135	34.0	S	S	S	S	0
FULL-SIZED PICKUP TRUCKS																					
Toyota Tundra 5.7L	62			59	15	/							44.5	6.7	153	NR	S	S	S	S	0
Ram 1500 5.7L	58			83	17	/							47.5	7.1	137	NR	0	0	-	0	0
Nissan Titan 5.6L	58			70	16	/							49.5	6.7	131	NR	S	S	S	S	S
Ford F-150 2.7T	57			74	19	/							47.0	6.8	145	NR	S	S	S	S	0
Chevrolet Silverado 1500 3.0D	55			78	23	/							47.0	7.9	144	NR	0	0	0	-	0
GMC Sierra 1500 3.0D	55			78	23	/							47.0	7.9	144	NR	0	0	0	-	0

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway

FULL-SIZED PICKUP TRUCKS \$45,000-\$55,000 *Continued*

Chevrolet Silverado 1500 5.3L	54	⬇️	⬆️	76	17	⬇️ / ⬆️	⬆️	⬆️	⬇️	⬇️	⬇️	⬇️	49.5	6.9	136	NR	0	0	0	-	0
GMC Sierra 1500 5.3L	54	⬇️	⬆️	76	17	⬇️ / ⬆️	⬆️	⬆️	⬇️	⬇️	⬇️	⬇️	49.5	6.9	136	NR	0	0	0	-	0
Ford F-250 6.7D	48	⬇️	⬆️	53	15	⬆️ / ⬆️	⬆️	⬆️	⬇️	⬆️	⬇️	46.5	8.1	155	NR	0	0	0	0	0	

\$55,000-\$75,000

SEDANS

✓ Lexus GS350 3.5L	87	⬆️	⬆️	83	21	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	53.5	6.2	137	3+1	S	S	S	S	S
✓ Genesis G90 3.3T	82	⬆️	⬆️	89	18	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.0	6.0	130	3+0	S	S	S	S	S
✓ Lincoln Continental 2.7T	80	⬆️	⬆️	83	20	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	51.5	6.6	127	2+2	S	S	S	S	S
✓ Mercedes-Benz E350 2.0T	78	⬆️	⬆️	85	24	⬆️ / ⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	54.5	7.1	128	2+2	S	S	S	S	S
BMW 530i 2.0T	73	⬇️	⬆️	94	26	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.5	7.2	130	3+1	S	S	S	0	S
Acura RLX 3.5L	72	⬆️	⬆️	75	23	⬆️ / ⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	51.5	6.5	128	2+3	S	S	S	S	S
Cadillac CT6 3.6L	70	⬇️	⬆️	95	22	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.0	6.5	125	3+2	S	S	S	0	S
Audi A6 2.0T	65	⬇️	⬆️	93	26	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	55.5	6.8	129	3+1	S	S	S	S	0
Volvo S90 2.0T	63	⬇️	⬆️	73	23	⬆️ / ⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	52.5	7.2	130	2+2	S	S	S	S	S
Jaguar XF 3.0SC	59	⬇️	⬆️	83	21	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	51.0	5.8	128	2+1	0	0	0	0	0

SPORTS/SPORTY CARS

✓ Porsche 718 Boxster 2.0T	88	⬆️	⬆️	95	26	⬆️ / NA	⬆️	⬇️	⬇️	⬆️	⬆️	59.0	4.4	108	1+2	0	-	-	-	0
✓ Toyota Supra 3.0T	80	⬆️	⬆️	91	27	⬆️ / NA	⬆️	⬇️	⬇️	⬆️	⬆️	56.0	4.6	115	1+1	S	S	S	0	0
✓ BMW Z4 2.0T	76	⬆️	⬆️	86	29	⬆️ / NA	⬆️	⬇️	⬇️	⬆️	⬆️	56.0	6.1	111	1+2	S	S	S	0	0

2-ROW SUVs

✓ Lexus RX450h 3.5H	82	⬆️	⬆️	80	29	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	50.0	7.5	138	30.0	S	S	S	S	0
✓ Porsche Macan 3.0T	82	⬆️	⬆️	84	19	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	51.0	6.4	130	29.0	0	0	0	0	0
BMW X5 3.0T	72	⬇️	⬆️	98	23	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.0	6.0	129	36.5	S	S	S	0	S
Mercedes-Benz GLE450 3.0T	69	⬇️	⬆️	80	20	⬆️ / ⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	51.5	6.0	132	36.5	S	S	S	S	S
Land Rover Range Rover Velar 2.0T	54	⬇️	⬇️	76	21	⬆️ / ⬆️	⬇️	⬆️	⬆️	⬆️	⬆️	51.5	8.4	130	29.0	S	S	S	0	S

3-ROW SUVs

✓ Audi Q7 3.0SC	84	⬆️	⬆️	96	20	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	50.0	6.7	127	35.5	S	S	S	0	0
✓ Lexus RX350 L 3.5L	81	⬆️	⬆️	80	20	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	51.5	7.7	136	31.0	S	S	S	S	0
✓ Lexus GX 4.6L	79	⬆️	⬆️	70	17	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	48.0	7.5	136	36.5	S	S	S	S	S
✓ Buick Enclave 3.6L	76	⬆️	⬆️	87	18	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	53.5	7.4	130	48.5	0	0	0	0	0
✓ Ford Expedition Max 3.5T	73	⬆️	⬆️	73	16	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	47.0	7.3	143	66.0	S	S	S	S	S
✓ Toyota Sequoia 5.7L	73	⬆️	⬆️	60	15	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	47.0	7.1	146	61.0	S	S	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results											Advanced Safety				
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + duffels/ Cargo volume, cu. ft.	FCW	AEB, city	AEB, pedestrian	AEB, highway

3-ROW SUVs \$55,000-\$75,000 *Continued*

Lincoln Aviator 3.0T	72			82	19	/							52.0	6.2	138	49.0	S	S	S	S	S
Chevrolet Tahoe 5.3L	68			67	16	/							45.0	7.7	136	47.5	0	0	-	0	0
GMC Yukon 5.3L	68			67	16	/							45.0	7.7	136	47.5	0	0	-	0	0
Infiniti QX80 5.6L	67			68	15	/							48.0	6.9	139	49.5	S	S	S	S	S
Chevrolet Suburban 5.3L	64			74	16	/							47.0	7.9	139	62.5	0	0	-	0	0
Nissan Armada 5.6L	63			69	14	/							51.0	6.7	133	46.5	S	S	-	S	0
Volvo XC90 2.0T	63			84	20	/							52.5	7.7	126	35.0	S	S	S	S	S
GMC Yukon XL 5.3L	59			67	16	/							45.0	7.9	139	62.5	0	0	-	0	0
Cadillac XT6 3.6L	56			82	18	/							51.0	7.1	134	40.5	S	S	S	0	S
Land Rover Range Rover Sport 3.0SC	54			72	18	/							49.5	6.5	137	31.5	S	S	S	0	0
Land Rover Discovery 3.0SC	51			71	17	/							47.5	7.3	138	42.5	S	S	S	0	S

OVER \$75,000

ELECTRIC CARS

Tesla Model S E	83			97	102 ^{mi}	/							54.0	5.1	129	4+3	S	S	S	S	-
Audi E-Tron E	82			84	74 ^{mi}	/							49.5	6.3	131	28.0	S	S	S	S	S
Jaguar I-Pace E	61			76	76 ^{mi}	/							52.0	4.3	136	25.5	S	S	S	0	0
Tesla Model X E	57			77	87 ^{mi}	/							53.5	4.9	127	2+2	S	S	S	S	-

SEDANS

BMW 750i 4.4T	86			99	21	/							52.5	5.3	131	2+4	S	S	S	0	S
Mercedes-Benz S560 4.0T	74			96	18	/							51.0	5.1	128	2+3	S	S	S	S	S
Audi A8 3.0T	67			96	21	/							53.5	6.1	133	2+3	S	S	S	S	0
Lexus LS500 3.5T	52			72	20	/							51.5	6.0	136	2+1	S	S	S	S	S
Maserati Ghibli 3.0T	51			71	19	/							53.5	5.4	115	2+2	0	0	0	0	S

2-ROW SUVs

Porsche Cayenne 3.0T	88			87	21	/							49.5	6.5	131	32.0	S	S	S	S	0
Land Rover Range Rover 3.0SC	54			78	17	/							48.5	6.7	137	34.5	S	S	S	0	0

3-ROW SUVs

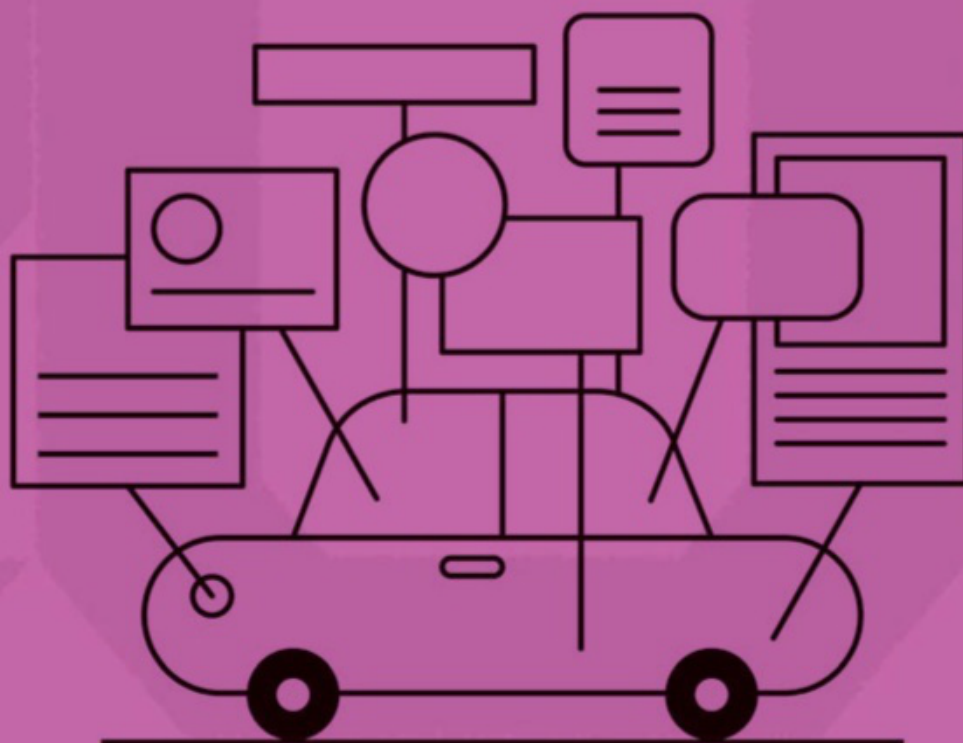
Toyota Land Cruiser 5.7L	74			68	14	/							46.0	7.3	140	43.0	S	S	S	S	S
Mercedes-Benz GLS450 3.0T	71			86	20	/							50.5	6.4	133	42.5	S	S	S	S	S
BMW X7 3.0T	70			94	22	/							52.5	6.5	136	26.0	S	S	S	0	S
Lincoln Navigator 3.5T	65			65	16	/							47.0	6.2	144	56.0	S	S	S	S	S
Cadillac Escalade 6.2L	41			61	16	/							45.0	6.1	142	48.0	0	0	-	0	0

NEW CAR PROFILES



No one scrutinizes cars more than we do; we buy and drive all the vehicles we test, so you can feel confident that our reviews are independent and consumer-relevant. Here you'll find 260 SUVs, sedans, minivans, and trucks, each with a summary from CR's auto experts; reliability and owner-satisfaction ratings from our exclusive Annual Auto Surveys; and, for tested models, road-test score, Overall Score, and CR-tested fuel economy.

—Jonathan Linkov



GUIDE TO THE VEHICLE PROFILES

Recommended vehicles, identified by a check mark (✓), are those that achieved a high Overall Score in their category. The score includes our testing, predicted reliability, owner satisfaction, and safety. The vehicle must also have scored adequately if included in National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety crash tests.

Overall Score is a composite score that incorporates road-test performance, latest results from the reliability and owner-satisfaction sections of our exclusive Annual Auto Surveys of CR members, and whether certain safety features are standard. If a range of numbers is given, it

signifies that multiple versions of the vehicle were tested.

Price is the manufacturer's suggested retail base-price range for the vehicle, and doesn't include any options or destination charges. An "E" indicates an estimated price.

Reliability is our forecast of how well a model is likely to hold up, based on the latest results from CR's Annual Auto Surveys. Detailed reliability history charts start on page 86.

Satisfaction is based on the Annual Auto Surveys; we ask members whether they would definitely buy or lease their current vehicle again. The top score of 80 indicates that 80 percent or more would do so. The lowest score of 50 means less than 50 percent would.

Road-test score sums up how the vehicle performed in our

more than 50 objective and subjective tests. A range means we tested multiple powertrains or versions of the vehicle.

MPG represents CR's instrumented measurement of a tested model's overall fuel consumption, based on our city and highway testing. A range of numbers signifies that we tested multiple versions.

MPGe (miles-per-gallon equivalent) is the energy consumption for electric cars and plug-in hybrids running in electric mode.

Models that have not been tested will have an "NA" for Overall Score, road-test score, and fuel- or energy-consumption data.

What Our Ratings Symbols Mean



WATCH

To keep up with the latest models as we test them and to see free videos and summaries of more than 300 vehicles, check out our New Cars: A-Z page, at CR.org/carsatoz.

Acura ILX

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



\$25,900-\$31,650

RELIABILITY SATISFACTION
ROAD-TEST SCORE **61** MPG **28**

Acura RDX

61 OVERALL SCORE
The RDX drives nicely, but its very confusing and distracting controls hurt the overall package. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic transmission. It's an energetic powertrain once it gets past its initial hesitation. We got 22 mpg overall. The RDX is enjoyable to drive. It feels lively and engaging, and has nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad that interacts with the center screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector is another frustration. The seats are comfortable, and interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes forward collision warning and automatic emergency braking. Blind spot warning is optional.



\$37,600-\$47,700

RELIABILITY SATISFACTION
ROAD-TEST SCORE **82** MPG **22**

Acura MDX

58 OVERALL SCORE
This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers quick acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button gear selector takes some getting used to. We also found it to be frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. A hybrid version is also available. Standard safety features include forward collision warning, automatic emergency braking, and lane departure warning.



\$44,400-\$60,150

RELIABILITY SATISFACTION
ROAD-TEST SCORE **80** MPG **21**

Acura RLX

72 OVERALL SCORE
Acura's large sedan has been freshened recently, gaining a new 10-speed automatic transmission and styling updates. Still, it falls well short of its competitors and misses some key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car ungainly in corners. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious, and the complicated controls are frustrating to use. The RLX comes with a suite of standard safety features, including forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning.



\$54,900-\$61,900

RELIABILITY SATISFACTION
ROAD-TEST SCORE **75** MPG **23**

Acura TLX

72/74

OVERALL SCORE

The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with a four- or six-cylinder engine, but AWD is available only with the V6. The 2.4-liter Four uses an eight-speed automatic transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that isn't all that smooth or responsive. We found the ride to be quite comfortable and handling to be responsive though not sporty. The cabin is quiet, but the infotainment system is distracting and awkward to use. Standard safety equipment includes forward collision warning, automatic emergency braking, and lane departure warning.



\$33,000-\$48,950
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE 76-79 MPG 25-27

Audi A4

88

OVERALL SCORE

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



\$39,200-\$58,350
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE 88 MPG 27

Alfa Romeo Giulia

51

OVERALL SCORE

Alfa's compact luxury sport sedan corners and steers like a sports car. But it's filled with everyday annoyances, such as its unintuitive controls. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is excellent at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces, but some switchgear is cheap. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. Forward collision warning and automatic emergency braking are standard for 2020.



\$39,345-\$74,445
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE 70 MPG 27

Audi A5

NA

OVERALL SCORE

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



\$44,200-\$74,200
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE NA MPG NA

Alfa Romeo Stelvio

67

OVERALL SCORE

The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. That, however, doesn't mean it's fun to live with on a daily basis, and it falls short of most competitors on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like with the Giulia, the parking sensors are too sensitive and go off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest. Forward collision warning and automatic emergency braking are standard for 2020.



\$41,345-\$80,445
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE 74 MPG 24

Audi A6

65

OVERALL SCORE

The redesigned Audi A6 features lots of new technology, including a new infotainment system. Most versions come with a 2.0-liter turbocharged four-cylinder engine; a 3.0-liter V6 engine with a mild hybrid system is also available. Both engines are paired with a seven-speed dual-clutch automatic transmission, which is short on refinement at low speeds, and the car hesitates before launch or from a rolling stop. In our tests, the four-cylinder returned a commendable 26 mpg overall. Agile handling gives the Audi a sporty driving experience. The ride is taut, with underlying firmness, but still comfortable. The quiet cabin is a delight in terms of fit and finish; the seats are extremely comfortable and supportive. The dual-screen infotainment system is daunting at first, but we found it to be ultimately logical. Forward collision warning and automatic emergency braking are standard.



\$54,900-\$79,600
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE 93 MPG 26

Audi A3

74

OVERALL SCORE

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



\$33,300-\$56,200
 RELIABILITY ⬆️ SATISFACTION ⬇️
 ROAD-TEST SCORE 77 MPG 27

Audi A7

NA

OVERALL SCORE

The A7 is pretty much a more stylish take on the A6. It has more emphasis on style, luxury, and high-tech features than its predecessor had. It maintains the same swept-back profile and the practical benefit of a hatchback. Powering the base A7 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure that accessories don't tax fuel economy. Inside, a new control system consists of two touch screens that prove to be fairly easy to use. Fit and finish and seat comfort are superb. Both 2.0-liter turbo four-cylinder and V8 engines will be added later. The high-performance S7 brings a 444-hp turbocharged V6. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



\$69,000-\$89,500
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE NA MPG NA

Audi A8

67
OVERALL SCORE

Audi's redesigned top-level sedan features a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. Audi's new infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. We like how the touch screen vibrates to confirm each selection for any audio or climate task. The A8's ride is supremely comfortable, and handling is responsive. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments; the rear seat has limolike room. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



\$85,200-\$129,500
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **96** MPG **21**

Audi Q7

84
OVERALL SCORE

Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. Our Q7 used a supercharged 3.0-liter V6 that delivered effortless acceleration and 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless buyers splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. Forward collision warning and city-speed automatic emergency braking are standard. A freshened 2020 model features the control layout and 335-hp, 3.0-liter turbocharged V6 from the new Q8.



\$53,550-\$67,850
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **96** MPG **20**

Audi E-Tron

82
OVERALL SCORE

This all-electric luxury mid-sized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of advanced safety features. The E-Tron's 95-kilowatt-hour battery gives it an EPA-estimated range of 204 miles, which trails its peers. It's quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from near empty through a 240-volt connector. The standard air suspension gives the Audi a super-comfortable ride. Although the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. Standard advanced safety systems include forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning.



\$74,800
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **84** MPGe **74**

Audi Q8

NA
OVERALL SCORE

This five-seat, coupelike SUV is based on the Q7 but is wider and lower, and uses a new powertrain and infotainment system (which the 2020 Q7 gets). Some functionality is compromised for the more dynamic styling. The Q8's 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system, is paired to a smooth eight-speed automatic. It's quiet, luxurious, and among the more sporty-driving SUVs. The new dual touch-screen control interface is daunting at first but isn't too difficult to master. The Q8 features standard forward collision warning and automatic emergency braking with pedestrian detection, but blind spot warning and rear cross traffic warning are optional—these should be standard for a luxury SUV in this class. An RS Q8 super-high-performance version with a twin turbocharged 4.0-liter V8 engine is new.



\$68,200-\$77,700
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **NA** MPG **NA**

Audi Q3

78
OVERALL SCORE

The redesigned Q3 is a pleasant SUV that packs luxury and practicality into a small package. A turbocharged 228-hp, 2.0-liter four-cylinder paired with an eight-speed automatic transmission makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The Q3's 23 mpg overall fuel economy is on a par with the class, but we like that this SUV doesn't require premium gas (certain competitors do). An uncluttered dashboard features well-labeled buttons and an easy-to-use touch screen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Thick pillars at the rear hinder visibility, and blind spot warning is optional.



\$34,700-\$42,900
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **84** MPG **23**

Audi TT

78
OVERALL SCORE

Overall, the TT is more about style and technology than outright performance. The TT coupe and convertible use a 228-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The six-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, and dives into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heating controls are incorporated into dash vents. A 2.5-liter turbo five-cylinder RS performance version is also available. The TT lacks most advanced safety systems, a disappointment for a car in this price range.



\$45,500-\$54,500
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **84** MPG **26**

Audi Q5

75
OVERALL SCORE

The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 248-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets drivers switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward collision warning and city-speed automatic emergency braking are standard. Other available advanced safety features include blind spot warning, rear cross traffic warning, and lane keeping assistance.



\$43,300-\$52,900
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **83** MPG **24**

BMW 2 Series

87
OVERALL SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 335-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 405-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rear seats are cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. Forward collision warning and automatic emergency braking are standard. A four-door Gran Coupe version has been added for 2020.



\$35,300-\$58,900
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **98** MPG **25**

BMW 3 Series

63
OVERALL SCORE

The redesigned 3 Series sedan brings new infotainment tech, standard advanced safety features, improved handling, and better fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder engine paired with a smooth and responsive eight-speed automatic transmission. All-wheel drive is available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is logical to use once mastered. Forward collision warning and city-speed automatic emergency braking with pedestrian and cyclist detection are standard. All-speed automatic emergency braking, blind spot warning, and lane departure warning are optional. The M340i with a 3.0-liter turbo six-cylinder and the 330e plug-in hybrid are new for 2020.



\$40,750-\$56,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 86 MPG 29

BMW 8 Series

NA
OVERALL SCORE

The 8 Series comes as a luxury two-door coupe, convertible, or four-door sedan. The 8 is a resurrected series that was BMW's flagship coupe in the 1990s. The modern 8 Series is meant to compete with other six-figure boutique cruiser-type cars, offering a mix of luxury, high-tech features, power, and exclusivity. The 8 comes with a turbocharged six-cylinder or V8 engine, mated to an eight-speed automatic and all-wheel drive. We found the Six to be silky smooth and plenty powerful, but the V8 brings a glorious sound. The convertible has a soft top that can be opened and closed on the move and an optional warm-air vent in the head restraint. Note that for that style and exclusivity, the 8 compromises access, visibility, and room.



\$84,900-\$155,500
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

BMW 4 Series

NA
OVERALL SCORE

The 4 Series coupe, convertible, and four-door hatchback versions pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter turbo six-cylinder is supersmooth and delivers effortless punch, which makes the 440i a treat to drive. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version. For 2020, the 4 Series gets standard forward collision warning, city-speed automatic emergency braking with pedestrian detection, and lane departure warning.



\$44,750-\$103,100
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

BMW i3

71
OVERALL SCORE

BMW's electric four-seat hatchback has rear-hinged back doors, and its interior is striking in its simplicity and style. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. The optional two-cylinder engine acts as an onboard generator to extend the range beyond the typical 150 miles to about 200 miles total. Charge times were about 5.5 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to. A more powerful 181-hp i3s version is available.



\$44,450-\$51,500
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 70 MPGe 113

BMW 5 Series

73
OVERALL SCORE

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



\$53,900-\$110,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 94 MPG 26

BMW X1

72
OVERALL SCORE

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



\$35,200-\$37,200
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE 74 MPG 26

BMW 7 Series

86
OVERALL SCORE

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder engine. Our 750i, with the polished and punchy 523-hp, 4.4-liter turbocharged V8 and all-wheel drive was quick and yielded decent fuel economy. Although the controls have a steep learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats, including a massage feature. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



\$86,450-\$157,700
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 99 MPG 21

BMW X2

74
OVERALL SCORE

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



\$36,400-\$46,450
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE 77 MPG 25

BMW X3 ✓

78
OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, technology, and safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. The eight-speed automatic transmission is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard forward collision warning and city-speed automatic emergency braking. Blind spot and lane departure warnings are optional.



\$41,950-\$76,900

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **92** MPG **24**

BMW X7

70
OVERALL SCORE

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



\$73,900-\$99,600

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **94** MPG **22**

BMW X4

NA
OVERALL SCORE

The BMW X4 was redesigned for 2019 and is based on the current-generation X3. The new X4 gains new safety technology and an inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp turbocharged four-cylinder engine; the M40i is powered by a 382-hp turbo six-cylinder engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 to be thoroughly engaging to drive and expect similar performance from the X4. Forward collision warning and city-speed automatic emergency braking are standard, as is a 10.25-inch touch screen with navigation.



\$51,100-\$80,400

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **NA** MPG **NA**

BMW Z4 ✓

76
OVERALL SCORE

The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo Z4 delivers punchy acceleration and an invigorating exhaust sound. The eight-speed automatic shifts with authority. No manual is available. Its handling is supple, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely, using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive control system takes some time to master, but it proves to be intuitive with experience. Apple CarPlay requires a subscription after the first year. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A 3.0-liter turbo six-cylinder is new for 2020.



\$49,700-\$63,700

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **86** MPG **29**

BMW X5

72
OVERALL SCORE

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



\$58,900-\$114,100

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **98** MPG **23**

Buick Enclave ✓

76
OVERALL SCORE

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



\$40,000-\$56,100

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **87** MPG **18**

BMW X6

NA
OVERALL SCORE

The 2020 X6 is a coupelike, sporty SUV that's based on the redesigned X5. The smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic make it quick, and our tested X5 got a good 23 mpg overall. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling is very competent, but the X6's ride is stiffer than the X5's. The controls take time to learn but prove to be logical, and the infotainment system works seamlessly. Unlike its sibling, the X6's styling severely hampers rear visibility, rear-seat access, and cargo room. The standard Active Driving Assistant includes forward collision warning with pedestrian and cyclist detection, automatic emergency braking, blind spot warning, and rear cross traffic warning. A rear-wheel-drive version is also available, as is a V8-powered M50i.



\$64,300-\$117,600

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **NA** MPG **NA**

Buick Encore ✓

71
OVERALL SCORE

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



\$23,200-\$30,800

RELIABILITY ▲ SATISFACTION ↓
 ROAD-TEST SCORE **69** MPG **23**

Buick Encore GX

NA
OVERALL SCORE

The Encore GX is a subcompact SUV that fits between the tiny Encore and the larger Envision. It rides on an all-new platform and offers a choice of two new turbocharged three-cylinder engines: a 137-hp variant and one that produces 155 hp. Front-wheel drive and a continuously variable transmission come standard; the version with optional all-wheel drive comes with a nine-speed automatic transmission. Inside is a straightforward interior and an 8-inch touch screen. The GX also gets plenty of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning. The SUV will be available in spring 2020.



\$24,100-\$30,500
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **NA** MPG **NA**

Buick Envision

65
OVERALL SCORE

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



\$31,995-\$43,600
RELIABILITY **1** SATISFACTION **2**
ROAD-TEST SCORE **69** MPG **21**

Buick Regal

64
OVERALL SCORE

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



\$25,370-\$39,070
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **87** MPG **23**

Cadillac CT4

NA
OVERALL SCORE

The new Cadillac CT4 replaces the ATS sedan, slotting beneath the CT5. It's likely to be roomier than the cramped ATS, and it should deliver a sporty driving experience. The CT4 will be offered in four trims: Luxury, Premium Luxury, Sport, and V. The base engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. The sporty CT4-V gets a 325-hp, 2.7-liter turbo engine with a 10-speed automatic. All trims are available in rear- and all-wheel-drive configurations. The V is visually distinguished by a mesh grille, four exhaust outlets, and a rear spoiler. Advanced safety systems are not available on the base Luxury trim. GM's impressive Super Cruise, a partially automated system that maintains steering and speed control, will be available in late 2020.



\$32,995-\$44,495
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **NA** MPG **NA**

Cadillac CT5

NA
OVERALL SCORE

Although the Cadillac CT5 replaced the CTS midsize luxury sedan, it's designed to compete with the smaller BMW 3 Series and Mercedes-Benz C-Class. So far, we've found that the CT5 is roomier than the CTS. It also drives well, in part because of its balanced handling. Cadillac offers two engines: a responsive 2.0-liter turbocharged four-cylinder and an uplevel 3.0-liter twin-turbocharged V6. Both are paired with a 10-speed automatic transmission. The sedan is offered with rear- or all-wheel drive. Standard systems include forward collision warning, city-speed automatic emergency braking with pedestrian detection, and a safety alert seat that ties in with driver monitoring. A Super Cruise advanced driver assistance system and higher-performance CT5-V will be added sometime after the car's launch.



\$36,895-\$47,695
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **NA** MPG **NA**

Cadillac CT6

70
OVERALL SCORE

The CT6 is athletic and lively to drive. Although the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a refined 3.6-liter V6. All-wheel drive is standard. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is short on thigh support. The CT6's Super Cruise driver assistance system operates on freeways and monitors the driver to make sure he or she is paying attention. The V and Platinum models get a powerful turbo V8. For the 2020 model year, all CT6 trim lines come standard with forward collision warning, city-speed automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



\$58,995-\$96,495
RELIABILITY **2** SATISFACTION **1**
ROAD-TEST SCORE **95** MPG **22**

Cadillac Escalade

41
OVERALL SCORE

The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version with increased cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and an impressive tow capacity. Recent updates include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy. A redesigned Escalade will debut in 2020.



\$75,195-\$98,295
RELIABILITY **2** SATISFACTION **2**
ROAD-TEST SCORE **61** MPG **16**

Cadillac XT4

52
OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side but on a par with the XT4's peers. Its handling is quite nimble. The interior has comfortable seats with ritzy-looking leather, and chrome touches throughout. The infotainment system is easy to use, though the location of certain knobs is unusual and the gear selector takes some getting used to. Forward collision warning, city-speed automatic emergency braking with pedestrian detection are standard for 2020.



\$35,695-\$42,295
RELIABILITY **2** SATISFACTION **1**
ROAD-TEST SCORE **78** MPG **23**

Cadillac XT5

64
OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by a 3.6-liter V6 engine or a new 2.0-liter turbo-four. Both are linked to a nine-speed automatic. With the V6, the XT5 seems lethargic in everyday driving, despite posting decent outright acceleration in our tests. The XT5 handles soundly, though the ride is too stiff for a luxury SUV. The active damping suspension that comes on top-trim versions improves matters a bit. Comfortable front seats, good fit and finish, and a quiet cabin lend the XT5 a luxurious aura. Starting with the 2020 model year, forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning and lane keeping assistance are standard. Blind spot warning and rear cross traffic warning are standard on all but the base model.



\$44,095-\$55,095
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **76** MPG **20**

Chevrolet Camaro

53
OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and rear-seat room is extremely tight. Also available is a performance ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic.



\$25,000-\$68,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **85** MPG **20**

Cadillac XT6

56
OVERALL SCORE

Cadillac's belated three-row luxury midsize SUV is powered by a robust 3.6-liter V6 mated to a smooth nine-speed automatic transmission. Front-wheel drive comes standard; all-wheel drive is optional. Handling is responsive for a three-row SUV, and the ride is comfortable. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 lacks some luxury features, such as a four-way lumbar support adjustment for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are all standard. Optional features include rear pedestrian detection, reverse automatic emergency braking, and a rearview mirror that can also display a feed from the rearview camera.



\$52,695-\$57,095
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **82** MPG **18**

Chevrolet Colorado

36/37
OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended-cab and crew-cab body styles. Inside are the latest electronics, including the easy-to-use infotainment system. Updates for the 2020 model year include a new infotainment system and an available locking tailgate. Forward collision warning is optional, but automatic emergency braking is not offered.



\$21,300-\$43,000
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **60-61** MPG **18-24**

Chevrolet Blazer

68
OVERALL SCORE

Chevrolet's midsize SUV seats five passengers but is focused more on styling and luxury and less on utility. The base 193-hp four-cylinder engine comes only on front-wheel-drive versions. The all-wheel-drive ones get a 305-hp V6. The Blazer rides and handles well, it's quiet, and the V6's power delivery is smooth. Controls are easy to use, but the low dash vents direct air to front occupants' elbows. For advanced safety features beyond blind spot warning and rear cross traffic warning, buyers have to pick an expensive option package that's available only on the high-end versions. Getting automatic emergency braking, forward collision warning, lane departure warning, and lane keeping assistance bumps the price up considerably. For 2020, a new turbocharged 2.0-liter four-cylinder engine is available.



\$28,800-\$45,600
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **83** MPG **19**

Chevrolet Corvette

NA
OVERALL SCORE

The all-new Corvette Stingray underwent a radical shift for 2020: The iconic sports car shifts to a midengine design like exotic supercars from Ferrari and Lamborghini. Under the rear glass hatch is a 6.2-liter V8 producing 495 hp. No turbo or electric assist here. The engine is matched with an eight-speed dual-clutch automatic. There is no manual transmission. Chevrolet claims this combination, along with the Z51 performance package, enables the car to race to 60 mph in less than 3 seconds. We drove an early version of the new Corvette and found it to be extremely agile, with an invigorating sound, and yet the ride is docile. Rear and side visibility are severely hampered. There is cargo space up front and under the hatchback. Blind spot warning and rear cross traffic warning are available on all but base trim.



\$59,995-\$78,945
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Chevrolet Bolt

70
OVERALL SCORE

The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 66-kilowatt-hour battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a rated 259-mile range, owners should rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride is choppy. Controls, including the unintuitive gear selector, take some getting used to. The driver's seat is short on lower back support, and interior quality is on the cheap side. Forward collision warning, city-speed automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning are all optional.



\$36,620-\$41,020
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **76** MPGe **119**

Chevrolet Equinox

76
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. The uplevel engine is a more muscular 252-hp turbo four-cylinder mated to a nine-speed automatic. We found that the ride absorbed bumps and pavement imperfections quite well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the MyLink infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. Forward collision warning and city-speed automatic braking are standard for 2020. The diesel engine is no longer offered.



\$23,800-\$35,700
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **78** MPG **25**

Chevrolet Impala ✓

84
OVERALL SCORE

The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 engine and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic transmission. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The cabin stays very quiet and has a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced safety features, including forward collision warning and automatic emergency braking, are available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



\$31,620-\$36,720
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 91 MPG 22

Chevrolet Sonic

NA
OVERALL SCORE

The subcompact Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin. EPA fuel economy of 29 mpg combined on the 1.4-liter turbo engine is nothing to boast about. The 1.8-liter four-cylinder engine has been dropped. Handling is secure but a bit too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts, such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward collision warning and lane departure warning are optional, and are welcome additions to the Sonic.



\$16,720-\$21,520
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE NA MPG NA

Chevrolet Malibu

57
OVERALL SCORE

Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. The standard transmission is now a CVT. The second engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The roomy rear seat lets long-legged passengers stretch out. The hybrid version has been discontinued.



\$22,095-\$33,320
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE 80 MPG 29

Chevrolet Spark

48
OVERALL SCORE

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



\$13,220-\$17,720
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE 47 MPG 33

Chevrolet Silverado 1500

54/55
OVERALL SCORE

The Silverado delivers smooth, responsive power from its 5.3-liter V8 engine. Fuel economy is 17 mpg overall, unless opting for the 3.0-liter six-cylinder diesel engine, which gets 23 mpg. The ride is steady, and the cabin is very quiet. Handling is lackluster but secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. Available advanced safety features, including forward collision warning and automatic emergency braking, are optional on high-end trims.



\$28,300-\$59,295
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 76-78 MPG 17-23

Chevrolet Suburban

64
OVERALL SCORE

Few SUVs other than the Suburban boast plenty of space for seven or more people and all their stuff, and towing capacity to boot. This behemoth has a sumptuous and quiet interior, plus power-folding second- and third-row seats. We got 16 mpg overall with the 5.3-liter V8 engine and six-speed automatic transmission. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Available safety gear includes forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning. A redesigned Suburban is around the corner. It brings contemporary, independent rear suspension and a much nicer interior.



\$49,700-\$68,500
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 74 MPG 16

Chevrolet Silverado 2500HD

NA
OVERALL SCORE

The Silverado HD exterior is now more visually distinguished from the Silverado 1500 with the redesign. Aside from its roof shared with the light-duty Silverado, all other visible elements are unique to the work-focused HD truck. The standard engine is a 401-hp, 6.6-liter V8 with a six-speed transmission. A 445-hp, 6.6-liter turbodiesel V8 engine with a 10-speed transmission is also available. The new truck is 10 inches longer than the previous one, which translates to more legroom. GM claims that the new HD, when properly equipped, can tow up to 35,500 pounds. Available safety features include forward collision warning, automatic emergency braking, lane departure warning, blind spot warning, and rear cross traffic warning.



\$34,100-\$61,300
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

Chevrolet Tahoe

68
OVERALL SCORE

The Tahoe has a luxurious and quiet interior, but the ride is too stiff and its third-row seat is tight. In addition, the 5.3-liter V8 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The magnetic ride suspension on the Premier trim significantly improves ride comfort, as well as handling response and capability. Available safety gear includes forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning. A redesigned Tahoe goes on sale soon. It brings independent rear suspension and interior ambience that's more commensurate with the price.



\$46,800-\$65,700
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 67 MPG 16

Chevrolet TrailBlazer

NA
OVERALL SCORE

The TrailBlazer name is resurrected for Chevrolet's compact SUV, which is positioned between the Trax and the Equinox. It shares its drivetrain and other systems with the new Buick Encore GX. There are two turbocharged three-cylinder engine choices: a 1.2-liter and a 1.3-liter. Both come matched to a continuously variable transmission. The 1.3-liter produces 155 hp. The all-wheel-drive versions get the larger of the two engines. The TrailBlazer offers the latest version of GM's infotainment system, complete with Android Auto and Apple CarPlay. A wireless phone-charging pad is available. Standard active safety features include automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance. It also offers optional blind spot and rear cross traffic warning. The TrailBlazer has a starting price of under \$20,000.



\$19,995-\$27,895
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

Chrysler Pacifica

59/61
OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and it retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available; it has an electric range of about 30 miles before it reverts to hybrid operation and gets 27 mpg. The latest version of the Uconnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens with built-in games for the rear passengers. For 2020 the Voyager name returns and takes over the two lower trims, L and LX.



\$33,745-\$45,845
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 85-88 MPG 21-27

Chevrolet Traverse

65
OVERALL SCORE

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



\$29,800-\$53,200
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 95 MPG 20

Dodge Challenger

72
OVERALL SCORE

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the manual transmission's stiff shifter and clutch detract. The view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 6.4-liter V8, and a 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Blind spot warning, rear cross traffic warning, and forward collision warning are available. All-wheel drive is available with the V6 engine.



\$27,995-\$78,295
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 70 MPG 20

Chevrolet Trax

53
OVERALL SCORE

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



\$21,300-\$29,100
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE 55 MPG 25

Dodge Charger

71/73
OVERALL SCORE

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. Forward collision warning, automatic emergency braking, and lane keeping assistance are available.



\$29,895-\$71,745
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 82-85 MPG 20-22

Chrysler 300

78/79
OVERALL SCORE

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



\$29,590-\$41,995
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 83-84 MPG 20-22

Dodge Durango

63
OVERALL SCORE

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



\$30,495-\$62,995
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 83 MPG 18

Dodge Grand Caravan

65 OVERALL SCORE
 The Dodge Grand Caravan continues on for another year without any significant updates. The Dodge offers a lower price than other minivans, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.



\$27,290-\$35,535
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 72 MPG 17

Fiat 500X

35 OVERALL SCORE
 Its adorable styling may make shoppers almost want to hug the 500X, but the more time they spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier version of the discontinued Fiat 500, the X is a sibling vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. A new 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. The interior has some flair, and there are a number of available advanced safety features, including forward collision warning, automatic emergency braking, and blind spot warning.



\$24,590-\$29,495
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 50 MPG 23

Dodge Journey

NA OVERALL SCORE
 On paper, the midsize Journey SUV may sound compelling, but in our tests we found that it has a confining interior, lacks agility, and delivers miserable fuel economy. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But the Journey rides well, the cabin is relatively quiet, and it offers a third-row seat, albeit one that is snug and best for children. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot. For 2020, the V6 engine and all-wheel drive have been dropped.



\$23,495-\$28,595
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE NA MPG NA

Ford EcoSport

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



\$20,485-\$27,715
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 61 MPG 24

Fiat 124 Spider

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



\$25,390-\$29,390
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 76 MPG 31

Ford Edge

79 OVERALL SCORE
 The freshened Edge SUV got updated powertrains and additional advanced safety features. A 2.0-liter turbocharged four-cylinder paired with an eight-speed automatic transmission is standard and provides smooth, quiet acceleration. The new high-performance ST trim gets a V6 turbo and AWD. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. The driving position is uneven because the left footrest sits too close to the driver. The Edge can rival a luxury car with its quiet cabin, steady ride, and agile handling, and the Sync 3 infotainment system is easy to use. Standard safety equipment includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic warning, lane departure warning, and lane keeping assistance.



\$31,100-\$43,265
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 84 MPG 22

Fiat 500L

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



\$22,500-\$24,645
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 50 MPG 27

Ford Escape

62 OVERALL SCORE
 The redesigned 2020 Escape has curvier styling, new drivetrains, and standard advanced safety features. The standard 1.5-liter turbo three-cylinder engine returned 26 mpg overall in our tests. Although it provides sufficient oomph, the engine transmits an annoying vibration at low engine speeds. The optional 2.0-liter turbo four-cylinder is significantly more powerful and smoother, and the hybrid Escape is very fuel-efficient. The ride has an underlying firmness. Handling is quite nimble and secure. But the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The front seats are a bit flat, but the rear seat is quite roomy when set to the rearmost position. All Escapes come standard with forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$24,885-\$38,835
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE 73 MPG 26

Ford Expedition ✓

73
OVERALL SCORE

The Expedition is a huge SUV with modern convenience and advanced safety features. The 3.5-liter turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. The controls, including the rotary knob gear selector, are easy to use. For 2020, the Expedition comes standard with a suite of safety systems that includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



\$48,990-\$80,110

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **73** MPG **16**

Ford Fusion ✓

71/73
OVERALL SCORE

The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a quiet, well-finished cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. The Fusion comes standard with safety features as part of the Ford Co-Pilot360 suite. Updates to the plug-in hybrid version include an extension of the electric-only range.



\$23,170-\$37,000

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **80-83** MPG **22-39**

Ford Explorer ✓

69
OVERALL SCORE

The redesigned Explorer has newfound handling agility and a spacious, quiet cabin, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but raspy sounding. The transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The Sync 3 infotainment system is very easy to use. The driving position is much improved, but the third-row seat is less roomy now. A power liftgate is standard. The standard Ford Co-Pilot360 suite of advanced safety systems includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$32,765-\$58,250

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **78** MPG **21**

Ford Mustang ✓

66/72
OVERALL SCORE

The Ford Mustang, especially in its V8-powered GT form, gives a thrilling driving experience yet can also serve as a reasonable daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power-recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included revised powertrains and additional high-tech options. The high-performance GT350 handles and sounds the part and is suitable for track driving. A suite of advanced safety features is offered, including forward collision warning with pedestrian detection, lane departure warning, and lane keeping assistance.



\$26,670-\$70,300

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **76-84** MPG **19-25**

Ford F-150 ✓

57
OVERALL SCORE

Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a variety of V6s and a 5.0-liter V8. The 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests, the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. A diesel engine is also available. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. Forward collision warning and automatic emergency braking are standard.



\$28,495-\$70,910

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **74** MPG **19**

Ford Ranger ✓

65
OVERALL SCORE

Ford brought back the Ranger name with a redesigned compact truck that combines modern elements with some primitive execution. The Ranger offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds, the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It's hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. The FX4 off-road package adds skid plates, upgraded tires, and off-road-tuned suspension. Automatic emergency braking is standard.



\$24,110-\$38,675

RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **55** MPG **20**

Ford F-250 ✓

48
OVERALL SCORE

The 2020 Super Duty pickup truck gains light cosmetic updates and boasts significant improvements under the hood. The base 6.2-liter V8 engine is mated with a six-speed transmission. There's a new 7.3-liter V8 paired to a 10-speed, and a redesigned 6.7-liter diesel V8. The crew cab's interior is roomy, with a generous rear seat and handy features, such as a collapsible cargo box under the rear seat. It's a very tall vehicle with a high step-in, which makes it awkward to climb into the cabin. The Sync 3 infotainment system is easy to use. Handling is very clumsy but ultimately secure. A maximum towing capacity of 20,000 pounds and the ability to attach a snow plow make it a dedicated work vehicle. Available safety features include forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$33,705-\$83,800

RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **53** MPG **15**

Genesis G70 ✓

82
OVERALL SCORE

The Genesis G70 sport sedan has a standard 252-hp turbo four-cylinder engine that is energetic, but its acceleration time is among the slowest in the class. We got 23 mpg in our all-wheel-drive version, which isn't particularly good. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard.



\$35,450-\$46,650

RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **74** MPG **23**

Genesis G80

89 OVERALL SCORE
 The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined 3.8-liter V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though some suspension noise at low speeds hurts that impression. Our tested all-wheel-drive V6 returned a competitive 20 mpg overall. The controls are refreshingly straightforward except for the gear selector. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind spot warning. A Sport version with a turbocharged 3.3-liter V6 is also available.



\$42,550-\$60,000
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **89** MPG **20**

Genesis G90

82 OVERALL SCORE
 The flagship sedan from Hyundai's luxury brand, Genesis, is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive. The spacious cabin is decked out in soft materials and trimmed in wood and chrome, but it comes up short on wow factor. We like that the controls are user-friendly. The ride is cushy and cossetting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. Those in back even get controls in the rear armrest to manage audio and climate settings. A complete suite of advanced safety features is standard.



\$72,200-\$78,200
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **89** MPG **18**

GMC Acadia

70 OVERALL SCORE
 The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned 19 mpg in our tests. A less powerful but still capable 2.5-liter four-cylinder is standard. A 230-hp turbocharged four-cylinder joins the ranks for 2020. All engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. The Acadia gets an unintuitive push-button gear selector for 2020. Forward collision warning and automatic emergency braking are optional; blind spot warning and rear cross traffic warning are standard.



\$29,800-\$48,300
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **83** MPG **19**

GMC Canyon

36/37 OVERALL SCORE
 GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. These small trucks offer optional forward collision warning and lane departure warning but not automatic emergency braking or blind spot warning. Updates for the 2020 model year include a new infotainment system and an available locking tailgate.



\$22,200-\$44,300
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **60-61** MPG **18-24**

GMC Sierra 1500

54/55 OVERALL SCORE
 The Sierra is essentially a Chevrolet Silverado. Power delivery is smooth and responsive, and fuel economy is 17 mpg overall for the 5.3-liter V8 engine crew-cab four-wheel-drive version. A new 3.0-liter turbodiesel six-cylinder engine got an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards that can shift back to help reach the bed. The luxurious Denali version has a 6.2-liter V8 mated to a 10-speed automatic. Blind spot warning and automatic emergency braking are optional.



\$29,600-\$58,500
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **76-78** MPG **17-23**

GMC Sierra 2500HD

NA OVERALL SCORE
 The redesigned, next-generation Sierra HD's exterior is more visually distinguished from the Sierra 1500. Aside from its roof, which is shared with the light-duty Sierra, all other visible elements are unique to the work-focused HD truck. The standard engine is a 401-hp, 6.6-liter V8 with a six-speed transmission. A 445-hp, 6.6-liter turbodiesel V8 engine with a 10-speed transmission is also available. The new truck is 10 inches longer than the previous one, which translates to more legroom. GM claims that the new HD, when properly equipped, can tow up to 35,500 pounds. Available safety features include forward collision warning, automatic emergency braking, lane departure warning, blind spot warning, and rear cross traffic warning.



\$35,600-\$63,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **NA** MPG **NA**

GMC Terrain

69 OVERALL SCORE
 The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The base engine is a lackluster 1.5-liter turbo four-cylinder. The uplevel choice is a significantly stronger 2.0-liter turbo mated to a nine-speed automatic that's neither the swiftest nor the smoothest. The Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use. Starting with the 2020 model year, forward collision warning, city-speed automatic emergency braking, lane departure warning, and lane keeping assistance are standard on all trim lines. The diesel engine has been dropped.



\$25,000-\$39,900
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **67** MPG **22**

GMC Yukon

68 OVERALL SCORE
 This near-twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, though the magnetic ride suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind spot warning, and lane keeping assistance are optional. A redesigned Yukon arrives this summer.



\$50,600-\$70,700
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **67** MPG **16**

GMC Yukon XL

59

OVERALL SCORE

This truck-based SUV is similar to the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that buyers have to opt for the expensive Denali version to get the magnetic ride suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane keeping assistance and Apple CarPlay capability are available. A redesigned Yukon XL arrives this summer.



\$53,400-\$73,500

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **67** MPG **16**

Honda CR-V

77

OVERALL SCORE

The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, competent handling and standard safety features. The 190-hp, 1.5-liter turbo provides ample power even at low to mid revs. The continuously variable transmission is largely unobtrusive. Fuel economy is impressive at 28 mpg overall. Handling is nimble and sure-footed. Although the ride has a firm edge, it's still comfortable. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very roomy, particularly the rear seat, and access is easy. Note that the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility. For 2020, a hybrid version joins the line, and Honda's suite of advanced safety features is standard.



\$25,050-\$34,750

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **82** MPG **28**

Honda Accord

82

OVERALL SCORE

The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version is a new 192-hp, 1.5-liter mated to a continuously variable transmission, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. The Hybrid gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The new infotainment system is a big improvement and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.



\$23,870-\$36,100

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **89** MPG **31-47**

Honda Fit

71

OVERALL SCORE

The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multiconfigurability, the Fit delivers versatility similar to that of a small SUV. The Fit gets great fuel economy, at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. The Fit's recent freshening added the Honda Sensing suite of advanced safety features.



\$16,190-\$20,620

RELIABILITY ▲ SATISFACTION ↓
 ROAD-TEST SCORE **67** MPG **33**

Honda Civic

71/73

OVERALL SCORE

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, because of the car's low stance, occupants must do the limbo to get in and out. We found Honda's infotainment system to be unintuitive on most trims. The Si version is a performance bargain. The 306-hp Type-R is a track-ready, high-performance version. For 2020 all Civic trims come standard with forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.



\$19,750-\$28,850

RELIABILITY ↓ SATISFACTION ▲
 ROAD-TEST SCORE **74-76** MPG **31-34**

Honda HR-V

66

OVERALL SCORE

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear-seat and cargo room. The front seats are short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. The EX is the best choice because it comes with advanced safety features and Android Auto and Apple CarPlay compatibility.



\$20,820-\$28,890

RELIABILITY ▲ SATISFACTION ↓
 ROAD-TEST SCORE **66** MPG **29**

Honda Clarity

78

OVERALL SCORE

The Clarity comes in three versions: an electric, a plug-in hybrid, and one powered by hydrogen. The plug-in hybrid is the most practical version and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger or 12 hours on 120 volts. The car works well in electric-only mode, but in hybrid mode the engine makes a loud ruckus. The ride is comfortable, but its handling is rather clumsy. The cabin is roomy, but the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. Forward collision warning and automatic emergency braking are standard, but there is no true blind spot warning system that covers both sides. The Clarity also uses Honda's unintuitive push-button gear selector. The electric version has a short EPA-rated range of 89 miles.



\$33,400-\$58,490

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **74** MPG/MPGe **39/110**

Honda Insight

77

OVERALL SCORE

The Insight is our fuel-economy champ among cars that don't have to be plugged in, thanks to its 54 mpg overall in our tests, which is 2 mpg better than the Toyota Prius. Based on the Civic sedan, the Insight has the same strengths and weaknesses. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But the Insight suffers from a very low stance, which makes it tough to get in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky, including the push-button gear selector. The car can loaf around on electric power alone at very low speeds, but when the gas engine awakens as more power is needed, it's loud. Standard advanced safety systems include forward collision warning and automatic emergency braking, but there's no proper blind spot warning system.



\$22,930-\$28,340

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **73** MPG **54**

Honda Odyssey

61
OVERALL SCORE

The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting. Advanced safety systems aren't available on the base LX trim. They are standard on all other Odyssey trims.



\$30,690-\$47,320
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 85 MPG 22

Hyundai Accent

63
OVERALL SCORE

The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars can match that. The engine sounds coarse under hard acceleration. The stiff ride doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support, and the backseat is tight. Advanced safety features come only on the top Limited trim, which is priced like a compact car, and undermine the reason to buy a subcompact. For 2020 the Accent gets a continuously variable transmission, which Hyundai claims will improve fuel economy.



\$15,195-\$19,300
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE 64 MPG 33

Honda Passport

59
OVERALL SCORE

The Passport is a shorter, five-seat version of Honda's Pilot SUV. They share a platform and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. We measured 21 mpg overall. The five-seat, midsize Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot's ride, we found the Passport's ride to be rather stiff, but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use at first. The interior is roomy and full of handy storage places. Forward collision warning and automatic emergency braking are standard, but blind spot warning comes only on more expensive trims.



\$31,990-\$43,780
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 79 MPG 21

Hyundai Elantra

67
OVERALL SCORE

The Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests with the six-speed automatic. It now has a continuously variable automatic that mimics a conventional transmission quite well. The Eco version feels more responsive but comes at a nearly \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is fine but nothing special. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. An available GT hatchback with taut, nimble handling is quite different from the sedan. Changes for 2020 include standard active safety features including automatic emergency braking and forward collision warning.



\$18,950-\$24,600
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 66 MPG 33

Honda Pilot

75
OVERALL SCORE

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but the handling is ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed transmission that doesn't shift very smoothly and features a push-button gear selector that takes getting used to. All Pilots come standard with forward collision warning, automatic emergency braking, and lane keeping assistance.



\$31,550-\$49,620
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 80 MPG 20

Hyundai Ioniq

71
OVERALL SCORE

The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel-sipper, with 52 mpg overall. Power comes from a 1.6-liter four-cylinder engine, which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances. Android Auto and Apple CarPlay compatibility is standard. Plug-in and fully electric versions are also available. A number of safety features, including forward collision warning and automatic emergency braking, are standard for 2020.



\$23,200-\$38,615
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 67 MPG 52

Honda Ridgeline

76
OVERALL SCORE

Honda's smart pickup is built on the same platform as the Honda Pilot. Unlike other trucks, it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is rather tricky to use. Updates for 2020 include a new nine-speed automatic transmission, standard forward collision warning and automatic emergency braking, and standard Android Auto and Apple CarPlay compatibility.



\$33,900-\$43,520
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 83 MPG 20

Hyundai Kona

78
OVERALL SCORE

The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine is adequate around town but can feel sluggish at times. We got 26 mpg with it in our all-wheel-drive Kona. The uplevel 1.6-liter turbo is more powerful, but power delivery is neither as smooth nor as predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Safety features include standard forward collision warning with automatic emergency braking, and optional blind spot warning, rear cross traffic warning, and driver monitoring.



\$20,100-\$45,200
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 71 MPG 26

Hyundai Kona Electric ✓

83 OVERALL SCORE

The Kona electric is as good as the conventional version. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel-drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has an odd gear selector that is challenging to use at a glance. Standard safety features include forward collision warning with automatic emergency braking, blind spot warning, and rear cross traffic warning. The Kona Electric is available in limited states.



\$36,990-\$45,200

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **76** MPG_e **120**

Hyundai Tucson

67/68 OVERALL SCORE

The Tucson got a freshening for 2019, and it has done a lot of good. The uplevel 2.4-liter engine is responsive and pleasant, but it's not fuel-efficient at 22 mpg overall. The base 2.0-liter engine is underpowered and noisy. Thankfully, the 1.6-liter turbo and the clunky transmission that came with it are gone. Ride comfort is agreeable, with decent bump absorption. Handling is responsive and secure, and noise suppression is par for the course. Interior fit and finish is rather basic. Most versions come with a power driver seat, a plus. The Tucson is quite roomy for a compact SUV, and rear-seat room is decent. The touch screen packs an easy-to-use infotainment system. Forward collision warning, automatic emergency braking, and lane keeping assistance became standard.



\$23,350-\$33,100

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **75-76** MPG **22-24**

Hyundai Palisade ✓

87 OVERALL SCORE

The all-new Hyundai Palisade three-row midsize SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touch screen for the infotainment system. Several advanced safety systems come standard, including forward collision warning, automatic emergency braking with pedestrian detection, lane keeping assistance, driver monitoring, and rear occupant alert.



\$31,550-\$46,400

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **88** MPG **21**

Hyundai Veloster ✓

80 OVERALL SCORE

The redesigned Veloster hatchback retains the original car's unusual three-door configuration, with a right-side rear door that allows access to the backseat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The top high-performance version, the N trim, is more powerful and has upgraded suspension, steering, and brakes. The controls are easy to use, including the color touch-screen infotainment display. Forward collision warning and automatic emergency braking are standard, except in the N trim line.



\$18,600-\$28,150

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **83** MPG **29**

Hyundai Santa Fe ✓

78 OVERALL SCORE

The midsize Santa Fe is a compelling choice priced close to certain top-trim compact SUVs. It's available with a 2.4-liter four-cylinder engine or a more powerful 2.0-liter turbo four-cylinder. The turbo returned just 21 mpg overall in our tests and suffers from an uneven power delivery, either hesitating or abruptly launching the SUV forward. We think the 2.4-liter is a better choice. The Hyundai has composed handling and responsive steering, but the ride skews firm. Only mild engine noise penetrates the otherwise quiet cabin. The controls are clear and easy to master, particularly the quick-to-respond infotainment system. There is plenty of headroom and legroom, and the seats are comfortable and supportive. Rear-seat room is very generous. Standard safety systems include forward collision warning and automatic emergency braking.



\$25,900-\$39,200

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **80** MPG **21**

Hyundai Venue

NA OVERALL SCORE

The Venue fits in the Hyundai lineup beneath the Kona, and competes with the Nissan Kicks. It's a tiny car, but the boxy shape makes it feel roomier than one might think. As is the case with other subcompacts, the 121-hp, 1.6-liter four-cylinder engine is not overly powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is quite nimble, and the car is extremely easy to park and maneuver. All-wheel drive is not offered. Android Auto and Apple CarPlay compatibility comes standard, as does an 8-inch touch screen. Heated front seats are optional, and buyers can opt for a white roof. The Venue touts a long list of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance. Blind spot warning and rear cross traffic warning are optional.



\$17,250-\$21,950

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

Hyundai Sonata

NA OVERALL SCORE

The redesigned Sonata returns to a sleek, coupelike silhouette. The standard 191-hp, 2.5-liter four-cylinder is coupled to an eight-speed automatic and provides unobtrusive, linear power. An optional 180-hp, 1.6-liter turbocharged engine is also available. Handling is responsive, but the ride skews firm. The cabin looks modern, though we lament the use of buttons for the gear selector. An 8-inch touch screen comes standard and is easy to use. A larger screen comes on high-end versions, but that eliminates the radio's tuning knob. Heated and cooled front seats, as well as other upscale features, are optional. Standard advanced safety features include forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance. A hybrid version arrives later.



\$23,400-\$33,300

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

Infiniti Q50

71 OVERALL SCORE

The Q50 is a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. The standard 300-hp turbocharged V6 engine is very punchy and, combined with the standard seven-speed automatic transmission, makes the Q50 quick—but to the detriment of fuel economy, which is 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti's touch-screen infotainment system is slow and cumbersome to use, requiring multiple steps and extra distraction for simple tasks. A 400-hp turbo V6 is also available, as is a Q60 coupe version. Forward collision warning and automatic emergency braking are standard.



\$36,400-\$56,250

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **85** MPG **22**

Infiniti QX50

75

OVERALL SCORE

The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission.

Although the engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder, and acceleration is competitive, we got just 22 mpg overall in our AWD test car. This trails most competitors. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster, but secure, handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard.



\$37,250-\$55,850

RELIABILITY 1 SATISFACTION 0
ROAD-TEST SCORE 77 MPG 22

Jaguar F-Pace

54

OVERALL SCORE

Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 380-hp supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. A 2.0-liter turbo is now the base engine. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Standard equipment includes forward collision warning and automatic emergency braking.



\$45,200-\$80,600

RELIABILITY 0 SATISFACTION 0
ROAD-TEST SCORE 72 MPG 20

Infiniti QX60

78

OVERALL SCORE

The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It is based

on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned an unimpressive 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. A recent freshening included a bump in power and an increase in towing capacity. Forward collision warning, automatic emergency braking, and blind spot warning are now standard.



\$44,350-\$48,150

RELIABILITY 2 SATISFACTION 0
ROAD-TEST SCORE 79 MPG 19

Jaguar F-Type

NA

OVERALL SCORE

Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the supercharged V8. A supercharged V6 and a turbo four-cylinder are also available. Rear- and all-wheel-drive versions are offered. A smooth eight-speed automatic is standard. The F-Type is agile in the corners and steers with precision, making it a delight to drive. The ride is very firm but not overly punishing, given the breed. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. All 2020 models get standard Android Auto and Apple CarPlay compatibility.



\$61,600-\$126,700

RELIABILITY 0 SATISFACTION 2
ROAD-TEST SCORE NA MPG NA

Infiniti QX80

67

OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with

cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Forward collision warning and automatic emergency braking are standard. A rear-seat reminder system, lane departure warning, blind spot warning, and rear cross traffic warning are now standard on all trim lines for the 2020 model year.



\$66,750-\$91,450

RELIABILITY 1 SATISFACTION 0
ROAD-TEST SCORE 68 MPG 15

Jaguar I-Pace

61

OVERALL SCORE

The Jaguar I-Pace all-electric crossover seats five, has an EPA-estimated range of 234 miles, and is a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm, yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The I-Pace can be an alternative to the Audi E-Tron SUV or the Tesla Model X. But we found that it takes quite a while to charge, about 13 hours to charge the 90-kilowatt-hour battery from almost empty through a 240-volt connection. Jaguar says that on a DC fast-charger, the I-Pace can be charged to 80 percent in 40 minutes.



\$69,850-\$80,900

RELIABILITY 0 SATISFACTION 2
ROAD-TEST SCORE 76 MPGe 76

Jaguar E-Pace

55

OVERALL SCORE

The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed

automatic transmission and all-wheel drive. Power delivery is uneven: It's either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile, with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system, are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. All 2020 models get standard Android Auto and Apple CarPlay compatibility. Forward collision warning, city-speed automatic emergency braking, and lane keeping assistance come standard. Driver assistance features, including adaptive cruise control and blind spot warning, are optional.



\$39,950-\$52,950

RELIABILITY 0 SATISFACTION 0
ROAD-TEST SCORE 69 MPG 21

Jaguar XE

55

OVERALL SCORE

The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. As is common in this class, it's a rear-wheel-drive car, but an all-wheel-drive version is available as well. The 247-hp, 2.0-liter turbo four-cylinder engine is responsive but a bit raspy sounding; it gets 25 mpg overall when coupled with all-wheel-drive. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system can be distracting. Forward collision warning and automatic emergency braking are standard. Updates for the 2020 XE include a new gear selector and infotainment system. Diesel and V6 engines are dropped.



\$39,900-\$46,295

RELIABILITY 0 SATISFACTION 0
ROAD-TEST SCORE 69 MPG 25

Jaguar XF

59
OVERALL SCORE

The XF is arguably the sportiest midsize luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 380-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. We got 21 mpg overall with our all-wheel-drive XF.

The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar. The infotainment system is slow and distracting. The air-conditioning system is rather wimpy. Also available are a 2.0-liter turbocharged four-cylinder engine, and a wagon version called the Sportbrake, with all-wheel drive. Automatic emergency braking and blind spot warning are optional.



\$51,100-\$71,800
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **83** MPG **21**

Jeep Grand Cherokee

73
OVERALL SCORE

The Grand Cherokee has a mostly compliant and controlled ride, comfortable seats, and a solid, upscale interior, all of which give it a premium, substantial feel. Handling is competent, fit and finish is very good, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates include engine stop/start for the revised V6 and an easier-to-use gear selector.



\$32,045-\$86,900
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **80** MPG **18**

Jeep Cherokee

52
OVERALL SCORE

The Cherokee SUV has a turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that new turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. We got 23 mpg overall with the new engine. Handling is cumbersome, but the car remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. Available safety systems include automatic emergency braking, forward collision warning, lane departure warning, blind spot warning, and rear cross traffic warning.



\$25,740-\$38,495
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **68** MPG **23**

Jeep Renegade

48
OVERALL SCORE

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Open-air driving is possible with the optional removable sunroof panels. Optional safety features include forward collision warning, lane departure warning, blind spot warning, and rear cross traffic warning. Chrysler's easy-to-use Uconnect infotainment system is available.



\$22,275-\$28,145
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **56** MPG **24**

Jeep Compass

51
OVERALL SCORE

The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive.

Handling isn't agile, though the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward collision warning, lane departure warning, and blind spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



\$22,105-\$29,905
 RELIABILITY ⬆️ SATISFACTION ⬇️
 ROAD-TEST SCORE **56** MPG **24**

Jeep Wrangler

28
OVERALL SCORE

The current Jeep Wrangler represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and four-door configurations. There is a multitude of options that can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available and has more than adequate power. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are optional.



\$28,295-\$42,125
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **36** MPG **18**

Jeep Gladiator

46
OVERALL SCORE

The Gladiator transforms the Wrangler into a pickup truck, using a longer wheelbase and adding a 5-foot bed. The only engine is a 3.6-liter V6 mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike other compact pickups, it uses coil springs in the rear suspension, which makes the ride relatively civilized. Handling, however, is rather clumsy. The truck comes with a soft top or an optional removable hardtop. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. Several advanced safety features are available, including forward collision warning, automatic emergency braking, and blind spot warning.



\$33,545-\$43,875
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **52** MPG **18**

Kia Cadenza

85
OVERALL SCORE

The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and is competitive with the Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. Higher-end Limited versions include additional soft surfaces and more luxurious leather seats. All 2020 versions have a suite of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$33,100-\$44,100
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **91** MPG **24**

Kia Forte ✓

66 OVERALL SCORE
The Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from an overly stiff ride and the car is very loud. The engine pulls adequately and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midtrim LXS are uncomfortable. But the automatic climate control is an unexpected positive, and the infotainment system is simple and easy to use. It's commendable that forward collision warning and automatic emergency braking are standard. A sportier GT model, offering a turbocharged engine, is new for 2020.



\$17,790-\$22,890
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **67** MPG **34**

Kia Optima ✓

82 OVERALL SCORE
Kia's midsize sedan drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo engine packs more punch. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, heated front seats and steering wheel, and a roomy rear seat. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on the driver's hands than on his face. All 2020 models have a suite of standard advanced safety features, which include forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



\$23,190-\$36,090
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **86** MPG **28**

Kia K900

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



\$59,900
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **NA** MPG **NA**

Kia Rio

59 OVERALL SCORE
The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more substantial compact cars also achieve that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get the advanced safety features. Because the S trim is close to the price of a compact car, it's another reason not to buy the Rio. Changes for 2020 include a new 1.6-liter four-cylinder engine, which is now matched with a continuously variable transmission.



\$15,750-\$16,690
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **61** MPG **33**

Kia Niro

63 OVERALL SCORE
Kia's five-passenger Niro hybrid marries good fuel economy with cargo versatility. The 1.6-liter four-cylinder engine and electric drive unit puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. A plug-in hybrid is also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats. An EV version with a 239-mile range is also available. Updates for the 2020 model include new headlights, a standard 8-inch touch screen, and various exterior styling details. Available safety features include automatic emergency braking, blind spot warning, lane keeping assistance, and rear cross traffic warning, but they push the price above \$30,000.



\$23,490-\$44,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **65** MPG **43**

Kia Sedona

67 OVERALL SCORE
Freshened for 2019, the Sedona uses a smooth and refined 276-hp, 3.3-liter V6 engine that is now matched to an eight-speed automatic. The Sedona is available in seven- or eight-passenger seating capacities. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward collision warning, blind spot warning, and cross traffic warning systems.



\$27,400-\$41,300
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **70** MPG **20**

Kia Niro EV ✓

80 OVERALL SCORE
The Kia Niro EV gets around without gasoline, but it doesn't compromise on comfort or practicality. Its interior is well-appointed, and its elevated seat height and roomy cargo area give the five-passenger, front-drive Niro the versatility of a small SUV. It has a 239-mile range, which means the Niro EV will outrun some electric cars that cost tens of thousands more. The Niro shares its electric drive with the Hyundai Kona Electric and upcoming Kia Soul EV. Like its corporate siblings, it has a 64-kWh battery that takes about 10 hours to charge from almost empty through a 240-volt connector. Acceleration is smooth, instant, and silent. We think this EV is more rewarding to drive than the hybrid and plug-in hybrid versions of the Niro. Kia has limited its availability initially to certain states.



\$38,500-\$44,000
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **81** MPGe **112**

Kia Seltos

NA OVERALL SCORE
Kia's newest SUV, the Seltos, has a more angular rear that should make for easy cargo loading. It's a little longer than its Ford EcoSport, Honda HR-V, and Mazda CX-3 competitors. Two powertrains are available: a 146-hp, 2.0-liter four-cylinder engine paired with a continuously variable transmission and a 175-hp turbocharged four-cylinder with a seven-speed dual-clutch automatic. Front-wheel drive is standard, and all-wheel-drive is optional. The base LX trim does not offer key advanced safety features, like forward collision warning and automatic emergency braking with pedestrian detection. These features, and more, come with the higher trims. The Seltos goes on sale in the spring.



\$21,990-\$27,890
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **NA** MPG **NA**

Kia Sorento ✓

74

OVERALL SCORE

The Sorento is a refined and strong competitor among midsize SUVs. All versions come standard with seating for seven passengers, though the third row is best for kids. There are two powertrains available: a 185-hp, 2.4-liter four-cylinder and a smooth, quiet 290-hp, 3.3-liter V6 that is paired with an eight-speed automatic. Our tested V6 Sorento got 22 mpg overall, which is average for a three-row SUV. The cabin is quiet, the first- and second-row seats are comfortable and supportive, and the ride is composed. We found the handling to be responsive in everyday driving. The controls are among the easiest to use in the industry. Forward collision warning, automatic emergency braking, and blind spot warning are standard on the higher trims.



\$26,690-\$41,790

RELIABILITY ▲ SATISFACTION ↑
ROAD-TEST SCORE **78** MPG **22**

Kia Telluride ✓

92

OVERALL SCORE

Kia's Telluride three-row midsize SUV offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Subaru Ascent. The Telluride has a slick 291-hp V6 paired with a smooth-shifting eight-speed automatic transmission. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as one-touch fold/slide second-row seats. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard advanced safety systems include forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$31,690-\$43,490

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **97** MPG **21**

Kia Soul ✓

81

OVERALL SCORE

The redesigned 2020 Kia Soul retains the blend of personality and versatility with its familiar boxy shape and cheerful character. Although it looks familiar, the new Soul is based on a more substantial platform and gets a continuously variable transmission that contributes to better fuel economy. Handling is quite nimble. But the ride remains stiff, and engine noise is rather pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has more range of adjustments. Controls are easy to use, including the optional 10.25-inch center touch screen. Android Auto and Apple CarPlay compatibility are standard. Advanced safety and driver assistance features are standard on most trims, but none are available on the base LX trim.



\$17,490-\$27,490

RELIABILITY ▲ SATISFACTION ▲
ROAD-TEST SCORE **76** MPG **28**

Land Rover Defender

NA

OVERALL SCORE

The new Defender SUV evokes the original utilitarian classic. It comes with a choice of four- or six-cylinder engines, two- or four-door body styles, a number of seating configurations from five to seven passengers, and a comprehensive list of off-road-ready features. The two engines are a 296-hp, 2.0-liter turbocharged four-cylinder and a 395-hp six-cylinder engine with a 48-volt mild hybrid setup. Both engines are mated to an eight-speed automatic transmission. It also has Land Rover's new infotainment system, accessed through a 10-inch touch screen, that is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard. Adaptive cruise control and rear cross traffic warning are optional. The four-door Defender goes on sale in the spring.



\$49,900-\$80,900

RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **NA** MPG **NA**

Kia Sportage ✓

75

OVERALL SCORE

The stylish Sportage is a mildly sporty small SUV. While the 2.4-liter four-cylinder and smooth six-speed automatic provide adequate acceleration, its 23 mpg overall is not particularly good. The SX trim gets a more powerful turbo four-cylinder. Though the ride is a touch firm, it's composed and handling is responsive. The controls, including the touch-screen infotainment system, are easy to use. Note that visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy, and passengers benefit from a flat floor. New for 2020, standard advanced safety features include forward collision warning with automatic emergency braking and pedestrian detection. Blind spot warning and rear cross traffic warning are standard on all except the base trim.



\$23,990-\$34,990

RELIABILITY ↑ SATISFACTION ↑
ROAD-TEST SCORE **78** MPG **23**

Land Rover Discovery

51

OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the 340-hp, 3.0-liter supercharged V6 engine produces plenty of power and the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. Though the optional air suspension makes the ride mostly steady, the Discovery is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. Blind spot warning is standard for 2020.



\$52,300-\$69,200

RELIABILITY ▼ SATISFACTION ○
ROAD-TEST SCORE **71** MPG **17**

Kia Stinger

68

OVERALL SCORE

Kia, a car brand better known for practical transportation and value, has branched into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. The car sits low, which makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. Advanced safety systems, such as automatic emergency braking and lane keeping assistance, are available, but only blind spot and rear cross traffic warning are standard.



\$33,090-\$52,500

RELIABILITY ↑ SATISFACTION ▲
ROAD-TEST SCORE **75** MPG **23**

Land Rover Discovery Sport

44

OVERALL SCORE

Land Rover's entry into the luxury compact SUV market segment struggles against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To its credit, the SUV's rear seat is roomy. Updates for 2020 include standard forward collision warning, and automatic emergency braking with pedestrian detection.



\$37,800-\$52,800

RELIABILITY ▼ SATISFACTION ▼
ROAD-TEST SCORE **58** MPG **21**

Land Rover Range Rover

54

OVERALL SCORE

Owners of any ultra-luxury sedan will feel right at home in the stately Range Rover. The inline six-cylinder gasoline engine and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall in our tests. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, and the ride height can be lowered for easier cabin access. Interior furnishings and seats are first-rate, but the dual touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31 miles of electric range and a limited-edition, V8-powered SV Coupe are available.



\$90,900-\$209,500

RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 78 MPG 17

Land Rover Range Rover Evoque

45

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 overly stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble, the front seats are comfortable, and fit and finish is impressive. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard; other advanced safety features are optional.



\$42,650-\$56,850

RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 58 MPG 20

Land Rover Range Rover Sport

54

OVERALL SCORE

Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. An inline six-cylinder engine is standard. Supercharged V8 and V6 diesel engines are also available. An eight-speed automatic is standard. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A plug-in hybrid version with 31 miles of electric range is also available.



\$68,650-\$114,500

RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 72 MPG 18

Land Rover Range Rover Velar

54

OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Available powertrains include a 3.0-liter supercharged V6 and a 2.0-liter turbocharged four-cylinder, plus a new 5.0-liter supercharged V8. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



\$56,300-\$90,790

RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 76 MPG 21

Lexus ES

87

OVERALL SCORE

The Lexus ES is comfortable and has a quiet demeanor, but interior quality is much better than past versions. The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The ES absorbs bumps very well, and the body stays composed. Handling has been improved with this generation. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. Standard safety equipment includes forward collision warning and automatic braking with pedestrian detection, lane keeping assistance, and lane departure warning.



\$39,900-\$45,610

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 84 MPG 25

Lexus GS

87

OVERALL SCORE

The GS delivers a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's responsive handling and taut yet supple ride fare well against German rivals. The strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear- and all-wheel-drive versions are available. Interior space is on a par with the class, and the cabin is nicely furnished. Working many functions of the infotainment system is an overly distracting affair because of a delicate center controller that interacts with the screen. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes forward collision warning, automatic emergency braking, and blind spot warning.



\$51,065-\$85,010

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 83 MPG 21

Lexus GX

79

OVERALL SCORE

The GX 460 is very quiet and quick, yet this hulking brute is both highly capable off-road and capable of towing a 6,500-pound load. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all-around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. For 2020, forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning are standard.



\$53,000-\$64,265

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 70 MPG 17

Lexus IS

69

OVERALL SCORE

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied-down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the all-wheel-drive IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Plus, the interior is extremely cramped, and getting in and out is an ungraceful chore. The interior is well-finished, but there is room for improvement, especially the tight driver's cockpit. All-wheel-drive versions have a pronounced hump by the driver's right leg. The mouselike infotainment controller is distracting to use. Two adults will fit in the snug rear seat, but there isn't much headroom or legroom to spare. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.



\$38,560-\$44,345

RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 56 MPG 20

Lexus LS

52
OVERALL SCORE

The fifth-generation LS strays from its historic place as the embodiment of stress-free comfortable motoring by piling on complicated controls, a less cushy ride, and compromised seating. This redesigned flagship brings lots of tech and less conservative styling. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic transmission, but despite good measured acceleration times, the car doesn't impart a powerful impression due to some hesitation at low speeds. A hybrid is available. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating; it can take several steps to perform simple tasks.



\$75,450-\$100,865
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **72** MPG **20**

Lexus RX

80
OVERALL SCORE

The RX got a freshening for 2020 that brought suspension tweaks and improvements to the infotainment system. It is now Android Auto and Apple CarPlay compatible. The awkward mouse controller is replaced with an awkward touchpad. The 3.5-liter V6 delivers a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall in our tests. Ride comfort is plush, whether buyers get the base car on 18-inch tires or more upscale versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. Inside, the RX is very quiet and well-finished. It has a standard suite of advanced safety and driver assistance features. The three-row model RX L has more cargo space and a very tight third-row seat.



\$44,150-\$56,460
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **77-80** MPG **22-29**

Lexus LX

NA
OVERALL SCORE

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over rough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane departure warning, is standard. A five-passenger version is available.



\$86,380-\$91,380
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **NA** MPG **NA**

Lexus UX

80
OVERALL SCORE

Lexus' new entry-level luxury SUV is the brand's smallest model. It has standard front-wheel drive, and all-wheel drive comes only on the hybrid version. The hybrid got an excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited all-around, and the interior is tight, particularly the rear seat. The interior is not as fancy as it is in other Lexus models, yet it has many of the brand's fussy controls. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard.



\$32,300-\$39,550
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **71** MPG **37**

Lexus NX

78
OVERALL SCORE

The NX is a pleasant compact luxury SUV. Handling is responsive, and the ride is firm. The cabin is quiet. The NX 300's 2.0-liter turbo four-cylinder provides ample acceleration and delivers 24 mpg overall. The NX 300h hybrid gets an impressive 29 mpg overall, but it feels underpowered and tends to be noisy during acceleration or hill climbing. Snazzy details lend the interior a high-tech appeal and anime style, but the cockpit is snug. Elbow room is a bit tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen is frustrating and distracting to operate. The freshened 2020 model has improved ride comfort. Automatic emergency braking and lane departure warning with lane keeping assistance are standard. Blind spot warning is optional, however.



\$36,870-\$46,360
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **71-74** MPG **24-29**

Lincoln Aviator

72
OVERALL SCORE

The Aviator is a three-row luxury SUV, positioned between the Nautilus and Navigator. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. Fortunately, the large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's Co-Pilot360 safety suite, with automatic emergency braking, pedestrian detection, blind spot warning, rear cross traffic warning, lane keeping assistance, and automatic high beams, is standard.



\$51,100-\$87,800
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **82** MPG **19**

Lexus RC

NA
OVERALL SCORE

The RC is a coupe version of the IS sedan. It uses a 2.0-liter turbo four-cylinder or a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 5.0-liter V8. That prodigious output is routed to the rear wheels, and it makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a symbolic rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that interacts with the infotainment screen. Automatic emergency braking and lane departure warning with lane keeping assistance are standard, but blind spot warning is optional.



\$41,295-\$96,800
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **NA** MPG **NA**

Lincoln Continental

80
OVERALL SCORE

Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, yet the Continental is also a very comfortable and relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. Though the standard front seats aren't particularly supportive, the optional ones are better. We're no fans of the push-button gear selector or the electronic buttons that are used instead of an interior door handle. Forward collision warning, automatic emergency braking, and blind spot warning are all standard.



\$46,305-\$75,470
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **83** MPG **20**

Lincoln Corsair

67
OVERALL SCORE

The Corsair is a pleasant compact luxury SUV. It replaced the MKC and is much improved. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is very responsive and secure. The front seats aren't everyone's cup of tea due to their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Many advanced safety features come standard, including forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning. Note that adaptive cruise control is a separate option.



\$35,945-\$44,830
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **82** MPG **23**

Lincoln MKZ

89
OVERALL SCORE

Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides lots of power. In our tests, the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector, and the rear seat is snug. Standard equipment includes forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance.



\$36,750-\$44,500
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **88** MPG **23-34**

Lincoln Nautilus

63
OVERALL SCORE

The 2019 Nautilus is a refreshed version of the MKX SUV. Engine choices are either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic transmission is standard. We found that the Nautilus with the more powerful engine delivers effortless power. It has a comfortable ride, a quiet cabin, and agile handling. The cabin is swanky, and the infotainment system is relatively easy to use. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added new safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines a collision is probable and can't be avoided by braking alone.



\$41,040-\$63,800
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **84** MPG **18**

Lincoln Navigator

65
OVERALL SCORE

The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 is paired with a 10-speed automatic transmission. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. For 2020, the SUV gets standard forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



\$75,825-\$99,970
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE **65** MPG **16**

Maserati Ghibli

51
OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing in or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. The top-line V6 recently gained 20 hp.



\$69,490-\$83,790
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **71** MPG **19**

Maserati Levante

NA
OVERALL SCORE

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



\$75,980-\$169,980
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **NA** MPG **NA**

Mazda3

68
OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. The sole engine is a 2.5-liter four-cylinder engine mated to a six-speed manual or automatic transmission. All-wheel drive is now available. The interior is nicely furnished and features a new infotainment system that drivers interact with exclusively through a rotary knob. However, we found the system to be fussy and distracting to use. Handling is still nimble but less sporty than in past generations. Mazda has improved the ride; it's firm but absorbs impacts well. The cabin is relatively quiet and nicely finished, but the rear seat is snug. For 2020, forward collision warning and automatic emergency braking are standard. There is an available driver monitoring system that watches the driver's face and sounds an alert to warn of fatigue.



\$21,500-\$28,900
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **75** MPG **30**

Mazda6

80
OVERALL SCORE

Sporty and stylish, the Mazda6 is an enjoyable car to drive, although it's a bit on the snug side compared with its peers. The standard 2.5-liter four-cylinder is responsive and delivered 28 mpg overall in our tests. The uplevel turbocharged engine makes the 6 quieter and much quicker. We found the 6 to be agile and capable in the corners, with sharp steering and composed suspension. The ride is pliant and controlled, effectively absorbing bumps. The cabin is quiet and nicely furnished, but the low stance and relatively tight quarters are notable. A center display screen that is operated via a central knob on the console takes practice to master. Android Auto and Apple CarPlay compatibility are available. A full suite of advanced safety features is standard across all trim lines.



\$24,000-\$35,300
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE **79** MPG **28**

Mazda CX-3

73
OVERALL SCORE

Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling and good fuel economy. The ride is stiff, particularly with the 18-inch wheels and tires that come on most versions, and noise levels are high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder engine and a six-speed automatic. It's a smooth, willing engine but isn't overly powerful. The infotainment system includes a center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.



\$20,640-\$22,040
RELIABILITY SATISFACTION
ROAD-TEST SCORE **64** MPG **28**

Mazda MX-5 Miata

86
OVERALL SCORE

The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. The Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy. We'd skip the optional automatic transmission, which works fine but dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. Forward collision warning, automatic emergency braking, and blind spot warning are standard for 2020.



\$26,580-\$34,750
RELIABILITY SATISFACTION
ROAD-TEST SCORE **80** MPG **34**

Mazda CX-30

NA
OVERALL SCORE

Based on the redesigned Mazda3, the new CX-30 fills the narrow gap between the CX-3 and CX-5 SUVs. It is powered by a 2.5-liter four-cylinder, as in the Mazda3, and is available in front- or all-wheel drive. A six-speed automatic is the standard transmission. The CX-30 competes with the Nissan Rogue Sport and Subaru Crosstrek. This compact SUV is relatively quiet and handles responsively, and the ride is civilized. The infotainment system is a bit frustrating, and the rear seat is tight. Forward collision warning and automatic emergency braking are standard. A driver monitoring system uses an infrared camera and infrared LEDs to determine the driver's level of drowsiness or fatigue.



\$21,900-\$29,600
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPG **NA**

Mercedes-Benz A-Class

56
OVERALL SCORE

The A-Class compact sedan is Mercedes' least expensive entry. It comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder engine that's mated to a seven-speed dual-clutch automatic transmission. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is quite nimble, but the ride is overly stiff. Though the front seats are comfortable, adults won't want to sit in the tight rear seat for long. Fit and finish throughout the cabin is very good, but Mercedes' latest infotainment system is distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



\$32,800-\$34,800
RELIABILITY SATISFACTION
ROAD-TEST SCORE **64** MPG **27**

Mazda CX-5

84
OVERALL SCORE

The CX-5 is one of the best small SUVs. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambience. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Rear and side visibility are a bit compromised. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A new top-trim Signature is available with a stronger turbocharged engine or a 2.2-liter diesel engine.



\$25,090-\$37,055
RELIABILITY SATISFACTION
ROAD-TEST SCORE **80** MPG **24**

Mercedes-Benz C-Class

76
OVERALL SCORE

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder engine, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, buyers will find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Partially automated highway steering is optional, and automatic emergency braking is standard. Changes for the 2020 model year include a new plug-in hybrid model, standard blind spot warning, and a larger 10-inch screen for the infotainment system.



\$41,400-\$84,900
RELIABILITY SATISFACTION
ROAD-TEST SCORE **85** MPG **26**

Mazda CX-9

86
OVERALL SCORE

Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive, thanks to its nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. Though second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. Forward collision warning and automatic emergency braking with pedestrian detection are standard. Android Auto and Apple CarPlay compatibility is a new addition to the infotainment system.



\$33,790-\$46,115
RELIABILITY SATISFACTION
ROAD-TEST SCORE **80** MPG **22**

Mercedes-Benz CLA

57
OVERALL SCORE

The redesigned 2020 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, although it uses a more powerful 221-hp version of the same 2.0-liter four-cylinder turbocharged engine. Like the A220, it has a dual-clutch seven-speed automatic transmission. Acceleration feels a bit hesitant in around-town driving, but there's decent power on tap for highway passing maneuvers. Handling is quite nimble, but the ride is overly stiff. The interior is nicely finished and the front seats are supportive, but the rear seat is extremely cramped and hard to access. The modern cabin's centerpiece is a colorful, vivid infotainment system that we found quite tricky to use. Buyers will have to pay extra for an option package that includes blind spot warning.



\$36,650-\$54,800
RELIABILITY SATISFACTION
ROAD-TEST SCORE **65** MPG **27**

Mercedes-Benz CLS

NA
OVERALL SCORE

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



\$69,950-\$81,200
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **NA** MPG **NA**

Mercedes-Benz GLC

72
OVERALL SCORE

The Mercedes-Benz GLC is a capable and pleasant luxury compact SUV, but the control layout and infotainment system are not intuitive to use. The base engine is a 255-hp turbocharged four-cylinder mated to a nine-speed automatic transmission that supplies ample motivation. Driving the GLC is quite enjoyable, thanks to its comfortable ride and athletic handling. The cabin is very quiet. The tastefully appointed cabin is richly furnished with wood and chrome touches. The front seats are supercomfortable and supportive. The rear seat is a bit snug. A plug-in hybrid and high-performance AMG versions are also available, as is a coupelike version with reduced visibility and cargo room. Forward collision warning and automatic emergency braking are standard.



\$42,500-\$84,100
RELIABILITY **1** SATISFACTION **2**
ROAD-TEST SCORE **79** MPG **22**

Mercedes-Benz E-Class

78
OVERALL SCORE

The E-Class delivers good fuel economy and is quite nimble, making it fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 255-hp, 2.0-liter turbo four-cylinder engine and nine-speed automatic transmission returned a commendable 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother impacts from some potholes. The controls are complicated and distracting; even adjusting the lumbar support is done using the central controller. The seats are supercomfortable, and there is an optional massage feature. Fit and finish is meticulous. Forward collision warning and automatic emergency braking are standard.



\$54,050-\$111,750
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **85** MPG **24**

Mercedes-Benz GLE

69
OVERALL SCORE

The new GLE is very quiet and impeccably finished inside, and has firm, supportive seats. The uplevel GLE450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE rides comfortably, but its handling is rather dull. It comes with a new infotainment system with a wide display that houses the instrument panel and the center screen for the audio, phone, and navigation systems. These, along with some comfort settings, can be changed through the touch screen, touchpad, or steering-wheel, touch-sensitive controls. We found the system to be extremely distracting to use, even with the ability to use voice commands. Forward collision warning and automatic emergency braking are standard.



\$53,700-\$76,800
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **80** MPG **20**

Mercedes-Benz GLA

63
OVERALL SCORE

Essentially a raised hatchback version of the CLA sedan, the GLA got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Standard safety features include forward collision warning and automatic emergency braking. Blind spot warning and rear cross traffic warning are optional. The infotainment system is complicated and takes time to master but now features compatibility with Android Auto and Apple CarPlay. A redesign (shown above) arrives this summer. See page 36 for more on the new GLA.



\$34,250-\$36,250
RELIABILITY **1** SATISFACTION **2**
ROAD-TEST SCORE **70** MPG **26**

Mercedes-Benz GLS

71
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 very composed and handling is responsive for such a luxury coach. All of the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike most competitors, the third-row seat is relatively roomy. However, the infotainment system is overly distracting because many common tasks require a few steps. Using steering-wheel controls too easily ends up changing a display or audio selection. Standard safety features include forward collision warning and automatic emergency braking.



\$75,200-\$97,800
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **86** MPG **20**

Mercedes-Benz GLB

NA
OVERALL SCORE

The new Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. The GLB is boxier than those SUVs, with a more rugged, upright appearance. Despite its compact dimensions, the GLB offers an optional third-row seat. The dash is dominated by a wide screen that stretches across most of the dashboard for the instrument panel and infotainment system. We found it extremely cumbersome to use on the new GLE. The GLB comes with either front- or all-wheel drive. The 2.0-liter turbocharged four-cylinder engine produces 221 hp and is shared with the CLA. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



\$36,600-\$38,600
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **NA** MPG **NA**

Mercedes-Benz S-Class

74
OVERALL SCORE

The S-Class is brimming with features and qualities that make it stand out among luxury cars. The powerful turbo V8 that we tested provided effortless acceleration. The plush, magic carpet ride is the best we've ever tested, and the cabin is ultra-quiet. Even though the S-Class is large, handling agility is commendable, with quick steering. Along with the seats and steering wheel, the door and center armrests are heated as well. Many controls are overly complicated, however. Forward collision warning and automatic emergency braking are standard. Driving assistance systems include adaptive cruise control that adds convenience in stop-and-go traffic and can even change lanes upon using the directional stalk. Coupe, convertible, plug-in hybrid, and sporty AMG versions are available.



\$94,250-\$235,600
RELIABILITY **2** SATISFACTION **3**
ROAD-TEST SCORE **96** MPG **18**

Mini Cooper ✓

79
OVERALL SCORE

The Mini hatchback is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or the more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. The high-performance John Cooper Works version bumps the power to 301 hp and gets firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is not available.



\$23,400-\$39,400
RELIABILITY ✓ SATISFACTION ⬇
ROAD-TEST SCORE **80** MPG **30**

Mitsubishi Outlander

54
OVERALL SCORE

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



\$24,895-\$41,695
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **59** MPG **24**

Mini Cooper Countryman

69
OVERALL SCORE

The SUV-like Countryman offers a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. Performance-oriented John Cooper Works and AWD plug-in hybrid versions are also available. The roomy Countryman features a surprisingly comfortable backseat. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-like iDrive system has a learning curve but ultimately proves to be logical. For 2020, forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning isn't available at all. A seven-speed dual clutch replaced the six-speed automatic transmission.



\$28,400-\$41,400
RELIABILITY ⬇ SATISFACTION ✓
ROAD-TEST SCORE **82** MPG **25**

Mitsubishi Outlander Sport

NA
OVERALL SCORE

Freshened for 2020, this shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Updates for 2020 include Apple CarPlay and Android Auto compatibility, and added advanced safety equipment.



\$22,595-\$26,995
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **NA** MPG **NA**

Mitsubishi Eclipse Cross

52
OVERALL SCORE

The coupelike Eclipse Cross is an underwhelming SUV, with mundane handling, an unsettled ride, and frustrating controls. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. Front- and all-wheel drive are available. The touchpad used to interact with the infotainment system is distracting to use. The driver's seat is short on support. However, it's easy to get in and out, and rear-seat room is generous. Forward collision warning and automatic emergency braking with pedestrian detection are standard on all except the bottom two trims.



\$22,995-\$28,745
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **57** MPG **24**

Nissan Altima ✓

84
OVERALL SCORE

The Altima is a rather unremarkable midsize sedan. That said, it's a competitive car that gets the job done. It delivers on room, fuel economy, and user-friendliness. But the driving experience is bland, falling short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, if a bit too low for easy access. Controls are very easy to use, and both Android Auto and Apple CarPlay are compatible. To its credit, standard safety systems include automatic emergency braking.



\$24,100-\$35,180
RELIABILITY ✓ SATISFACTION ⬇
ROAD-TEST SCORE **81** MPG **31**

Mitsubishi Mirage

31
OVERALL SCORE

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction in 2014, minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, there are many much better used cars available.



\$13,995-\$17,745
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **29** MPG **37**

Nissan Armada

63
OVERALL SCORE

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



\$47,100-\$63,530
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **69** MPG **14**

Nissan Frontier

NA
OVERALL SCORE

Dating back to 2005, the compact Frontier pickup truck is a dated design that lacks polish. In our tests, we found the Frontier to be quick and relatively nimble, but it has a very stiff ride. Both the four-cylinder and V6 engines have been replaced for 2020 with a new 3.8-liter V6 engine. It's mated to a new nine-speed automatic transmission. This powertrain will also be in the redesigned Frontier. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. Most versions come standard with a 7-inch touch screen. The Frontier scored a Marginal in both of the IIHS small-overlap front crash tests.



\$19,090-\$36,950
RELIABILITY **1** SATISFACTION **✓**
ROAD-TEST SCORE **NA** MPG **NA**

Nissan Murano

75
OVERALL SCORE

Nissan's midsize SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch tires. Forward collision warning with automatic emergency braking is standard. Optional safety features include blind spot warning and rear cross traffic warning. An available 8-inch color display houses the NissanConnect infotainment system, which is easy to use.



\$31,530-\$45,330
RELIABILITY **✓** SATISFACTION **1**
ROAD-TEST SCORE **77** MPG **21**

Nissan Kicks

61
OVERALL SCORE

Nissan replaced the funky-looking Juke with the Kicks, throwing it into the mix of the growing segment of subcompact crossovers. The Kicks is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. Forward collision warning and automatic emergency braking come standard.



\$18,870-\$21,120
RELIABILITY **1** SATISFACTION **✓**
ROAD-TEST SCORE **64** MPG **32**

Nissan Pathfinder

68
OVERALL SCORE

The midsize Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. A recent freshening saw the V6 gain 24 hp and an increase in towing capacity to 6,000 pounds. Forward collision warning with automatic emergency braking is standard. Blind spot warning and rear cross traffic warning are available. A new feature reminds parents to check for children in the rear seats before exiting the vehicle.



\$31,680-\$44,610
RELIABILITY **1** SATISFACTION **✓**
ROAD-TEST SCORE **72** MPG **18**

Nissan Leaf

61/68
OVERALL SCORE

The standard Leaf EV has a 40-kWh battery that delivered a range of 150 miles in our tests. The Plus version gets a 62-kWh battery, which gives the Leaf an estimated EPA range of 215 miles. It also gets a more powerful motor that makes the Leaf Plus a second quicker from 0-60 mph than the 40-kWh Leaf. It takes 8 hours to charge the standard Leaf on a 240-volt connector and 10.5 hours to charge the 62-kWh Plus. The Leaf's ride is a bit tender, which makes it feel soft until it hits a bump hard. Handling is mundane but secure. The driving position is uncomfortable because the steering wheel doesn't telescope for reach. The optional ProPilot Assist can keep the car in its lane and adjust its speed according to traffic. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.



\$29,990-\$42,550
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **62-73** MPGe **104-112**

Nissan Rogue

75
OVERALL SCORE

The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless the driver tromps on the gas pedal, which results in elevated engine noise. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Forward collision warning, automatic emergency braking, blind spot warning, rear cross traffic warning, and lane departure warning are standard for all trims. A rear-seat reminder is also standard.



\$25,300-\$33,040
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **74** MPG **24**

Nissan Maxima

80
OVERALL SCORE

The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan in this class. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. Forward collision warning with automatic emergency braking is standard.



\$34,250-\$41,640
RELIABILITY **✓** SATISFACTION **1**
ROAD-TEST SCORE **81** MPG **25**

Nissan Rogue Sport

78
OVERALL SCORE

Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a less expensive, more compact SUV. All trims use the same 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests, we got 26 mpg overall, which doesn't stand out in the class. The powertrain is pleasant, though not overly powerful. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Forward collision warning with automatic emergency braking is standard.



\$23,240-\$29,800
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **72** MPG **26**

Nissan Sentra

NA
OVERALL SCORE

The redesigned Sentra sheds the dowdy look of its predecessor and gets several major upgrades. A 149-hp, 2.0-liter four-cylinder engine replaces the 1.8-liter, and the continuously variable transmission gets more refined. The car is now lower and wider, and gets a more advanced rear suspension that improves ride and handling. The interior looks upscale, especially in the SR and SV with the premium package, and buyers can get a power seat, leather upholstery, and heated seats. The rear seat is relatively roomy, and the infotainment screen is easy to use. All trims except the base S version have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning, but not lane keeping assistance.



\$19,090-\$21,430
RELIABILITY **1** SATISFACTION **✓**
ROAD-TEST SCORE **NA** MPG **NA**

Porsche 718 Boxster

88
OVERALL SCORE

This well-honed thoroughbred of a sports car is a delight to drive. The available seven-speed automatic impersonates a manually shifted gearbox quite well. A manual transmission is also available. Both the 2.0- and 2.5-liter turbo engines deliver readily available power. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus. For 2020, a new 718 Spyder version is powered by a 414-hp, 4.0-liter six-cylinder along with sportier suspension tuning.



\$59,000-\$96,300
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **95** MPG **26**

Nissan Titan

58
OVERALL SCORE

The regular Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup. The light-duty Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in goose-neck trailer hitch for extra-heavy trailers. A substantially refreshed Titan debuts for 2020 and includes a nine-speed automatic (replacing the seven-speed), new interior and exterior styling, an available 9-inch touch-screen infotainment system, and lots of standard safety features, such as automatic emergency braking, forward collision warning, blind spot warning, rear cross traffic warning, and lane departure warning.



\$30,690-\$57,840
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **70** MPG **16**

Porsche 718 Cayman

NA
OVERALL SCORE

The Cayman is essentially a Boxster with a fixed roof. The base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed automatic transmission. Both of the four-cylinder, turbocharged engines are responsive and energetic. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not overly punishing for a sports car, but it's not ideal for a long trip. The front trunk and hatchback provide a surprising amount of storage space. The 2020 model year brings a new GT4 model powered by a 414-hp, 4.0-liter six-cylinder along with sportier suspension tuning.



\$57,500-\$99,200
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **NA** MPG **NA**

Nissan Versa

58
OVERALL SCORE

Although it's more stylish with the 2020 redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. Unlike most of its competitors, it comes with standard key advanced safety features, like automatic emergency braking. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall, but some midsize sedans—let alone compact ones—can match or better that. The driver's seat is short on support, and unlike previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who consider the Versa should get the SV for its blind spot warning and Android Auto and Apple CarPlay compatibility.



\$14,730-\$18,240
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **61** MPG **32**

Porsche 911

NA
OVERALL SCORE

The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- or all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Porsche purists will rejoice at the fact that the new 911 still offers a seven-speed manual transmission. Infotainment updates include a 10.9-inch touch screen with Apple CarPlay compatibility. Forward collision warning and automatic emergency braking are standard on the redesigned 911. Adaptive cruise control with stop-and-go traffic capability is optional. Previously tested 911s were quick and had sublime handling. The ride wasn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels.



\$97,400-\$133,400
RELIABILITY **1** SATISFACTION **✓**
ROAD-TEST SCORE **NA** MPG **NA**

Nissan Z

69
OVERALL SCORE

Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. A higher-performance NISMO version is also available. A noise cancelation/enhancement system helps to quiet some of the interior racket. A 50th Anniversary Edition is new for the 2020 model year.



\$30,090-\$47,190
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **81** MPG **23**

Porsche Cayenne

88
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. Automatic emergency braking is standard. Blind spot warning, lane keeping assistance, and a surround-view camera system are optional. Changes for 2020 include a new 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.



\$66,800-\$164,400
RELIABILITY **✓** SATISFACTION **✓**
ROAD-TEST SCORE **87** MPG **21**

Porsche Macan ✓

82
OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars with the functional package of a small SUV. Both 3.0-liter turbocharged V6 and 2.0-liter turbo four-cylinder engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. New for 2020 is the Macan GTS version, which gets a 375-hp, 2.9-liter twin-turbo V6 engine.



\$50,900-\$83,600
RELIABILITY SATISFACTION
ROAD-TEST SCORE **84** MPG **19**

Porsche Panamera

NA
OVERALL SCORE

The second-generation Panamera preserves the original's sporty Porsche driving experience. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The new interior features a large touch screen to interface with audio, navigation, and various settings. Also new is a confusing electronic gear selector, which is surrounded by a piano-black surface that houses many flush buttons.



\$87,200-\$198,100
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPG **NA**

Porsche Taycan

NA
OVERALL SCORE

Porsche takes on Tesla with a new, all-electric sedan that promises the power, performance, and high-tech vibe to rival the Model S. Initially, two high-end versions—the Turbo and Turbo S—were available. A less expensive 4S is now also available, with a starting price of \$103,800. The standard battery has a capacity of 79 kWh, and the optional one has 93 kWh. Charging times can be quick through a DC fast charger. In those specific venues, the car will be able to charge from 5 percent to 80 percent in 22.5 minutes, according to Porsche. The Taycan's EPA estimated range is around 200 miles for the Turbo version, significantly shorter than Tesla's. Our brief experience indicates that the Taycan is very quick and rides comfortably, but interior ambience is less impressive than it is in other Porsche models.



\$103,800-\$185,000
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPGe **NA**

Ram 1500

58
OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly due to its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall. The base 3.6-liter V6 has that setup as standard equipment. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely—a plus. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside and features an enormous 12-inch touch screen for the Uconnect system. Advanced safety features, such as forward collision warning, automatic emergency braking, and blind spot warning, are optional. A new diesel engine is once again optional.



\$32,145-\$57,265
RELIABILITY SATISFACTION
ROAD-TEST SCORE **83** MPG **17**

Ram 2500

NA
OVERALL SCORE

The heavy-duty Ram 2500 promises industry-leading hauling and towing capabilities. It competes with the other Detroit monster trucks. Most important, the updated Ram 2500 offers key advanced safety features, such as forward collision warning, automatic emergency braking, lane keeping assistance, and blind spot warning, on all versions. The standard gasoline powertrain is a 6.4-liter V8 that puts out 410 hp teamed with an eight-speed automatic transmission. The diesel-powered version boasts a 370-hp, 6.7-liter six-cylinder mated to a six-speed automatic. When properly equipped, the Ram 2500 can tow up to 19,780 pounds. It continues to offer the excellent Uconnect infotainment system, with an optional 12-inch fully configurable screen.



\$33,745-\$66,150
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPG **NA**

Subaru Ascent ✓

82
OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall, comparable with its rivals from Honda, Kia, and Toyota. It takes some getting used to the rather jumpy initial takeoff, however. The Ascent's plush ride is extraordinary in how it mops up bumps, and yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proves ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable. Controls are very user-friendly. Subaru's EyeSight suite of active safety features is standard. New for 2020 is a standard rear-seat reminder alert system.



\$31,995-\$45,045
RELIABILITY SATISFACTION
ROAD-TEST SCORE **93** MPG **22**

Subaru BRZ ✓

82
OVERALL SCORE

Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86, because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. The ride and elevated noise can be taxing, however.



\$28,845-\$31,495
RELIABILITY SATISFACTION
ROAD-TEST SCORE **79** MPG **30**

Subaru Crosstrek ✓

82/85
OVERALL SCORE

The Crosstrek is an appealing option for buyers who want a small, versatile SUV. It delivers good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is quite good. A plug-in hybrid version is also available. It has a 17-mile mostly electric range (mild acceleration will make the gas engine kick in), and we got 33 mpg overall when it operated as a regular hybrid. But the Hybrid's high cost and slim mileage improvement don't make it a good value. The infotainment system is easy to use. We highly recommend the optional EyeSight driver assistance system, which includes automatic emergency braking and lane departure warning with lane keeping assistance.



\$22,145-\$35,145
RELIABILITY SATISFACTION
ROAD-TEST SCORE **82-87** MPG **29-33**

Subaru Forester ✔️

84
OVERALL SCORE

Over its various iterations, the Subaru Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The EyeSight suite of forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance is standard.



\$24,495-\$34,595
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **90** MPG **28**

Subaru WRX

61
OVERALL SCORE

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



\$27,495-\$41,695
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **75** MPG **26**

Subaru Impreza ✔️

79
OVERALL SCORE

The Impreza is a roomy compact that is available in sedan and five-door hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. We recommend getting Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward collision warning and automatic emergency braking.



\$18,695-\$26,295
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **85** MPG **30**

Tesla Model 3 ✔️

80
OVERALL SCORE

The Model 3 Long Range is rated at 330 miles of driving range. It takes 12 hours to charge on a 32-amp 240-volt connector. Acceleration is swift, and its handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The controls are very distracting, because even simple tasks, such as adjusting the mirrors, must be performed using the large touch screen in the center of the dashboard. The Autopilot suite of driver assistance systems can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. All-wheel-drive and performance versions are also available.



\$35,000-\$56,990
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **82** MPGe **130**

Subaru Legacy ✔️

87
OVERALL SCORE

The Legacy provides a supercomfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive sedan is fitted with a choice of two four-cylinder engines: a 182-hp 2.5-liter or a 260-hp turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned CVT mimics the shift patterns of conventional automatics. Unfortunately, the large infotainment screen requires users to wade into menus to perform some common tasks. Standard equipment includes forward collision warning, automatic emergency braking, lane departure warning, and adaptive cruise control, but blind spot warning and rear cross traffic warning are optional.



\$22,745-\$35,895
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **89** MPG **28**

Tesla Model S ✔️

83
OVERALL SCORE

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



\$75,000-\$133,000
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **97** MPGe **102**

Subaru Outback ✔️

87
OVERALL SCORE

The Outback wagon has a long-running reputation as a smart alternative to an SUV, and the redesigned 2020 model doesn't stray from its proven formula. This next-generation Outback adds comfort and convenience features. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The turbocharged 260-hp, 2.4-liter engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however. Thoughtful details like built-in cross bars and a dual-position cargo cover are nice touches. All versions get the EyeSight suite of advanced safety and driver assistance systems. Blind spot warning and rear cross traffic warning are optional.



\$26,645-\$39,695
 RELIABILITY ⬆️ SATISFACTION ⬆️
 ROAD-TEST SCORE **91** MPG **24**

Tesla Model X ✔️

57
OVERALL SCORE

The electric-powered Model X is more showy than practical. It features rear "falcon wing" doors that open up and out of the way, giving easy access to the second-row seats. But these massive, powered doors take their time to open and close. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captain's chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the overly stiff ride and pronounced wind noise are not befitting the high price. The standard version is rated at 258 miles on a charge, and the Long Range version can cover an estimated 328 miles.



\$81,000-\$138,000
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **77** MPGe **87**

Tesla Model Y

NA
OVERALL SCORE

This electric Model 3-based SUV is scheduled to debut in summer 2020. The rear-wheel-drive base model with the Long Range battery will start at \$48,000. It promises 300 miles of range and a 5.5-second 0-60 mph time. The all-wheel-drive Long Range and Performance versions have an estimated 280 miles of range. The Model Y Performance has a claimed 0-60 mph time of 3.5 seconds. A lower-cost Standard version with a claimed 230-mile range is promised for later. It's a five-seater, but a seven-seat configuration will be available at a later date. Forward collision warning and automatic emergency braking are standard. Autopilot, with its semi-autonomous features, and "full self-driving capability" are each offered as options.



\$48,000-\$61,000
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

Toyota 4Runner

65
OVERALL SCORE

Tough enough for off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty; Limited trims get a full-time 4WD system. Controls are simple, with big buttons and knobs. A third-row seat is optional, and the power-retractable rear window is handy. All 2020 models get standard forward collision warning and automatic emergency braking with pedestrian detection. Other changes for 2020 include standard Android Auto compatibility.



\$36,120-\$49,865
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 55 MPG 18

Toyota 86

81
OVERALL SCORE

The rear-wheel-drive 86 features a 2.0-liter four-cylinder engine teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is compliant for a sporty car. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available. All 2020 models get standard Android Auto and Apple CarPlay compatibility.



\$27,060-\$30,590
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 78 MPG 30

Toyota Avalon

93
OVERALL SCORE

Toyota's flagship Avalon is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid version has a 2.5-liter four-cylinder engine that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is plusher than most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system includes a touch screen that is easy to use. Apple CarPlay is standard, but Android Auto is not. Standard safety equipment includes forward collision warning and automatic emergency braking.



\$35,875-\$43,300
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 93 MPG 42

Toyota Camry

84/86
OVERALL SCORE

The Camry is one of the better models among midsize sedans, thanks to a comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult and the rear seat is smaller than in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. New for 2020 is CarPlay and Android Auto compatibility, as well as available all-wheel drive. Standard safety equipment includes forward collision warning and automatic emergency braking, but blind spot warning is optional.



\$24,425-\$35,130
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 86-89 MPG 32-47

Toyota C-HR

61
OVERALL SCORE

The C-HR is nimble when taking corners but suffers from several notable deficiencies. Unlike other subcompact SUVs, the C-HR doesn't offer all-wheel drive. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. Forward collision warning and automatic emergency braking are standard. Blind spot warning and rear cross traffic warning are standard on all except the base trim. Updates for 2020 include standard Android Auto compatibility.



\$21,295-\$26,350
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE 64 MPG 29

Toyota Corolla

75/76
OVERALL SCORE

The redesigned Corolla sedan is fuel-efficient, but the new styling has compromised the rear-seat room and made it harder to get in and out, because of its lower stance and curvier body. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine accelerate leisurely, and the continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder comes on the higher trim lines and on the hatchback. Toyota improved the Corolla's handling agility without sacrificing ride quality. The controls are easy to use, and Apple CarPlay compatibility is standard. Automatic emergency braking comes standard. Blind spot warning is an option—except on the hybrid, where it's not available at all.



\$19,600-\$25,550
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 68-69 MPG 33-48

Toyota Highlander

NA
OVERALL SCORE

The all-new, fourth-generation Highlander looks like an extension of the current model, although there are evolutionary improvements throughout. The automatic transmission is much improved, handling is more agile, and the ride remains comfortable. Interior fit and finish is upgraded. There are two powertrains available: a conventional 295-hp V6 and a 243-hp hybrid four-cylinder. Toyota has stepped up its infotainment game by making Android Auto and Apple CarPlay compatibility standard. The Toyota Safety Sense 2.0 suite includes standard forward collision warning, automatic emergency braking with pedestrian detection, adaptive cruise control, lane departure warning, and lane keeping assistance.



\$34,600-\$50,200
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

Toyota Land Cruiser ✓

74
OVERALL SCORE

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and at 14 mpg overall it proved to be thirsty for fuel. An eight-speed automatic transmission is now standard and should slightly improve that number. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind spot warning, lane departure warning, and rear cross traffic warning are standard. Electronic connectivity has been updated, with Toyota's Entune touch-screen audio system standard.



\$85,415-\$87,745

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **68** MPG **14**

Toyota RAV4 ✓

72/75
OVERALL SCORE

The RAV4's more rugged exterior appearance compromises interior space. The 2.5-liter four-cylinder engine is paired with an eight-speed automatic transmission and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill. And that hybrid delivers an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, and the noisy engine hurts the driving experience. Android Auto and Apple CarPlay compatibility are standard. Forward collision warning with pedestrian detection, automatic emergency braking, lane departure warning, and lane keeping assistance are standard. However, blind spot warning is optional.



\$25,950-\$36,880

RELIABILITY ⓘ SATISFACTION ⓘ
 ROAD-TEST SCORE **72-76** MPG **27-37**

Toyota Mirai

66
OVERALL SCORE

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



\$58,500

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **61** MPG **67**

Toyota Sequoia ✓

73
OVERALL SCORE

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. All 2020 models get standard Android Auto and Apple CarPlay compatibility. Standard advanced safety features include forward collision warning and automatic emergency braking.



\$49,980-\$69,245

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **60** MPG **15**

Toyota Prius ✓

79
OVERALL SCORE

In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, but the engine tends to moan when it kicks in. In addition, the seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Forward collision warning and automatic emergency braking are standard. All-wheel drive is optional. Updates for 2020 include standard Apple CarPlay—but still no Android Auto.



\$24,325-\$32,500

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **75** MPG **52**

Toyota Sienna ✓

78
OVERALL SCORE

As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. Although the Sienna rides comfortably and is quiet inside, its handling is lackluster. It has a lively 3.5-liter V6, but the eight-speed automatic doesn't shift very smoothly. However, fuel economy is a decent 21 mpg overall. The all-wheel-drive version sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantage over any other minivan. Forward collision warning, automatic emergency braking, lane departure warning with lane keeping assistance, and adaptive cruise control are standard. A redesign is slated to arrive this summer.



\$31,565-\$49,340

RELIABILITY ▲ SATISFACTION ⓘ
 ROAD-TEST SCORE **79** MPG **21**

Toyota Prius Prime ✓

79
OVERALL SCORE

This plug-in Prius can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and when quick acceleration is needed. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. All 2020 models get standard Apple CarPlay compatibility, two USB ports for rear-seaters, and a standard three-passenger rear seat (the previous models had only a two-person rear seat). Standard safety features include automatic emergency braking and lane keeping assistance.



\$27,750-\$33,650

RELIABILITY ▲ SATISFACTION ▲
 ROAD-TEST SCORE **74** MPG **50**

Toyota Supra ✓

80
OVERALL SCORE

The Supra is reborn as a focused sports car that relies on the BMW Z4 components. The extroverted two-seater is powered by a supersmooth and punchy 335-hp, 3.0-liter turbo six-cylinder engine from BMW. That smooth punch is routed through a slick eight-speed automatic transmission to the rear wheels. The driver can override gear choices with paddles via the steering wheel. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited. The BMW iDrive infotainment system takes some getting used to but is logical. Forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning with steering assist are standard.



\$49,990-\$55,250

RELIABILITY ⓘ SATISFACTION ▲
 ROAD-TEST SCORE **91** MPG **27**

Toyota Tacoma

47
OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. Forward collision warning, automatic emergency braking, and lane departure warning are standard; blind spot warning and rear cross traffic warning are optional. Changes for 2020 include a mild freshening that brought thicker glass to suppress noise, the availability of a power driver's seat, and finally, Android Auto and Apple CarPlay.



\$26,050-\$46,665
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **42** MPG **19**

Toyota Tundra

62
OVERALL SCORE

Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. The powerful 5.7-liter V8 shifts through a very smooth and responsive six-speed automatic transmission. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Changes for 2020 include greater availability of Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



\$33,575-\$52,930
RELIABILITY **3** SATISFACTION **3**
ROAD-TEST SCORE **59** MPG **15**

Toyota Yaris

65
OVERALL SCORE

This Yaris sedan is nicely equipped and makes an ideal first set of wheels or economical commuter car that's light on fuel budgets and a snap to park. Power comes from a smooth and quiet 1.5-liter four-cylinder engine that, however, isn't brimming with power. The well-matched gearing of the six-speed automatic downshifts promptly, delivering responsive acceleration. Fuel economy is an excellent 35 mpg overall. Handling is agile and more engaging than with many competing subcompacts. The ride isn't harsh, but the cabin can get loud, especially on the highway. Note that the infotainment system requires a learning curve. At least it's compatible with Apple CarPlay and Android Auto. Forward collision warning and automatic emergency braking are standard, but no other advanced safety features are offered. A hatchback is also available.



\$15,650-\$18,750
RELIABILITY **3** SATISFACTION **1**
ROAD-TEST SCORE **60** MPG **35**

Volkswagen Arteon

82
OVERALL SCORE

The Volkswagen Arteon is a practical, sporty, and well-appointed hatchback with a coupelike exterior profile. Our testers praised its prompt acceleration, confidence in corners, and pleasant—but firm—ride, even on rough roads. Front-wheel drive comes standard, and all-wheel drive is optional. Though the car is quiet otherwise, engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon gets comfortable front seats and well-finished, user-friendly controls. A responsive touch screen sits at the center of the dash, and climate and audio systems are controlled with physical buttons and knobs. A low roofline makes the car a bit of a challenge to get in and out. But underneath the heavy hatchback, there's a huge cargo area with lots of space and a low loading floor.



\$35,845-\$46,710
RELIABILITY **1** SATISFACTION **3**
ROAD-TEST SCORE **91** MPG **24**

Volkswagen Atlas

61
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 true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard.



\$31,545-\$49,195
RELIABILITY **3** SATISFACTION **1**
ROAD-TEST SCORE **84** MPG **20**

Volkswagen Atlas Cross Sport

NA
OVERALL SCORE

This is VW's sportier take on an existing model. The new, five-passenger Atlas Cross Sport shares its underpinnings and engine choices with the three-row Atlas, but it gains additional technology and interior upgrades, and loses the third row. Buyers can choose a 2.0-liter turbo four-cylinder engine, or a 3.6-liter V6. An eight-speed automatic transmission is standard, and all-wheel drive is optional. We tested a regular Atlas with the optional V6 engine and found it to be sprightly but still slower than most competitors. Its overall fuel economy of 20 mpg wasn't a standout, either. Handling was nimbler than one would expect from such a large vehicle. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



\$39,545-\$49,795
RELIABILITY **3** SATISFACTION **3**
ROAD-TEST SCORE **NA** MPG **NA**

Volkswagen Golf

79
OVERALL SCORE

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. We got 28 mpg overall when we tested the Golf with a 1.8-liter engine. The current powertrain is a 147-hp, 1.4-liter turbo mated to either a six-speed manual or an eight-speed automatic transmission. That powertrain returned 34 mpg overall in our tested Jetta. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are standard.



\$23,195-\$37,295
RELIABILITY **1** SATISFACTION **3**
ROAD-TEST SCORE **82** MPG **28**

Volkswagen GTI

80
OVERALL SCORE

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. Forward collision warning, automatic emergency braking, lane departure warning, blind spot warning, and rear cross traffic warning are now standard on all trim lines.



\$28,595-\$37,295
RELIABILITY **1** SATISFACTION **3**
ROAD-TEST SCORE **82** MPG **29**

Volkswagen Jetta

57
OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and good cabin room. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration upon demand. Fuel economy is excellent at 34 mpg overall. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is relatively quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Advanced safety features, such as automatic emergency braking, forward collision warning, and blind spot warning, are standard except on the base trim. A sporty GLI version, which shares components with the VW GTI, is also available.



\$18,895-\$30,745

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **78** MPG **34**

Volvo S90

63
OVERALL SCORE

Though plush and ornate, the S90 falls short of the refinement expected of a mid-sized luxury sedan due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall in our tests. The base version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard. The Pilot Assist system combines steering assist and adaptive cruise control to try to make driving easier. The V90 is the wagon version.



\$50,550-\$63,200

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **73** MPG **23**

Volkswagen Passat

NA
OVERALL SCORE

The 2020 Passat is more of a freshening than a redesign. But with this update, the mid-sized sedan keeps pace with the competition in terms of advanced safety features and infotainment. The Passat also retains its upright stance, generous interior space, responsive handling, and quiet cabin. The ride has an underlying firmness, but it's still comfortable. The 2.0-liter turbocharged four-cylinder is mated to a six-speed automatic transmission, and both serve the Passat well. The front seats are comfortable, and rear-seat occupants will appreciate the extra-spacious cabin. The trunk is huge. The controls, including those for the infotainment system that's compatible with Android Auto and Apple CarPlay, are easy to use. Forward collision warning, automatic emergency braking, pedestrian detection, blind spot warning, and rear cross traffic warning are all standard.



\$22,995-\$31,095

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

Volvo XC40

73
OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Automatic emergency braking is standard, but blind spot warning is optional. Volvo's Pilot Assist driver assistance system, which combines adaptive cruise control and lane keeping assistance, is available. A plug-in hybrid and an all-electric model are coming soon.



\$33,700-\$42,450

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **71** MPG **24**

Volkswagen Tiguan

61
OVERALL SCORE

The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. Starting with the 2020 model year, forward collision warning, automatic emergency braking, pedestrian detection, blind spot warning, and rear cross traffic warning are standard.



\$24,945-\$38,795

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **84** MPG **25**

Volvo XC60

71
OVERALL SCORE

Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both city- and high-speed automatic emergency braking. Note that blind spot warning is only optional.



\$40,150-\$69,500

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **79** MPG **23**

Volvo S60

63
OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. The T5 uses an energetic 250-hp turbo four-cylinder engine that drives the front wheels. This combination returned 26 mpg overall in our tests. The T6 brings all-wheel drive, plus a more powerful 316-hp four-cylinder that is both turbocharged and supercharged. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. Unfortunately, the S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road. The S60 comes standard with automatic emergency braking with the ability to recognize and respond to pedestrians and cyclists. Blind spot warning and rear cross traffic warning are optional.



\$36,050-\$67,300

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **71** MPG **26**

Volvo XC90

63
OVERALL SCORE

This is a competitive three-row SUV, but it suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super-comfortable seats. But audio, phone, and navigation functions are controlled through a frustrating-to-use touch-screen infotainment system. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



\$48,350-\$73,800

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **84** MPG **20**

USED CAR WINNERS & LOSERS

Buying a used car can be a smart way to get the most value for your money and more safety and comfort than you could afford in a new car. But in a recent nationally representative CR survey, almost half of potential car buyers in the market only for a new automobile said they wouldn't buy used due to concerns about repairs and maintenance. Our lists of the best and worst used vehicles, based on CR member feedback on about 420,000 cars from our Annual Auto Surveys, can help guide you toward a reliable choice.



HOW WE MAKE OUR PICKS

Best used cars: These are among the most reliable vehicles from the 2010 through 2019 model years, based on vehicle problems reported by CR members in our Annual Auto Surveys. We eliminated any model year in which the vehicle didn't have standard electronic stability control (ESC), a key safety feature that became federally mandated in 2012.

Worst used cars: These 2010 through 2019 models have well-below-average reliability for their model years, based on CR member feedback to our Annual Auto Surveys.



Worst Used Cars

The 127 models on this list have demonstrated much-worse-than-average reliability for the model years shown, based on CR member responses to our Annual Auto Surveys.

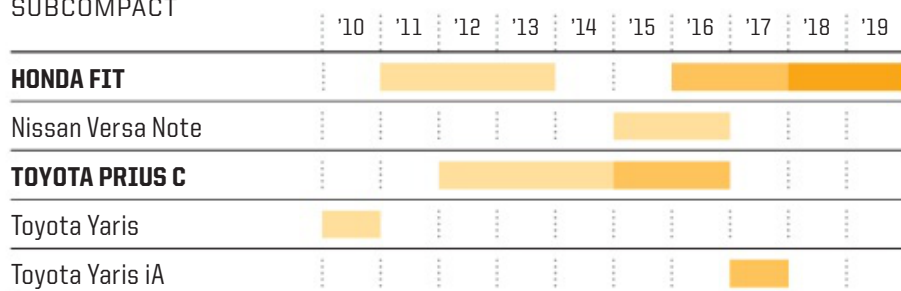
ACURA MDX '16-19 RDX '19 TLX '16	CHEVROLET Camaro '17-18 Colorado '17-19 Corvette '18 Cruze '11-15 Equinox '10-11 Impala '10 Malibu '11, '13, '16, '18 Silverado 1500 '17, '19 Silverado 1500 LD '19 Sonic '13 Suburban '15-16 Tahoe '15-16 Traverse '10-11, '13, '15, '18-19 Trax '15-16	GENESIS G90 '18	KIA Forte '14, '17 Niro '19 Optima '12 Sportage '13	RAM 1500 '15, '19 2500 '14-17 3500 '17-18
ALFA ROMEO Giulia '17	CHRYSLER 200 '11, '15 Pacifica '17-18 Town & Country '10-11	GMC Acadia '10-15 Canyon '17-19 Sierra 1500 '17, '19 Sierra 1500 Limited '19 Terrain '10-11 Yukon '15-16 Yukon XL '15-16	LEXUS LS '18	SCION FR-S '13
AUDI A4 '10-11, '16 A5 '12 A6 '18-19 A8 '15 Q5 '13 Q7 '15, '17 Q8 '19	DODGE Durango '13, '18 Grand Caravan '10-11 Journey '12	HONDA HR-V '19 Odyssey '18 Passport '19	LINCOLN Nautilus '19	SUBARU BRZ '13 Impreza '10, '13 XV Crosstrek '13
BMW 3 Series '10-11, '19 5 Series '11-14, '17-18 X1 '13 X3 '11-13, '15, '18 X5 '11-14, '19	FIAT 500 '12-13	HYUNDAI Genesis '10 Santa Fe '13 Sonata '11-12, '18 Tucson '16-17	MAZDA CX-3 '16	TESLA Model X '16-18
BUICK Enclave '10-13 Encore '14-15 Envision '17 LaCrosse '10 Regal '11	FORD Expedition '10, '16 Explorer '13-14, '16-17, '19 F-150 '15, '17-19 F-250 '19 F-350 '16 Fiesta '11-12, '14 Flex '14 Focus '12-18 Mustang '15-16 Taurus '16	INFINITI Q50 '15, '17 QX60 '14-16	MERCEDES-BENZ C-Class '15 GLC '16 M-Class '11 S-Class '18	TOYOTA C-HR '18 Tacoma '18
CADILLAC ATS '16 CT6 '17 CTS '17 Escalade '16 SRX '10-12, '14 XT4 '19 XT5 '17 XTS '13-14	JEEP Cherokee '14-17, '19 Compass '18 Grand Cherokee '11, '13-14 Liberty '12 Patriot '14 Renegade '15-16, '18 Wrangler '10, '12-14, '16, '18-19 Wrangler JK '18	MINI Cooper '10-12 Cooper Clubman '10-12 Cooper Countryman '12, '19	NISSAN Leaf '18 Pathfinder '13-16 Sentra '13 Titan '17 Versa Note '14	VOLKSWAGEN Atlas '18-19 Beetle '14-15 GTI '12, '15 Jetta '13 Jetta SportWagen '11 Tiguan '12-13, '16, '18-19
			MITSUBISHI Outlander '18 Outlander Sport '18	VOLVO S60 '13-14 V60 '15 XC60 '15, '19 XC90 '16-19
			PORSCHE Cayenne '14, '16-17	



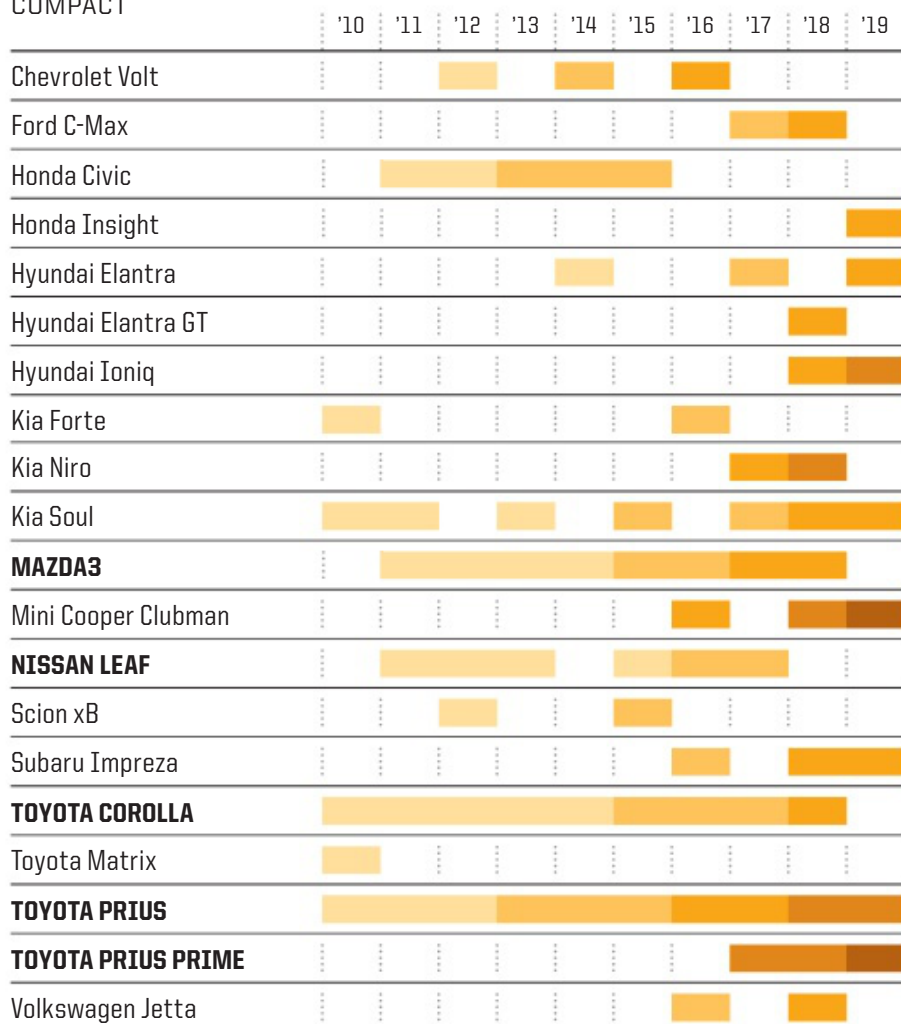
Best Used Cars

The 124 models on this list have above-average reliability ratings for model years 2010 through 2019, and come with standard electronic stability control (ESC), an important safety feature. Models marked in **BOLD** can be considered the best of the best used cars. They performed well in our testing when new and have demonstrated multiple years of better-than-average reliability in our Annual Auto Surveys.

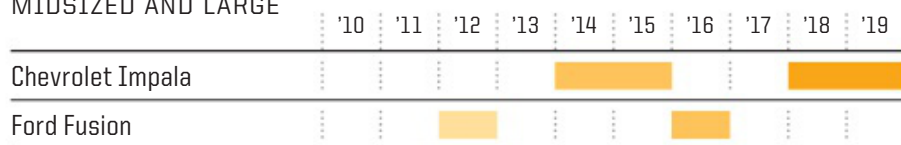
CARS SUBCOMPACT



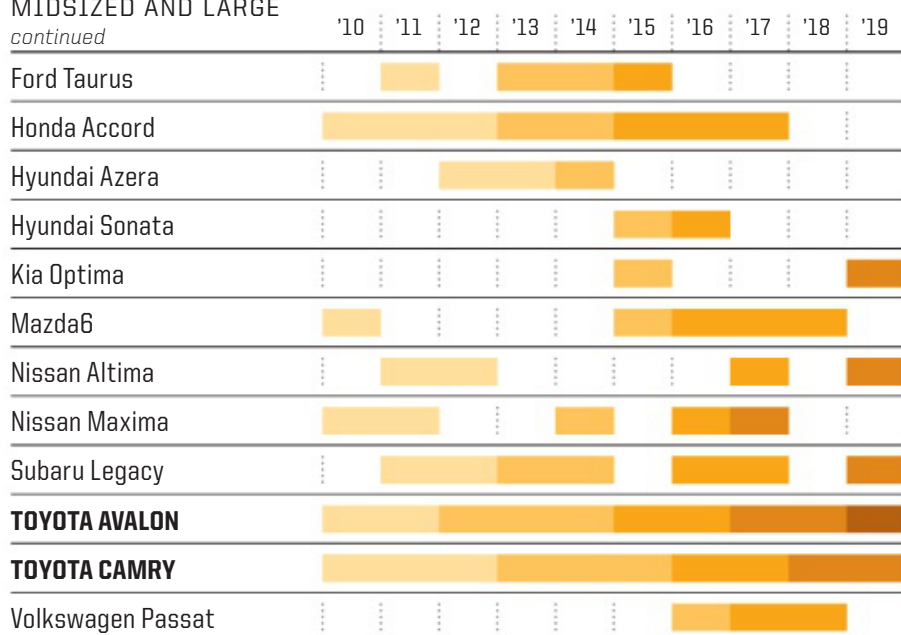
CARS COMPACT



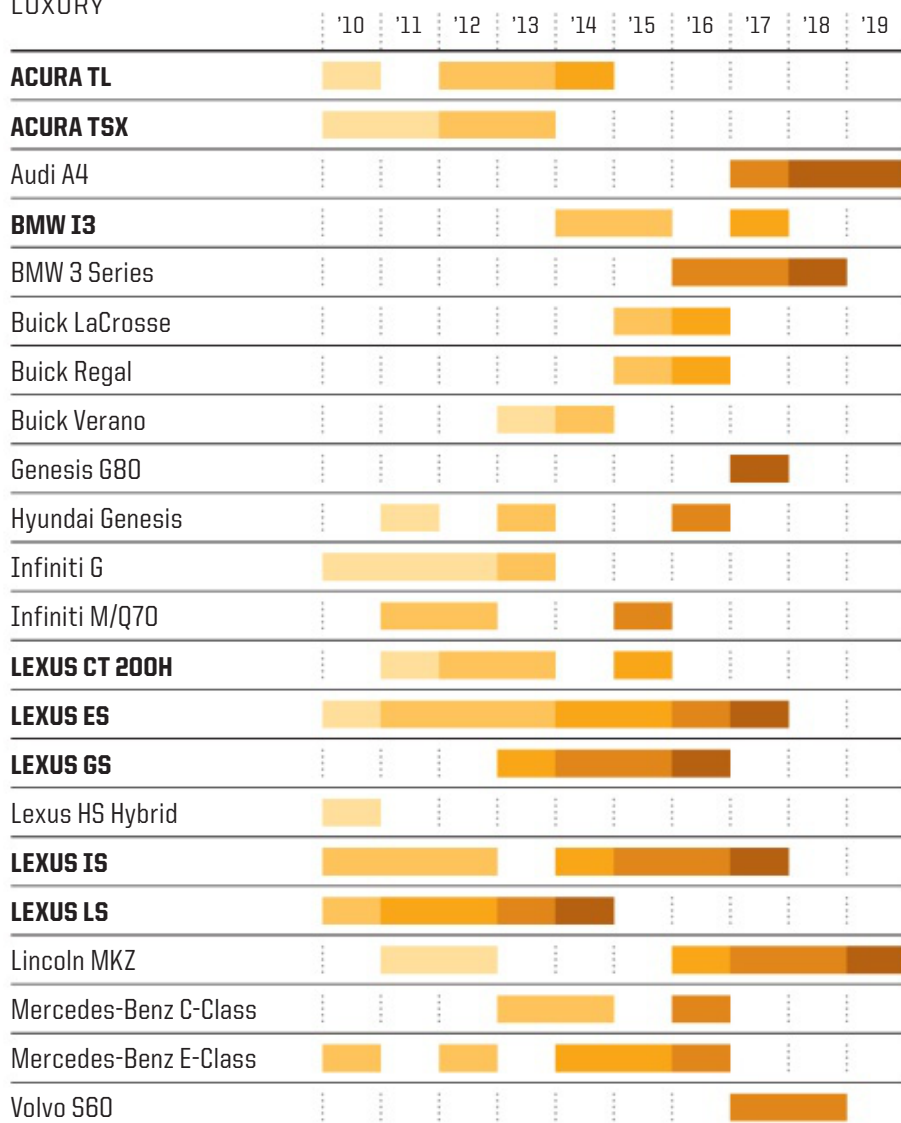
CARS MIDSIZE AND LARGE



CARS MIDSIZE AND LARGE *continued*



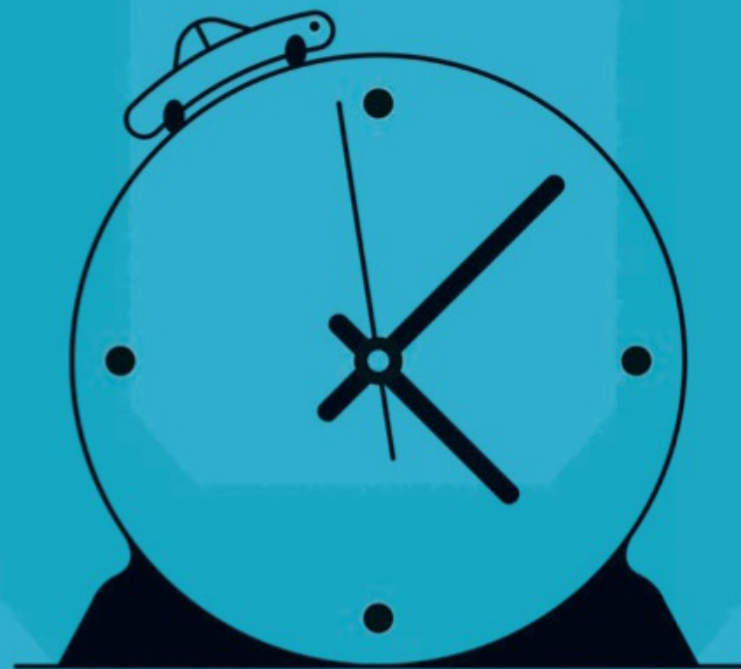
CARS LUXURY



RELIABILITY: NEW + USED CARS

A car that needs frequent repairs will try your patience, waste your time, and maybe even drain your bank account. To help guide you to used cars you can count on and new models that will hold up over the long haul, CR's auto experts have analyzed member responses to our Annual Auto Surveys, in which we ask them to report on any problems they had with their vehicles in 17 key areas. This year we gathered data on about 420,000 vehicles. The following charts, based on that data, can increase the odds that the next car you buy will be trouble-free.

—Jonathan Linkov









HOW TO READ OUR RELIABILITY CHARTS

The reliability charts are based on data on about 420,000 vehicles collected in our Annual Auto Surveys, in which CR members reported any problems they had with their vehicles during the previous 12 months.

New Model Prediction This is our projection of how reliable a 2020 or early 2021 model is likely to be. It is determined using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that time. If the model was redesigned in 2019 or 2018, we might make a reliability determination based on just one or two years' data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model had been discontinued.

Overall Reliability (Used Cars) This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year, as reported by our members in the 17 trouble spots listed in the chart, at right. More serious problems, such as major engine and transmission categories, can be more expensive to repair and are given extra weight in our scoring.

Trouble Spots Models that score a  in a trouble area are not necessarily unreliable, but they have a higher reported problem rate than the average model. Models that score a  are not necessarily trouble-free, but they have relatively few problems compared with other models of the same year. We do not assign a  or a  unless a model's problem rate exceeds 3 percent. If a problem rate is between 1 and 2 percent, we assigned it a ; models with a problem rate below 1 percent get a . Gray shading indicates the year a model was introduced or last redesigned. An empty column means it wasn't sold that year. A column of asterisks (*) indicates insufficient data for that year.

The 17 Trouble Spots & What Each Includes

Engine, Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.

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

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

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

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

Fuel System Sensors (includes

O₂ or oxygen sensor), emission control devices (includes EGR), fuel cap, fuel gauge/sender, fuel injection system, fuel pump.

Electrical Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

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

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

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock

brake system (ABS), parking brake, brake failure.

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

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



Noises/Leaks Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.

Body Hardware Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

Power Equipment and Accessories Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

In-Car Electronics Audio systems, backup/parking camera, entertainment systems, navigation system, communication system.

HOW WE CALCULATE OUR TROUBLE-SPOT RATINGS

The chart to the right shows the average problem rates reported for all vehicles in a given model year, based on data from CR's Annual Auto Surveys. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer problems than the average vehicle for the same year. For example, in 2017, 1 percent of vehicles, on average, had transmission, minor problems. The 2017 Chevrolet Malibu (page 90) scores a  (Much Worse Than Average) because 4.9 percent had a problem in this area. In 2017, the average rate of problems in the in-car electronics trouble spot was 4 percent. Because less than 1 percent of the 2017 Chevrolet Impala (page 90) had a problem in this category, the car scored a  (Much Better Than Average).

Average Problem Rates

	'12	'13	'14	'15	'16	'17	'18	'19
Engine, Major	2	1	1	1	<1	<1	<1	<1
Engine, Minor	3	2	1	1	1	<1	<1	<1
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1
Trans., Major	1	1	1	1	1	<1	<1	<1
Trans., Minor	2	1	2	1	1	1	1	<1
Drive System	2	2	1	1	1	1	1	<1
Fuel System	3	2	2	1	1	1	<1	<1
Electrical	1	1	1	<1	<1	<1	<1	<1
Climate System	4	3	3	2	2	1	1	<1
Suspension	4	3	2	1	1	1	1	<1
Brakes	4	3	3	2	1	1	1	<1
Exhaust	1	1	<1	<1	<1	<1	<1	<1
Paint/Trim	2	2	1	1	1	1	1	<1
Noises/Leaks	3	2	2	2	2	2	2	1
Body Hardware	1	1	1	1	1	1	1	<1
Power Equipment	4	3	3	2	2	2	2	1
In-Car Electronics	3	4	4	3	4	4	3	2

Chrysler Town & Country	Dodge Challenger	Dodge Durango	Dodge Grand Caravan	Fiat 500	Ford C-Max
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19

Ford Edge	Ford Escape	Ford Expedition	Ford Explorer	Ford F-150	Ford Fiesta
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19

Ford Flex	Ford Focus	Ford Fusion	Ford Mustang	Ford Taurus	Genesis G90
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19

Lincoln MKC	Lincoln MKX	Lincoln MKZ	Mazda3	Mazda5	Mazda6
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19

Mazda CX-3	Mazda CX-5	Mazda CX-9	Mazda MX-5 Miata	Mercedes-Benz C-Class	Mercedes-Benz E-Class
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19

Mercedes-Benz GLA	Mercedes-Benz GLK, GLC	Mercedes-Benz M-Class, GLE	Mercedes-Benz S-Class	Mini Cooper	Mini Cooper Countryman
'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19	'12 '13 '14 '15 '16 '17 '18 '19



6 Tips to Jump-Start Your Test Drive

Before you shift that car you're considering into Drive, make sure you do a careful tour of these key aspects of the interior. **BY KEITH BARRY**

- ✓ **Will the car and my phone get along?** 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.) Most new cars have Android Auto and Apple CarPlay, so ask for a demo. If you like how they display your phone's maps on the screen, you can save money and skip optional built-in navigation.
- ✓ **Will it fit all my stuff?** Bring along items you frequently carry with you: the dog crate, sports equipment, the fold-up stroller, summer camping gear. And didn't your daughter say she wanted to learn to play the tuba? Investigate whether the seats fold down flat for easy loading. Inspect the glove box and center console; some cars lack a space for a purse.
- ✓ **Does it have important safety features?** Check the window sticker to see if it has the three features that CR thinks ought to be standard: automatic emergency braking (AEB) with pedestrian detection, forward collision warning (FCW), and blind spot warning (BSW). Then spend time with the car's on-screen menus to see if they let you customize these features. For example, can you turn off lane keeping assistance (LKA) easily without turning off BSW?
- ✓ **Will it fit all my people?** Bring everyone who will use or spend lots of time in the car—including kids and grandparents—to make sure the space works well for them. If you'll have little kids, teens, or elders as passengers, pay special attention to the rear seats. Are they easy to get in and out of? How is the headroom? Is there sufficient legroom?
- ✓ **Is it comfortable?** Explore all the adjustments for seats, the steering wheel, and side-view mirrors. Make note of headroom as well as visibility out the back window. Can you adjust the seat belt height 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.
- ✓ **Will the controls drive me crazy?** Try the tasks you do every day—changing radio stations, adjusting the heat, entering a destination into the navigation system. Are they straightforward or are they hidden deep within convoluted on-screen menus, which will be distracting as you drive? Can you perform common functions using the controls on the steering wheel?