

ANNUAL AUTO ISSUE ▀ RATINGS OF 270+ VEHICLES

APR 12

**TOP 10 PICKS  
OF THE YEAR**  
PAGE 6



**GREAT NEW CARS  
UNDER \$25,000**  
PAGE 11

**WHO MAKES  
THE BEST CARS?**  
PAGE 14



APRIL 2012 | CONSUMERREPORTS.ORG

# ConsumerReports®

## Best & Worst 2012 CARS

- ▶ Recommended models
- ▶ Exclusive ratings

**New-car  
standouts**

Tops for mpg,  
reliability,  
safety & more

PAGE 27

**Most reliable  
used cars**  
(and clunkers  
to avoid)

PAGE 78



**GAS MISER**

The Toyota Camry Hybrid,  
our top family sedan, gets 38 mpg.

**Plus** Great tires for cars and SUVs PAGE 24

The Consumer Reports New Car Price Report includes access to the Build & Buy Service. Purchasers have saved over \$100 million vs MSRP using this program\*.



# Consumer Reports Holds the Key to Your New Car

Find the right price for the car you select with our New Car Price Report

We operate on the principle that an educated buyer gets the best deal. To that end, we provide you with extensive and essential information in our New Car Price Report.

Simply put, our New Car Price Report equips you with the information necessary to get a great price.

## Consumer Reports New Car Price Report

We offer a New Car Price Report for nearly every new car make and model. You can customize your Report

### Each Consumer Reports New Car Report Includes:

- Detailed Pricing of All Factory-Installed Options
- Unpublished Dealer Incentives and Holdbacks
- Equipment Cost and Recommendations
- Current Safety Ratings
- Negotiating Tips and Traps
- Reliability Ratings

by selecting vehicle equipment options that work for you. Not only do we supply you with key pricing information, but we also display it in an easy-to-read presentation.

### When it comes to pricing, we've got you covered:

- **Dealer Invoice Price.** It's the dealer's maximum cost to acquire the car from the manufacturer.
- **Incentives.** These include dealer incentives, customer cash incentives and finance incentives.
- **Consumer Reports Bottom Line Price.** This is the place to start negotiating, taking into account regional marketing fees, dealer incentives and holdbacks.

**ConsumerReports®**  
**New Car Price Service**

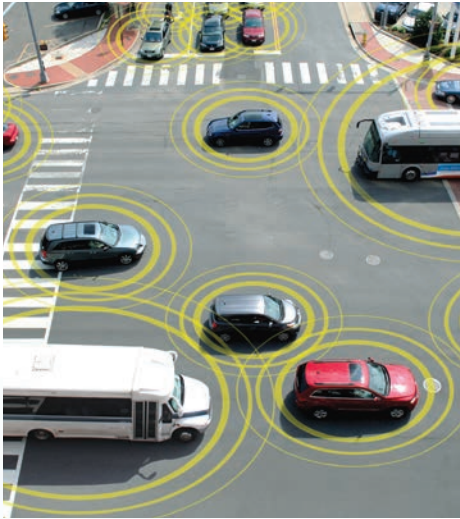
Call Now For Your \$14 Report. \$12 for each additional report.

**1-800-406-5740**

Or go to [www.ConsumerReports.org/greatdeals](http://www.ConsumerReports.org/greatdeals)

For service in Canada, go to: [www.ConsumerReports.org/canada27](http://www.ConsumerReports.org/canada27)





# Contents

**CONSUMER REPORTS** **APRIL 2012**  
Volume 77 No. 4



## Annual auto issue

### ▣ FEATURES

#### **5 | Test notes**

Five trends from our auto test track.

#### **6 | Top picks**

This year the best new vehicles in 10 categories include many Toyotas.

#### **10 | Best & worst**

Winners and losers for fuel economy, performance, and more. Plus best cars under \$25,000.

#### **14 | Who makes the best cars?**

Subaru grabs the crown from Honda.

#### **20 | Smarter cars, safer cars**

Vehicle-to-vehicle communication is the next step in auto safety.

#### **24 | Top tires**

Recommended rubber in nine categories for cars, SUVs, and more.



*Continued on next page*



## ▶ RATINGS, REVIEWS & SAFETY

### 27 | Ratings

How more than 270 vehicles measured up in road tests, fuel economy, and owner satisfaction.

### 40 | Profiles

Reviews of hundreds of models, with prices, reliability, fuel mileage, and more.

### 72 | Safety

Electronic stability control is now standard for 2012. Plus crash-test ratings.



## ▶ USED CARS

### 78 | Best & worst used cars

More vehicles are problem-free.

### 86 | Reliability Ratings

Our charts show how older models, from 2006 to 2011, fare in 16 key areas, plus new-car predicted reliability.

## ▶ DEPARTMENTS

### 98 | About us

### 99 | Selling it

#### On the cover

See how we test cars. Download the ShopSavvy or RedLaser app to your smart phone to scan the codes in this issue.



## How we test cars

Consumer Reports is the world's largest independent consumer-product-testing organization. We also survey millions of consumers about their experiences with products and services. We're based in Yonkers, N.Y., and are a nonprofit organization.

The Ratings and reviews in this issue are based on the most comprehensive independent auto-testing program and reliability information of any U.S. publication or website.

- We buy our test cars anonymously from dealers, just as you would. This past year, we spent \$2.7 million on test cars. Other reviewers base their evaluations on free loaner cars that are handpicked by the automakers.
- We drive our test vehicles thousands of miles over several months. Most other auto reviews are based on one or two weeks of driving, some on only a day or two.
- Experienced automotive engineers and their support staff evaluate each test car at our 327-acre Auto Test Center in Connecticut



**PIT CREW** Our auto editors (inset) and test team make this issue possible.

and on public roads, from freeways to twisty two-laners. Our staff members and their families live with the cars to get insights that aren't possible from brief test drives.

- Each vehicle undergoes more than 50 tests and evaluations, including special tests for braking, accident avoidance, real-world fuel economy, ride comfort, headlight illumination, and cargo space.

- Reliability Ratings are based on the problems of 1.3 million vehicles, as reported by subscribers in our Annual Auto Survey, which is conducted by the Consumer Reports National Research Center.

#### We rate products using these symbols

● Excellent ● Very good ○ Good ● Fair ● Poor

✓ **Recommended car** These tested well, are reliable, and performed adequately if crash-tested or included in a federal rollover test.





# Test notes

## This year's ups and downs at our auto track

The car market is regaining traction. And in testing about 80 vehicles in the past year, we've gotten a good look at what's new and notable. With erratic pump prices and stricter gas-mileage standards being phased in, fuel economy is a prominent goal. Automakers are pursuing it with more small cars, hybrids, and diesels; more efficient gas engines and transmissions; and a budding wave of electric vehicles (EVs). Here are some highlights:

▶ **Gas-free but limited.** The first modern mainstream electric cars to hit the road were the Chevrolet Volt and Nissan Leaf. After months of testing, we found that plugging in can cut your driving costs, if you can live with the limitations. With the Leaf, we averaged about 75 miles between charges. A full charge takes about 6 hours with a 240-volt charger. The Volt

runs on gas when its battery is depleted (after about 35 miles), but from then on it gets only 32 mpg, costing more per mile than many other hybrids. Still, this is just the beginning; more EVs are coming from Ford, Honda, Mitsubishi, and Toyota.

▶ **The diesel alternative.** For many people, diesel engines still carry the stigma of being dirty, clattering, and smoky. But modern clean-diesel cars aren't that different to drive than conventional gas vehicles—except for better fuel economy. In the past year we tested four diesels from Mercedes-Benz and Volkswagen, and each delivered competitive performance with impressive fuel mileage, from 24 mpg overall for the midsize VW Touareg SUV to 37 mpg for the Passat TDI sedan.

▶ **Hit-or-miss redesigns.** We're still seeing revamped models that don't measure up to those they replaced. The road-test scores of the Honda Civic EX, Nissan Versa SV, and Volkswagen Jetta all dropped 16 points. The small Chevrolet Sonic, on the other hand, scored 29 points higher than the Aveo it replaced.



▶ **Chrysler 2.0.** Now under the reins of Fiat, Chrysler is gradually revamping its entire lineup. In testing nine Chrysler, Dodge, and Jeep models, we've found that they are getting better, more or less. Most improved are the Chrysler 300, Dodge Durango, and Jeep Grand Cherokee. The Chrysler 200 (which replaced the Sebring), the Dodge Avenger, and the Jeep Compass and Patriot, not so much.

▶ **Good, bad, and ugly control systems.** New in-dash infotainment systems provide access to gas prices, weather, stock quotes, and lots of Web-based info. They offer a new level of convenience, but often the complicated, poorly executed designs and growing number of connected services can be very distracting for drivers. We gave a thumbs-up to Chrysler's touch-screen system but a thumbs-down to Ford's MyFord Touch (although Ford is making mild changes).

### Did you know?

We purchase test cars in various states, but we register them in Connecticut, home of our Auto Test Center. That's why our cars bear the plates of the Constitution State.



# Top Picks

The best models of the year in 10 categories

**A** redesigned, significantly improved Camry Hybrid has helped Toyota capture five of the 10 spots on this year's Top Picks list. The other Toyotas that made the cut are the Prius hybrid, the Highlander and RAV4 SUVs, and the Sienna minivan. This is the first time since 2003 that one brand has so dominated the list.

In addition to the Camry and Highlander, two other new picks are the Hyundai Sonata and the redesigned Subaru Impreza. The other selections are returning models: the Chevrolet Avalanche, Ford Mustang, and Infiniti G.

Toyota's ability to maintain its competitive lead among hybrids and SUVs is a big factor in its strong presence on this year's

list. But another factor is today's weaker minivan field. The current Sienna scored lower in our tests than its predecessor, but the front-wheel-drive version is the only minivan that didn't have below-average reliability in our latest survey. So it's the only minivan we recommend.

Our Top Picks are the best all-around models in their categories, chosen from the more than 260 vehicles we've recently tested. For car shoppers, they are a great place to start. To find out how other models stack up, see our Vehicle Ratings, on page 27.

## How we decide

Top Picks must meet our criteria in three areas:

■ **Road test.** Each must rank at or near the

top of its category in overall test score.

■ **Reliability.** Each must have earned an average or better predicted-reliability Rating, based on the problems CONSUMER REPORTS subscribers reported on 1.3 million vehicles in our latest Annual Auto Survey.

■ **Safety.** Top Picks must perform well if included in crash- or rollover tests conducted by the government or the insurance industry.

Each model's report card shows its overall road-test and predicted-reliability Ratings, as well as its overall fuel economy in our tests. If multiple Ratings are displayed, they apply to different versions of a model. Prices reflect the sticker prices when we bought our test cars. You can find more details on all of the Top Picks in the Profiles, beginning on page 40.



## WATCH OUR VIDEO

Using your smart phone, download the ShopSavvy or the RedLaser app, then scan the code at right.





## FAMILY SEDAN

# Toyota Camry Hybrid

With its 2012 redesign, the Camry Hybrid jumped to the top of the family-sedan category. One eye-opener for a car of this size is its impressive 38 mpg overall fuel economy, the best in class and even better than some smaller hybrids that lack the Camry's performance. Other high points include a comfortable ride; a roomy, quiet cabin; fairly quick acceleration; and for 2012, a nicer interior and somewhat crisper handling (although the Camry is still no sports sedan). **Price \$29,052.**

### REPORT CARD

Test score: ●

Reliability: ○

Overall mpg: 38



Scan for video.



## SPORTY CAR

# Ford Mustang

The heart of this iconic sports car has always been its strong acceleration and rumbling V8 power. And the 5.0-liter V8 in our GT coupe and convertible test cars doesn't disappoint, providing scorching acceleration, a great exhaust sound, and good fuel economy for this class. Even the 3.7-liter V6 is punchy and refined, and it's more fuel efficient than the V8. But now there's more to the Mustang than power. Agile handling, a decent ride,

comfortable front seats, and very good fit and finish make the current version an inviting package. The rear seat is tight but usable in a pinch. **Price \$28,880 to \$43,880.**

### REPORT CARD

Test score: ○-●

Reliability: ○

Overall mpg: 22-24



Scan for video.



## SMALL SUV

# Toyota RAV4

With its inviting blend of performance, fuel economy, and versatility, the RAV4 continues to set the pace among small SUVs. It also provides a roomy interior, comfortable ride, and responsive handling, as well as excellent reliability. With a four-cylinder engine, the RAV4 delivers some of the best gas mileage in its class. The spirited V6 version accelerates as quickly as many sports sedans and gets only 1 mpg less than the four-cylinder model. Its optional third-row seat is small but useful. A runner-up is the Subaru Forester. **Price \$25,405 to \$30,328.**

### REPORT CARD

Test score: ●

Reliability: ●

Overall mpg: 22-23



Scan for video.

## AFFORDABLE FAMILY SEDAN

# Hyundai Sonata

With last year's family-sedan pick, the Nissan Altima, due for a redesign soon, we chose the four-cylinder Sonata as a more affordable alternative to the Camry Hybrid. For less than \$22,000, the Sonata provides a roomy, well-equipped cabin, supple ride, nimble handling, and thrifty 27 mpg overall. And despite its swoopy, coupelike styling, the Sonata still provides decent rear-seat room

and rear visibility, unlike many other cars today. **Price \$21,800.**

### REPORT CARD

Test score: ●

Reliability: ○

Overall mpg: 27



Scan for video.



## SPORTS SEDAN

### Infiniti G

With its inviting blend of luxury and driving fun, the G37 stands out from the crowd. Its agile handling, blistering acceleration, and comfortable, well-crafted interior make it one of our highest-scoring sedans and have earned the G a spot on this list for the sixth straight year. This sports sedan feels at home whether tackling a twisty back road or cruising on the highway. A snug cabin and small trunk are the only notable weaknesses. The less expensive G25 model isn't as quick, but it shares much of the G37's inviting package and provides 3 more mpg. Both are available with rear- or all-wheel drive. **Price \$34,225 to \$37,225.**

#### REPORT CARD

Test score: ●

Reliability: ●

Overall mpg: 21-24



Scan for video.

## FAMILY HAULER

### Toyota Sienna (V6)

This versatile minivan fits the bill nicely for families looking for a comfortable, roomy interior, plenty of features, and the ability to carry up to eight people. Among its high points are lively performance, decent fuel economy, and a comfortable ride, although the handling is rather lackluster. The Sienna is the only minivan available with all-wheel drive. But that version has had below-average reliability, according to our latest survey, so we recommend only the front-wheel-drive version. **Price \$35,810.**

#### REPORT CARD

Test score: ●

Reliability: ○

Overall mpg: 20



Scan for video.



## GREEN CAR

### Toyota Prius

In this dawning age of automotive electrification, the Prius still sets the standard for its blend of fuel efficiency, practicality, and affordability. The 44 overall mpg we measured in the hatchback is still the highest of any five-passenger, non-plug-in vehicle we've tested, and the 41 mpg of the new Prius V wagon easily tops its class. Moreover, its roomy interior, comfortable ride, and hatchback versatility make it easy to live with. Crash-test results are excellent. New electric cars have gotten the energy equivalent of higher mpg figures, but they're less practical and affordable.

**Price \$26,750 to \$28,217.**

#### REPORT CARD

Test score: ●

Reliability: ●-●

Overall mpg: 41-44



Scan for video.







## SMALL CAR

### Subaru Impreza

Redesigned for 2012, the all-wheel-drive Impreza is a well-rounded sedan with nimble handling and a compliant, absorbent ride that rivals some luxury sedans. Fuel economy of 27 mpg overall is impressive for an AWD car. The roomy interior includes a relatively spacious rear seat, simple controls, and refreshingly good visibility. The only real shortcoming is so-so noise isolation. Based on the previous Impreza, we expect above-average reliability. Last year's pick, the Hyundai Elantra, remains an excellent alternative that costs several thousand dollars less and provides slightly better gas mileage but no AWD. **Price \$21,345.**

#### REPORT CARD

Test score: ●

Reliability: ●—●

Overall mpg: 27



Scan for video.

## PICKUP TRUCK

### Chevrolet Avalanche

The Avalanche provides the best combination of utility and versatility of any pickup we've tested. Its unified bed and cab help give it a steady, comfortable ride, and the cabin is quiet. The innovative partition in the rear of the cab can be folded down, so longer cargo can extend into the back of the cab. A three-piece bed cover provides a weather-tight and lockable cargo area. We recommend

getting the optional backup camera to compensate for the large rear blind zone. **Price \$47,435.**

#### REPORT CARD

Test score: ●

Reliability: ●—●

Overall mpg: 14



Scan for video.

## FAMILY SUV

### Toyota Highlander

The Highlander returns to our list after last year's pick, the V6 Kia Sorento, dropped to below average in predicted reliability. This refined, comfortable, and quiet SUV has consistently ranked near the top of its class in our road-test scores and has had above-average reliability. Its interior is nicely finished and versatile, with a roomy second-row seat but a tight third row. The V6 version delivers a decent 18 mpg overall, and the hybrid model tops all SUVs at 27. **Price \$38,578 to \$47,255.**

#### REPORT CARD

Test score: ●

Reliability: ●—●

Overall mpg: 18-27



Scan for video.



# Best & worst

Highs and lows from our tests and surveys



Lexus LS 460L



Nissan Leaf

## Road-test scores

### BEST

MODEL	SCORE
Lexus LS 460L	99
BMW 135i	97
Infiniti G37 (sedan)	95
Toyota Camry Hybrid XLE	93
Audi A6 (3.0T)	93
Infiniti M37	93
Nissan Altima 3.5 SR	93
Chevrolet Corvette Z06	92
Hyundai Genesis 3.8 (sedan)	92
Toyota Camry XLE (V6)	92
Audi A8 L	91
Lexus ES 350	91
Nissan Altima 2.5 S	91

### WORST

MODEL	SCORE
Jeep Wrangler Unlimited	20
Jeep Liberty	27
Smart ForTwo	28
Toyota FJ Cruiser	36

Jeep Wrangler Unlimited



A car's road-test score is the result of more than 50 separate tests and evaluations and is calculated on a 100-point scale. Ratings of tested vehicles by category begin on page 27.

## Overall fuel economy

Electric vehicles and plug-in hybrids are new categories this year, with models that lead all others in fuel economy. Hybrids and diesels continue to provide much better fuel economy than similar-sized conventional vehicles. All tested models have an automatic transmission unless otherwise noted.

### BEST

MODEL	MPG
Nissan Leaf (electric car)	106*
Chevrolet Volt (plug-in hybrid)	61**
Toyota Prius (hybrid)	44
Toyota Prius V (hybrid)	41
Honda Civic Hybrid	40
Lexus CT 200h (hybrid)	40
Smart ForTwo	39
Honda Insight EX (hybrid)	38
Toyota Camry Hybrid XLE	38
Volkswagen Golf TDI (diesel, manual)	38
Volkswagen Passat TDI SE (diesel)	37
Volkswagen Jetta SportWagen TDI (diesel, manual)	36
Honda CR-Z EX (hybrid, manual)	35

### WORST

MODEL	MPG
Cadillac Escalade	13
Dodge Ram 2500 (diesel)	13
Ford Expedition EL	13
Lincoln Navigator	13

\*Miles-per-gallon equivalent (MPGe)

\*\*Composite of electric and gasoline operation.



Volkswagen Eos



Cadillac CTS



Mini Cooper Countryman

## Fun to drive

CATEGORY	MOST FUN
<b>SPORTS CARS</b>	Porsche Boxster, BMW 135i, Chevrolet Corvette Z06, Mazda MX-5 Miata, Nissan 370Z
<b>SPORTY CARS</b>	Mini Cooper/Cooper S, Mitsubishi Lancer Evo, Volkswagen GTI, Ford Mustang GT
<b>CONVERTIBLES</b>	BMW 328i, Ford Mustang GT, Jaguar XK, Volkswagen Eos, Audi A5
<b>LUXURY SEDANS</b>	Infiniti M37, Jaguar XJ, Audi A6, Cadillac CTS, Audi A8
<b>UPSCALE SEDANS</b>	Infiniti G37, Audi A4, Volkswagen CC, Buick Regal CXL (turbo), Volvo S60 T5
<b>SMALL CARS</b>	Mazda3s/3i Touring, Volkswagen Golf, Ford Focus, Subaru Impreza
<b>SUVs</b>	Mini Cooper Countryman, Porsche Cayenne, BMW X3, Infiniti EX, Nissan Juke



## Best under \$25,000

MAKE & MODEL	MSRP	MAKE & MODEL	MSRP
Ford Fusion SE (4-cyl.)	<b>\$23,625</b>	Mazda5 Grand Touring	<b>\$24,670</b>
Honda Accord LX-P (4-cyl.)	<b>23,730</b>	Mazda6 i Sport (4-cyl.)	<b>22,035</b>
Honda Civic Si (man.)	<b>23,175</b>	Mini Cooper (base, man.)	<b>21,700</b>
Honda Fit (base)	<b>16,745</b>	Nissan Altima 2.5 S	<b>23,970</b>
Honda Fit Sport (man.)	<b>16,730</b>	Nissan Sentra 2.0 SL	<b>20,150</b>
Hyundai Elantra GLS	<b>18,445</b>	Nissan Versa 1.8 SL (hatchback)	<b>19,150</b>
Hyundai Sonata GLS (2.4)	<b>21,800</b>	Scion xB	<b>18,360</b>
Hyundai Tucson GLS	<b>24,090</b>	Subaru Impreza Premium	<b>21,345</b>
Kia Forte EX (sedan)	<b>19,040</b>	Subaru Legacy 2.5i Premium	<b>23,830</b>
Kia Forte EX (hatchback)	<b>19,340</b>	Suzuki SX4 Technology (AWD)	<b>20,379</b>
Kia Forte Koup SX (man.)	<b>20,240</b>	Toyota Camry LE (4-cyl.)	<b>23,830</b>
Kia Optima LX (2.4)	<b>21,885</b>	Toyota Corolla LE	<b>18,404</b>
Kia Soul Plus	<b>19,270</b>	Toyota Matrix S (2.4L)	<b>21,515</b>
Kia Sportage LX	<b>24,400</b>	Volkswagen Golf (2.5)	<b>20,565</b>
Mazda3 i Touring (Skyactiv)	<b>20,145</b>		
Mazda3 s Touring (hatchback)	<b>22,795</b>		

All models are recommended. Vehicles are listed alphabetically. Prices include an automatic transmission (unless manual is indicated) and typical options.



Honda Fit

## Hits and misses in redesigns

Redesigned or extensively freshened models that improved or declined in road-test score.

### MOST IMPROVED

MODEL	PRICE	SCORE	PREV. SCORE	DIFFERENCE
Chevrolet Sonic LT (1.8, sedan) (compared with the Aveo it replaced)	\$17,290	65	36	29
Kia Sorento EX (V6)	32,390	82	58	24
Dodge Durango (V8)	47,375	66	45	21
Subaru Legacy 2.5i Premium	23,830	83	64	19
Volvo S60 T5	35,100	77	58	19
Buick LaCrosse Touring (V6)	37,555	74	56	18
Chevrolet Cruze LS (1.8) (compared with the Cobalt it replaced)	18,375	67	50	17
Chrysler 300C	44,730	80	64	16
Jeep Grand Cherokee Limited (V8)	42,765	69	53	16
Chevrolet Equinox 2LT (V6)	31,780	69	54	15

### BIGGEST DECLINES

MODEL	PRICE	SCORE	PREV. SCORE	DIFFERENCE
Nissan Versa SV (sedan)	\$15,490	53	69	-16
Volkswagen Jetta TDI	25,100	68	84	-16
Volkswagen Jetta SE (2.5)	20,300	60	76	-16
Honda Civic EX	21,275	62	78	-16
Toyota Sienna XLE (FWD)	35,810	80	93	-13
Toyota 4Runner SR5 (V6)	37,425	55	66	-11
Toyota Sienna XLE (AWD)	38,201	79	89	-10
Honda Civic Hybrid	24,800	62	72	-10
Mercedes-Benz E350	55,245	79	88	-9
Honda Odyssey EX-L	36,830	83	91	-8
Honda Civic Si	23,175	70	78	-8



Chevrolet Sonic



Kia Sorento



Volkswagen Jetta



Mini Cooper

## Five-year owner costs

### LEAST EXPENSIVE

<b>SMALL CAR</b>	Honda Fit	<b>\$26,500</b>
<b>FAMILY SEDAN</b>	Toyota Camry Hybrid XLE	<b>31,500</b>
<b>LUXURY SEDAN</b>	Hyundai Genesis 4.6	<b>54,250</b>
<b>UPSCALE SEDAN</b>	Buick Regal CXL (non turbo)	<b>39,250</b>
<b>SPORTY CAR</b>	Mini Cooper (manual)	<b>28,250</b>
<b>SMALL SUV</b>	Toyota RAV4 (4-cyl.)	<b>34,500</b>
<b>MIDSIZE SUV</b>	Hyundai Santa Fe GLS (4-cyl.)	<b>38,500</b>
<b>LUXURY SUV</b>	BMW X3 xDrive28i	<b>50,000</b>
<b>LARGE SUV</b>	Ford Flex SEL	<b>50,500</b>

### MOST EXPENSIVE

Audi A3 2.0T	<b>\$39,250</b>
Mazda6 s Grand Touring (V6)	<b>44,250</b>
BMW 750Li	<b>106,750</b>
Mercedes-Benz C300	<b>49,750</b>
Chevrolet Corvette Z06 (man.)	<b>70,750</b>
Volkswagen Tiguan SEL	<b>47,000</b>
Jeep Grand Cherokee Limited (V8)	<b>61,750</b>
Cadillac Escalade (base)	<b>84,750</b>
Chevrolet Tahoe LTZ (5.3)	<b>73,750</b>

Our owner-cost estimates factor in depreciation, fuel cost, loan interest, insurance, sales tax, and maintenance and repairs. Vehicles are equipped with typical options and an automatic transmission except where noted.



Lexus CT 200h

## Predicted reliability

### BEST

#### RANK MAKE & MODEL

1	Lexus CT 200h*
2	Honda CR-Z*
3	Infiniti QX56*
4	Scion xD
5	Toyota Highlander (4-cyl.)
6	Lexus ES
7	Nissan Titan*
8	Honda Fit
9	Toyota Prius
10	Toyota RAV4 (4-cyl.)

### WORST

#### RANK MAKE & MODEL

1	Jaguar XF
2	Jaguar XJ*
3	Audi Q5 (V6)
4	Chevrolet Silverado 2500*
5	GMC Sierra 2500*
6	Nissan Z
7	Volkswagen Routan
8	Ford Edge (AWD)*
9	Mini Cooper Clubman S
10	Lincoln MKX (FWD)*

\*Based on one model year of data instead of the typical three newest years. Rankings based on CONSUMER REPORTS' Annual Auto Survey. For more reliability information, see page 86.

## Avoiding accidents



Porsche Boxster

### Braking distance

On dry pavement from 60 to 0 mph, feet

#### BEST

#### WORST

<b>SPORTS/SPORTY CAR</b>	Porsche Boxster	<b>112</b>	Volvo C30 T5	<b>143</b>
<b>SMALL CAR</b>	Chevrolet Sonic LT	<b>128</b>	Nissan Cube	<b>149</b>
<b>FAMILY CAR</b>	Nissan Altima 3.5 SR	<b>128</b>	Hyundai Sonata Hybrid	<b>148</b>
<b>UPSCALE SEDAN</b>	Infiniti G37 (sedan)	<b>126</b>	Lincoln MKZ 3.5	<b>142</b>
<b>LUXURY SEDANS</b>	Audi A8L	<b>126</b>	Mercedes-Benz S550	<b>141</b>
	BMW 750Li	<b>126</b>		
<b>SMALL SUV</b>	Honda CR-V EX	<b>128</b>	Jeep Liberty	<b>150</b>
<b>MIDSIZE SUV</b>	Acura MDX	<b>126</b>	Jeep Wrangler Unlimited	<b>151</b>



# Top driving gripes

Drivers are especially bothered by people who text on a cell phone while driving and by able-bodied drivers parking in handicapped spaces. Those are the results of a nationally representative survey conducted by Consumer Reports' National Research Center. We asked 895 Americans to score 20 common driver gripes on a 1-to-10 scale, with 1 meaning a behavior "does not annoy you at all" and

10 means it "annoys you tremendously." About two-thirds of respondents rated those top two behaviors as a 10. Tailgaters (who follow too closely behind your car), drivers who cut you off, and speeding drivers who swerve in and out of traffic filled out the top five spots. For each of those top behaviors, and for 14 of the 20 gripes overall, women were significantly more annoyed than men.



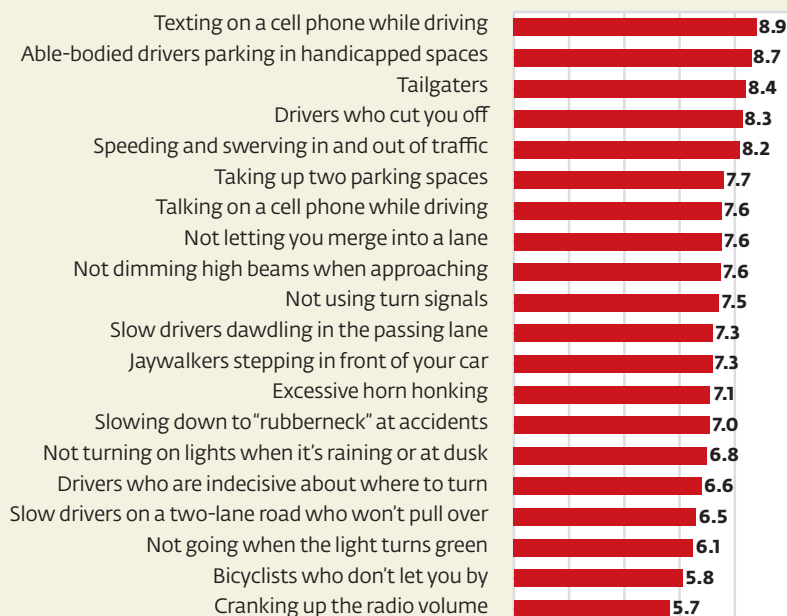
Rear-view cameras assist with parking.



A yellow light warns that a car is in your blind spot.

## Most annoying behaviors

The mean scores shown are based on a 10-point scale, with 10 being the most annoying.



Differences of fewer than 0.4 points are not meaningful.

## Features we love and loathe

### HANDY

- ❑ Automatic headlights, especially those that activate and dim the high beams
- ❑ Electronic blind-spot detection or small blind-spot mirror insets
- ❑ Bluetooth connectivity systems that are easy to use
- ❑ Heated seats and steering wheels
- ❑ Manual transmissions that apply the brakes when starting on a hill
- ❑ Full power-adjustable seats
- ❑ One-touch power windows
- ❑ Rear-view cameras that let you see the blind zone behind your vehicle
- ❑ Remote engine-start systems for warming or cooling the interior
- ❑ Trip computers with mpg and distance-to-empty readouts

### ANNOYING

- ❑ Car audio systems without knobs for volume and tuning
- ❑ Cars without spare tires
- ❑ Clocks that have hidden adjustments
- ❑ Difficult-to-fold rear SUV seats
- ❑ Dummy trim covers where optional feature switches would go
- ❑ Family sedans and SUVs that require premium fuel
- ❑ Run-flat tires that are expensive to replace and difficult to find

## Emergency handling

Maximum speed in our avoidance maneuver, mph

	BEST		WORST
<b>SPORTS/SPORTY CAR</b>	BMW 135i 58.5	Dodge Challenger R/T	52.0
		Honda CR-Z EX	52.0
<b>SMALL CARS</b>	Mazda3 s Sport 56.0	Mitsubishi Lancer ES	49.5
	Nissan Versa (hatchback) 56.0		
	Scion xD 56.0		
<b>FAMILY CARS</b>	Kia Optima LX, 56.0	Honda Accord LX-P	50.0
	Nissan Altima 3.5 SR 56.0	Hyundai Sonata Hybrid	50.0
<b>UPSCALE/LUXURY SEDAN</b>	Infiniti G37 (sedan) 56.5	Lexus LS 460L	48.5
<b>SMALL SUV</b>	Suzuki Grand Vitara Premium 55.5	Jeep Compass	48.0
<b>MIDSIZED SUV</b>	Audi Q5 57.0	Jeep Wrangler Unlimited	45.0



**GETTING BETTER** The redesigned Impreza (foreground) and Outback have helped Subaru earn this year's top report-card score.

# Who makes the best cars?

## Subaru replaces Honda at the top

**R**IDING A WAVE of impressive redesigned models in the last few years, Subaru for the first time has earned the top score in our automaker report cards. Meanwhile, Honda, which had been the perennial winner for the past four years, slipped to fourth place among 13 major automakers, behind Mazda and Toyota.

Our automaker report cards reflect the performance, comfort, utility, and reliability of more than 275 vehicles that we've recently rated, providing a perspective on which manufacturers are building the best all-around models. Each automaker's overall score is based on the average road-test scores and reliability ratings for all of its models for which we have tests.

Subaru's score of 75, two points higher

than last year, reflects better test scores for such redesigned models as the Impreza, Legacy, and Outback over the last few years. The 2012 Impreza, which we just tested, now tops the small-sedan class and is our Top Pick in that category. Subaru's average road-test score of 82 is the highest in our analysis. Moreover, all of Subaru's models now have at least average reliability, thanks to fewer problems with the sporty Impreza WRX.

By contrast, Honda has been hurt by several redesigned models—including the Civic and Odyssey—that didn't measure up to their predecessors. Honda's overall score dropped by two points and its average road-test score dropped one point. Honda models, however, are still among the most reliable on the road overall.

Here are other highlights from this year's analysis:

- Mazda shows the most dramatic improvement among the 13 manufacturers. It climbed to second place from last year's seventh and increased its overall score by nine points. It was helped by an improved Mazda3 and the shedding of two models that dragged down its score, the Tribute SUV and RX-8 sports car.
- Buoyed by consistently above-average reliability and high test scores, Toyota is among the top three automakers for the fifth straight year. The redesigned 2012 Camry helped Toyota's average road-test score climb to 76, from last year's 74.
- Although Chrysler remains in last place, its overall score jumped eight points, making it the second most improved automaker. Chrysler's average road-test score also increased by eight points, the most of any automaker, and its overall reliability improved to average. The turnaround can be credited mostly to Chrysler's extensively freshened and redesigned vehicles.
- Ford falls the farthest, dropping from fifth place in last year's report cards to 10th. The automaker's road-test score improved by two points over last year's, but subpar reliability of some new vehicles,



# We grade the automakers



**Subaru**

**Overall score 75**

Average road test score: 82

Reliability: ●

Recommended test vehicles: 100%

Subaru builds dependable, all-wheel-drive vehicles with simple interiors. Most now get good fuel economy; some are sporty.

**HIGHS** Ride, handling, controls, visibility, crash-test results, reliability  
**LOWS** Engine noise, no-frills interiors



**Mazda**

**Overall score 74**

Average road test score: 76

Reliability: ●

Recommended test vehicles: 64%

Among the most reliable cars in our survey this year, Mazdas are also fun to drive overall. But some tend to be stiff-riding and noisy.

**HIGHS** Handling, steering, fuel economy, reliability  
**LOWS** Road noise, ride, visibility



**Toyota**

**Overall score 73**

Average road test score: 76

Reliability: ●

Recommended test vehicles: 84%

Reliability remains among the best and its hybrid systems are impressive. Most are comfortable and quiet but seldom sporty.

**HIGHS** Powertrains, fuel economy, hybrid technology, ride, quietness, reliability  
**LOWS** Steering feedback, some cheap-looking interiors



**Honda**

**Overall score 72**

Average road-test score: 74

Reliability: ●

Recommended test vehicles: 63%

Some newer models forsake Honda's reputation for great handling and well-finished interiors. Fuel economy is good but no longer stands out. Honda is one of the most reliable brands.

**HIGHS** Powertrains, fuel economy, controls, reliability, crash-test results  
**LOWS** Road noise, steering feedback, interior quality in some newer models



**Nissan**

**Overall score 67**

Average road-test score: 75

Reliability: ○

Recommended test vehicles: 65%

Nissan builds some of our highest-rated cars. But its truck-based SUVs drag down its score.

**HIGHS** Powertrains, fuel economy, controls  
**LOWS** Noise, visibility



**Volvo**

**Overall score 64**

Average road-test score: 73

Reliability: ○

Recommended test vehicles: 83%

Volvos are safe and solid, but the ride is overly stiff on some models. Refinement has improved, but reliability is just OK.

**HIGHS** Safety features, crash-test results, interior quality, seats  
**LOWS** Ride, visibility, so-so handling in older models



**Hyundai**

**Overall score 63**

Average road-test score: 77

Reliability: ○

Recommended test vehicles: 70%

The latest Hyundai and Kia designs are impressive with often class-leading fuel economy. Refinement has been improving.

**HIGHS** Fuel economy, transmissions, controls, features for price  
**LOWS** Noise, ride, steering feedback



**BMW**

**Overall score 63**

Average road-test score: 76

Reliability: ○

Recommended test vehicles: 58%

BMW's are traditionally sporty to drive with nicely finished interiors. Lately they've become less fun but more fuel-efficient.

**HIGHS** Powertrains, fuel economy, ride, handling, interior quality, seats  
**LOWS** Confusing controls, less sporty handling in newer models, reliability of some models



**Volkswagen**

**Overall score 62**

Average road-test score: 79

Reliability: ○

Recommended test vehicles: 41%

New models are roomy but don't handle as well as previous ones. Audis are very well-finished, VWs less so. Uneven reliability holds them back.

**HIGHS** Diesel fuel economy, spacious interiors, crash-test results, Audi interior finish and seats  
**LOWS** Spotty reliability, Audi controls



**Ford**

**Overall score 60**

Average road-test score: 72

Reliability: ○

Recommended test vehicles: 54%

Most handle and perform well. But poorly designed and unreliable electronic interfaces and transmissions plague many new models.

**HIGHS** Handling, ride, crash-test results, EcoBoost fuel economy and acceleration  
**LOWS** MyFord Touch interface, spotty reliability



**Mercedes-Benz**

**Overall score 58**

Average road-test score: 73

Reliability: ○

Recommended test vehicles: 33%

Most have excellent ride and handling and plush interiors but frustrating controls.

**HIGHS** Quietness, interior quality, ride, seats, crash-test results  
**LOWS** Confusing controls, spotty reliability



**General Motors**

**Overall score 56**

Average road-test score: 70

Reliability: ○

Recommended test vehicles: 36%

Newer models perform well in our tests, but some were unreliable.

**HIGHS** Ride, quietness, controls, interior quality  
**LOWS** Fuel economy, visibility, unrefined older models

● Excellent ● Very good ○ Good ○ Fair ● Poor



**Chrysler**

**Overall score 51**

Average road-test score: 58

Reliability: ○

Recommended test vehicles: 26%

Newer redesigned models drive nicely. Chrysler's score is likely to improve as it rebuilds its lineup.

**HIGHS** Interior room, controls, ride and quietness in newer models  
**LOWS** Visibility, interior quality, agility and refinement in older models

**Overall score** is calculated from an automaker's average road-test and predicted-reliability scores. The **average road-test score** is based on vehicles we've recently tested. Scores are on a 100-point scale. The **reliability** rating is averaged over the tested vehicles from that automaker for which we have sufficient reliability data from our Annual Auto Survey. We show the percentage of **recommended test vehicles** (see page 27 for Ratings) for each automaker, but that does not contribute to the score. Highs and lows are common traits found on several of an automaker's models. We include automakers for which we have at least four models with test and reliability data.

► **Why didn't we grade some automakers?**  
See page 18.

due largely to the troublesome MyFord Touch infotainment system and PowerShift automatic transmission, hurt its report-card grade.

- In our testing, we continue to see improvement in General Motors' redesigned models, but reliability of some new vehicles is below average.

- Many top-rated automakers, including Subaru, Mazda, Volvo, and Hyundai, have narrower product lines that lack big SUVs and trucks, which tend to score lower in our tests. But we found that dated models had more effect on a manufacturer's ranking than did product diversity.

## GM and Chrysler are building better cars with each redesign.

- Hyundai and Kia continue to introduce new models that do well in our testing.

Each automaker's overall score is based on an equally weighted composite of road-test and predicted-reliability scores for all of its models that we've tested. The road tests comprise more than 50 individ-

ual evaluations, covering performance, safety, fuel economy, comfort, convenience, interior quality, and more. The predicted reliability scores come from our latest Annual Auto Survey, which drew 1.3 million responses from CONSUMER REPORTS subscribers.

### Closing the gap

Though Japanese automakers still hold the top five spots in our ranking, their lead is shrinking. In some of Honda's and Toyota's recently redesigned models, cost-cutting has become more noticeable (see "Has Auto Quality Peaked?" on page 18).

## Watch for these upcoming models

New models, technologies, and features can have a big impact on how manufacturers compare in our report cards. And with customers returning to showrooms, manufacturers are investing in increasingly sophisticated new designs, virtually all of which deliver more safety features and better fuel economy than the vehicles they replace. Here's a look at some models you'll soon see in showrooms.

### ❑ Dodge Dart

Named for a fondly remembered Dodge from the past and based on a Fiat platform, this compact sedan arrives this spring and replaces the forgettable Caliber. It is available with a range of four-cylinder engines and a choice of automatic, automated-manual, and manual transmissions. Safety features include blind-spot monitoring, rear cross-traffic detection, and 10 standard air bags.



### ❑ Cadillac ATS

Cadillac says its new compact sports sedan, available this summer, will combine nimble handling and highway fuel economy exceeding 30 mpg. The cabin will have many luxury, convenience, and technology features. Rear- or all-wheel drive will be available. Buyers can choose from three engines: a 2.5-liter four-cylinder, a 2.0-liter turbocharged four-cylinder, and a 3.6-liter V6, available on higher-end versions.

### ❑ Ford Fusion

On sale this fall, the Fusion will have a longer wheelbase and a coupe-like exterior, making it roomier and more stylish. The midsize sedan's interior also gets a major upgrade, with nicer materials. Two turbocharged four-cylinder engines should get better fuel economy than the outgoing engine choices. There will also be hybrid and plug-in hybrid versions. All-wheel drive will be offered, along with many safety and convenience features.



### ❑ Ford Escape

The sleek redesign of the compact SUV is said to provide more cargo room and improved fuel economy. The interior quality appears considerably upgraded. Nifty features include a new one-touch folding rear seat. Ford says the 1.6- and 2.0-liter turbocharged four-cylinder engines will deliver better performance and fuel economy than competing models. The new Escape goes on sale this spring.





GM and Chrysler, on the other hand, are building nicer cars with each redesign. Still, their scores are dragged down by several older designs that either got low scores in our road tests, are unreliable, or both. As more new products are introduced, their fortunes could change if they can maintain good reliability.

New Chrysler models have gotten better across the board. And some, such as the Chrysler 300, Dodge Charger, Dodge Durango, and Jeep Grand Cherokee, have become solid competitors in their classes. Overall, newer Chrysler models have nicely finished interiors, are refined, and have

straightforward touch-screen controls. Chrysler's step up in reliability has been helped by average or better scores for the freshened Chrysler 200 and the redesigned Durango and Grand Cherokee in their first year. Now that Chrysler is owned by Fiat, we've also included the Fiat 500 in Chrysler's road-test score, but it's too new for us to have reliability data.

Last year, Ford made impressive gains based on above-average reliability and good performance. But the reliability of the new Fiesta and redesigned Explorer and Focus has been below average, which drags down Ford's overall score.

## A mixed bag from Europe

Volvo earned the best grade of any European automaker, thanks in part to a big improvement in the redesigned S60 sedan. Still, average reliability and less-than-stellar test scores kept it from making further progress.

Like Toyota and Honda, Volkswagen's redesigns of some of its best-selling models, including the Jetta and the Passat, dropped in our road-test scores. The Jetta once provided an upscale alternative to more common small cars, but its new interior is stingy and handling is lackluster, eroding that advantage. The



### NEW Honda Accord

Reversing a trend over the past few years, the new Accord will be smaller overall. On sale this fall, it will get a new four-cylinder engine and continuously variable automatic transmission. Honda says fuel economy will improve and the car will be sportier to drive. Buyers can opt for a V6 with a six-speed automatic. A six-speed manual will also be available. A plug-in hybrid follows later.



### NEW Chevrolet Malibu

Chevrolet's redesigned midsize sedan, now arriving at dealerships, is shorter and wider than the outgoing model, with a much nicer interior. Better aerodynamics may improve fuel economy and reduce wind noise. Powertrains include a mild hybrid, a 2.5-liter four-cylinder engine and a turbocharged 2.0-liter four-cylinder. New safety features include 10 air bags and an available lane-departure warning system.

### NEW Toyota Prius C

The smallest member of the growing Prius family, this hatchback will compete with the Honda Insight when it goes on sale in the spring. In a bid to attract younger buyers, the C will have Toyota's Entune infotainment system and a price tag of less than \$19,000. Toyota claims the Prius C will have sportier handling than its sibling hybrids, and the automaker estimates overall fuel economy to be 50 mpg, which also tops other Prius models.



## New-model cheat sheet

### NEW

Acura ILX  
Buick Encore  
Cadillac ATS  
Cadillac XTS  
Chevrolet Spark  
Dodge Dart  
Ford C-Max  
Infiniti JX  
Mazda CX-5  
Mitsubishi i  
Scion FRS  
Subaru BRZ  
Tesla Model S  
Toyota Prius C

### REDESIGNED

Acura RDX  
BMW 3 Series  
Chevrolet Malibu  
Ford Escape  
Ford Fusion  
Honda Accord  
Hyundai Azera  
Lexus GS  
Lincoln MKZ  
Mercedes-Benz SL  
Nissan Altima  
Nissan Pathfinder  
Porsche 911

### DISCONTINUED

Dodge Caliber  
Dodge Nitro  
Ford Escape Hybrid  
Lotus Elise  
Saab 9-3, 9-4X, 9-5  
Tesla Roadster

Passat has evolved from a sportier mid-sized sedan to a larger, less sophisticated car. The change has brought mixed results. On the other hand, the redesigned Audi A6 and A8 posted big gains in our road tests.

Despite having frustrating controls, BMW and Mercedes-Benz models are nicely finished and well-mannered on the road, and they get high scores in our road tests. And though reliability has climbed to average for both carmakers, they were hurt by the reliability of some popular models. Mercedes' flagship S-Class sedan joined the company's large GL SUV with subpar reliability. The reliability of some turbocharged Mini Coopers and the 5 Series hurt BMW's grade.

### Why we didn't grade some carmakers



Jaguar, Land Rover, Mitsubishi, Porsche, and Suzuki are once again absent from our automaker report cards.

To give an overall score, we must have road-test data and sufficient reliability data from subscribers on at least four models. Without that, carmakers with few models could yo-yo in our ranking, depending on the models for which we receive adequate reliability data for a given year.

We've mostly enjoyed the performance and interiors of the three Jaguars and four Land Rovers we've tested. But of the seven,

we received reliability data on only the two Jaguar sedans—and they were the worst in our Predicted Reliability Ratings.

Of the Mitsubishi's we've tested, we have reliability data only on the Outlander, which was above average. Other than the Lancer Evolution, the rest were not high performers.

The Porsches we've tested have performed very well, but the only model with sufficient reliability data is the Cayenne, which is well below average.

We tested four Suzukis but have reliability data (above average) only on the SX4.

## Has auto quality peaked?

In recent years, we've seen a number of revamped models score notably lower in our overall test scores than their predecessors. Just in the last year, such models included the Honda Civic and Odyssey, Nissan Versa, Toyota Sienna, and Volkswagen Jetta and Passat (see page 11 for more).

Have the best vehicles peaked in quality and is there now nowhere to go but down? Fortunately, our test and reliability data show that's generally not the case. But we are seeing some worrisome slip-sliding among what have traditionally been top automakers.

### Cost-cutting is taking a toll

When we looked at the 82 vehicles we've tested that received major redesigns or extensive freshenings between the 2009 and 2012 model years, 34 showed significant improvement, scoring five or more points higher than the model they replaced. But a notable 14 of them dropped in score by five or more points.

Of the models that improved, Chrysler accounted for the most—seven—followed by Subaru and Toyota (five), GM (four), and Hyundai/Kia (three). With Chrysler models,

we're now seeing improved ride and handling, and notably better fit and finish. Three of our Top Picks—the Hyundai Sonata, Subaru Impreza, and Toyota Camry Hybrid—are also among those that improved.

Among the 14 vehicles that dropped, four are built by Honda and four by Toyota, two automakers that have often been at the top of our test ratings. Volkswagen builds three. "In a number of vehicles, we've seen a real drop in interior quality," notes CONSUMER REPORTS' auto-test director, David Champion, "including cheaper trim and upholstery, notable gaps and rough edges, and a general lack of refinement and noise isolation." Ironically, those are the types of complaints we used to have about many American vehicles.

What's going on? The difference is in what it costs to build the cars, says David Cole, chairman emeritus of the Center for Automotive Research in Ann Arbor, Mich., who has consulted with the auto industry for 45 years. He says Japanese automakers used to be able to build an equivalent car for about \$4,000 less than Detroit companies. Now the equation has flipped. After GM's and Chrysler's bankruptcies in 2009, they reduced their costs. At the same time, exchange rates reversed dramatically, from 120 yen to the dollar in 2007 to just over 75 today. "When you have a cost disadvantage, you have to take cost out," Cole says. "And at the same time you often take value out."

### Problem rates hold steady

Another way to view quality is in a model's reliability, or the number of problems it has had. Our reliability information shows small but relatively steady drops in problem rates from year to year up until the last few years. Since then, problem rates have hit a plateau; differences still exist among models and automakers, but overall industry rates haven't significantly increased or decreased.

What is different is that we're seeing fewer mechanical troubles and more problems with electronics systems. In-car electronics have proliferated in recent years, with ever more sophisticated navigation, infotainment, and telematics systems. Meanwhile, in new cars built in 2011, the number of electronic problems has increased 50 percent compared with those in 2007.

The poster child for electronic problems has been Ford's MyFord Touch and MyLincoln Touch infotainment systems. In our Annual Auto Survey, 11 to 14 percent of owners of new 2011 Ford Edges and Lincoln MKXs had problems with the communication systems; 4 to 7 percent had navigation hiccups.

"Many in-car electronics are made by companies that are used to building consumer electronics," Champion says, "which typically aren't subjected to the physical shocks and wide temperature variation of the automotive environment."

Cole notes that because electronic systems are updated more frequently than mechanical ones, it's hard for automakers to accurately assess how components will age.

**Bottom line.** Overall, cars are continuing to get better, but the automakers' economic pressures and the infusion of complicated electronics are making it all the more important to check our Ratings and do your homework when buying a new car.



**DOWNGRADED**  
The road-test score of the Nissan Versa SV sedan dropped 16 points compared with the previous model.



# SPECIAL OFFER FOR CONSUMER REPORTS MAGAZINE SUBSCRIBERS

Get more Ratings and CR Best Buy recommendations with a **subscription to our companion website.**

**JUST \$20 FOR AN ANNUAL SUBSCRIPTION – OVER 25% OFF THE ANNUAL RATE. YOU'LL GET...**

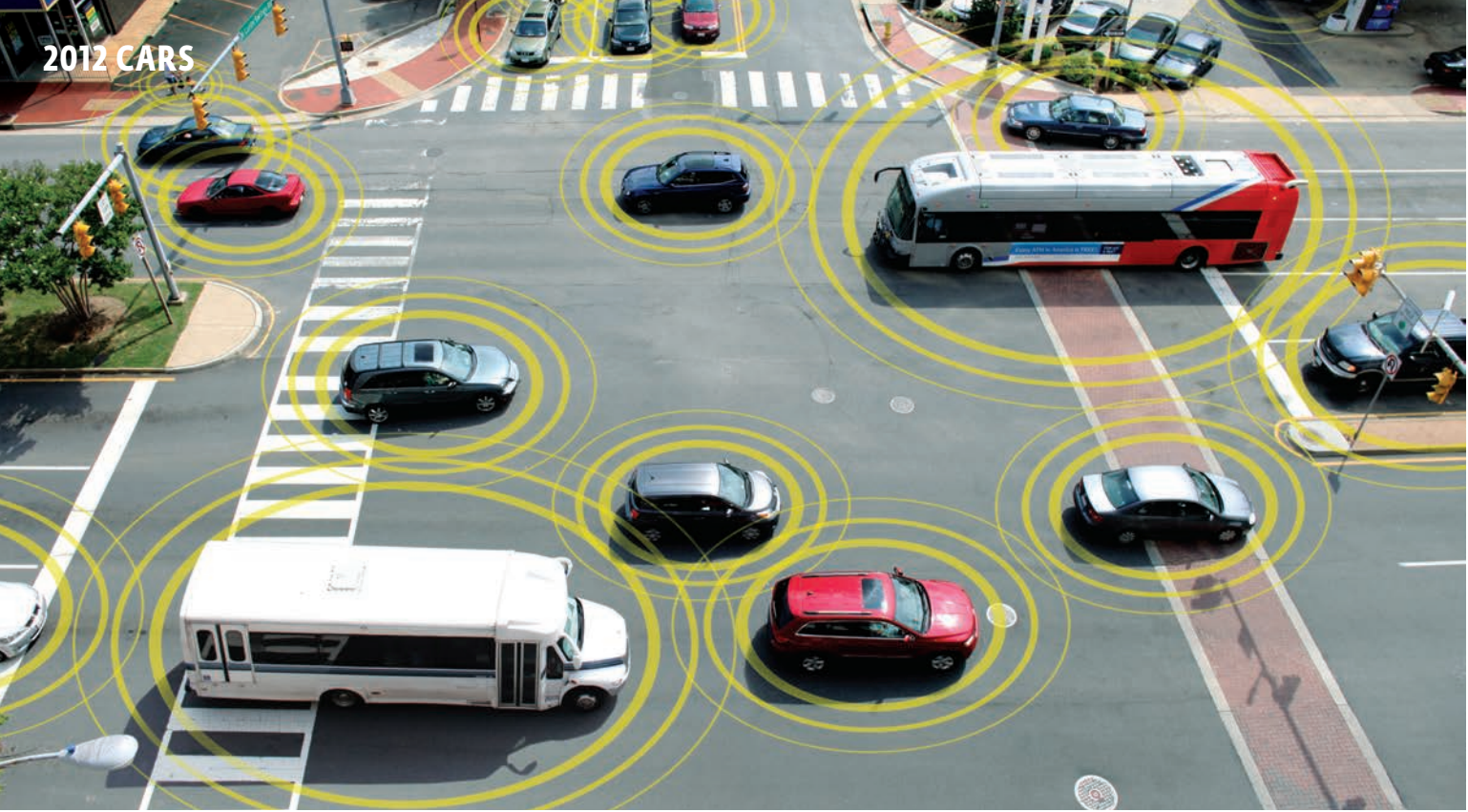
## 24/7 ACCESS TO:

- ✓ **Latest product Ratings** and reliability on thousands of products.
- ✓ **Consumer Reports Mobile.\*** Access to ConsumerReports.org on your mobile phone.
- ✓ **Build & Buy car-buying service.** Get low, no-haggle, guaranteed price quotes from pre-approved dealers.
- ✓ **New! Car Repair Pricing.** Find out how much that next car repair *should* cost.
- ✓ **Price & Shop.** Buy electronics and appliances from reliable online stores. Now includes local shopping, too.
- ✓ **Health info.** Stay healthy with current drug, insurance, and health equipment Ratings.

Subscribe today at [\*\*www.ConsumerReports.org/cr/april\*\*](http://www.ConsumerReports.org/cr/april)

**ConsumerReports.org**<sup>®</sup>

\*Standard data and messaging rates apply. Check your carrier for accessibility.



**WI-FI TRAFFIC** With new wireless, vehicle-to-vehicle communication systems, drivers will get advance warnings of potential hazards.

# Stopping crashes with smarter cars

**The next step in auto safety: vehicles that talk to one another**

**I**MAGINE THAT YOU'RE approaching an intersection at about 30 mph, with a green traffic light beckoning you through. What you can't see, however, is that another vehicle, coming in on the cross street, is about to run a red light. In a typical car, you would enter the intersection and most likely be slammed in the side by the other vehicle, which could seriously injure or even kill you. But in this car, a prominent red warning light flashes on the dash and an alarm blares, giving you time to hit the brakes before entering the danger zone.

That is one of several scenarios in which an ambitious new safety system being developed by the government, universities, and major automakers could help prevent an accident. The system allows cars in the same area to instantly communicate with one another over a wireless network, exchanging data about each vehicle's speed,

location, and direction of travel. With that information, the system can determine whether a crash is likely and warn drivers to brake. In more advanced designs, it can even brake the car if a driver doesn't respond quickly enough.

In addition to vehicle-to-vehicle (V2V) communication, systems are also being developed that allow cars to communicate with roadside infrastructure, such as traffic lights, and work and school zones. Taken together, the technology is now often referred to as V2X.

To some, this may seem like a Big Brother approach to monitoring driver

behavior, but according to the National Highway Traffic Safety Administration, such a system has the potential to help drivers avoid or minimize up to 80 percent of crashes involving unimpaired drivers. NHTSA's administrator, David Strickland, calls it "the next major safety breakthrough."

Brian Lyons, Toyota's manager of safety and quality communications, agrees, calling it a natural evolution in automotive safety development. "The first phase was about passive systems—air bags and so on," he says. "The second was about active safety, including electronic stability

## WHAT THE EXPERTS SAY

**'The past 50 years have been about surviving vehicle crashes; the next 50 will be about preventing them.'** —Gregory D. Winfree, Department of Transportation



control, collision-avoidance systems, etc. The third phase will be about car-to-car communication that can dramatically reduce the number of crashes on our roads.”

Gregory D. Winfree, acting administrator of the Department of Transportation’s Research and Innovative Technology Administration, sums it up this way: “The past 50 years have been about surviving vehicle crashes; the next 50 will be about preventing them.”

Implementing connected-vehicle technology on a mass scale is still several years away, and it will need to address concerns about privacy and cybersecurity to be accepted by the public. But we’re already seeing forms of connectivity on the road that can help drivers get where they’re going safer, faster, and more efficiently.

## The safety connection

Today’s roads truly are danger zones. Each year, more than 10 million motor-vehicle crashes occur in the U.S.; in 2010, they resulted in 32,885 fatalities, according to NHTSA. That’s the lowest level since 1949, but it’s still an unacceptably high yearly tally that amounts to almost four deaths per hour. And about a fifth of those fatalities occur at intersections.

The national Centers for Disease Control and Prevention notes that motor-vehicle crashes are the leading cause of death for people 5 to 34 years old and that they amount to more than \$99 billion a year in medical and lost-work costs because of injuries. Scott Belcher, president of the Intelligent Transportation Society of America, a nonprofit trade and academic organization that advocates for advanced transportation technology, says, “If you think about the impact that crashes have on the economy, transportation and mobility, and the environment, [V2X] has the potential to be a game changer.”

Roadway deaths have been reduced, thanks in part to important safety developments such as advanced air bags, well-designed vehicle structure, and electronic stability control. NHTSA says that V2X addresses a wider range of crash scenarios than any of those single technologies.

Each car transmits its data 10 times per second. That allows a car equipped with the technology to create a real-time virtual map of all vehicles in the area, individually monitoring their position, speed, and location, and calculating whether another vehicle could cause a collision with yours. If the system determines a crash is possi-

ble, it will alert the driver through real-time audible, visual, and even tactile alerts (a vibration in the seat or steering wheel), depending on the design. V2X can also alert distracted drivers to potential hazards even when they’re looking away from the road.

## Building a safety network

The V2X concept is not new. In 1999, the Federal Communications Commission set aside part of the wireless spectrum for Dedicated Short Range Communications (DSRC), specifically designed to allow vehicles and related infrastructure to transfer information to each other.

NHTSA began studying connected cars with DSRC technology in 2002. In 2011, it

began collaborating with eight automakers: Ford, GM, Honda, Hyundai-Kia, Mercedes-Benz, Nissan, Toyota, and Volkswagen. DSRC is being developed on an open platform, so all vehicles, regardless of brand, will be able to communicate with one another. Government officials are also working with their European counterparts to create global standards.

From August 2011 through January 2012, NHTSA conducted six driver clinics in California, Florida, Michigan, Minnesota, Texas, and Virginia, using specially equipped vehicles donated by each of the participating automakers. At each clinic, volunteers went through a series of potential crash scenarios (see “How ‘Talking’ Cars Can Protect You”) to gauge driver ac-

## How ‘talking’ cars can protect you

Vehicle-to-vehicle communication systems, commonly called V2V or V2X, are designed to prevent crashes in a number of scenarios. Federal officials have conducted several driver clinics over the past year in which public volunteers have been able to experience the technology and see how these features can help them avoid accidents:

**Intersection assist.** When you approach an intersection, it alerts you if another vehicle is traveling at such a speed on a cross street that it could run a red light or stop sign and hit your car in the side. This helps prevent common and often fatal T-bone accidents.

**Left-turn assist.** When in an intersection, it alerts you if there’s not enough time to make a left-hand turn because of oncoming vehicles. This can keep you from turning even when you can’t see the oncoming car.

**Do-not-pass warning.** When driving on a two-lane road, the system warns you when a vehicle coming in the opposite direction makes it unsafe to pass a slower-moving vehicle.

### Advance warning of a vehicle

**braking ahead.** The system emits an alert when a vehicle that’s two or more cars ahead in the same lane—and possibly out of sight—hits the brakes unexpectedly. This can help prevent a rear-end collision when you’re caught by surprise.

**Forward-collision warning.** A warning will sound if the system detects that you’re traveling at a speed that could cause you to hit a slower-moving vehicle in the rear. It will also give you advance warning of a stopped vehicle in your lane that you may not see because of a vehicle in front of you or because it’s around a bend in the road.

**Blind-spot/lane-change warning.** When traveling on a multilane road, this illuminates a warning light when a car is positioned in your blind spot. It also emits a loud beep if you activate your turn signal when it’s unsafe to change lanes. V2X is more accurate than current blind-spot monitoring systems that use cameras or radar and can even warn you of a car that’s accelerating into your blind zone, which conventional systems can’t do.



ceptance of the technology. Although the results of the clinics have not been made public, anecdotal comments by NHTSA experts and driver assistants at the clinics indicate that V2X is being well received.

Some of today's cars can already provide some of the types of alerts that V2X technology gives, such as blind-spot, lane-change, and forward-collision warnings. But those alerts are currently provided through radar- and camera-based sensor systems that have a limited operating area around a vehicle. The systems are also costly and most often found on higher-end models. DSRC transmits data for about 1,000 feet around the vehicle, allowing drivers to react to vehicles around a corner or otherwise out of sight.

Because current collision-warning systems have a narrower field of view, they probably wouldn't be able to give you advanced warning of, say, a stopped car around a bend, with the same effectiveness as a V2X system. Our auto experts note that getting a direct feed of a car's location and speed is more accurate than having to guess that from cameras and radar.

Another benefit, they add, is that V2X technology can decrease the number of false positives that beleaguer current systems. That could be very important to win widespread acceptance of these systems.

DSRC is also relatively inexpensive to deploy, which means it can more easily be integrated into all vehicles.

The technology has already been proved to work in testing, but the biggest challenge to making it an effective safety system will be getting it deployed on a high percentage of vehicles.

"It only works if you're equipped and everybody else around you is equipped," says Mike Shulman, technical leader at Ford Active Safety Research and Innovation, a department of Ford Motor Company. "And how do you go from a world where nobody's got it to a world where everybody's got it?"

That is why a number of automakers and aftermarket companies are researching options to bring V2X technology into existing cars. GM is developing two types of mobile safety applications—a stand-alone portable transponder about the size of a portable GPS navigator and an application that uses a smart phone to receive the DSRC signal and links it to a car's audio and video displays. Still, NHTSA experts say even a low level of vehicle penetration will provide safety benefits.

## WHAT THE EXPERTS SAY

# 'We want people to accept that this is a technology that's helpful. It's not Big Brother.'

—Mike Shulman, Ford Active Safety Research and Innovation

## A connected campus

In August, through a grant from the Department of Transportation, the University of Michigan Transportation Research Institute will conduct the next phase of research, combining vehicle-to-vehicle and vehicle-to-infrastructure technology in a 12-month, real-life test. At the university's Ann Arbor campus, some 2,850 vehicles will "talk" to one another.

The program will include 64 vehicles equipped with full V2X systems, provided by automakers; 300 aftermarket systems installed on the vehicles of participants; 2,500 cars outfitted with vehicle-awareness devices, which transmit the car's location, speed, and direction; and specially equipped transit buses and trucks.

In addition to linking with one another, the vehicles will communicate with traffic lights so that the signal timing can be adjusted to increase traffic flow. Cars will also be able to interact with roadway-based systems to get, for example, a warning that a driver is going too fast for a given curve.

By 2013, after gathering all the data, NHTSA Deputy Administrator Ron Medford says the agency will assess the technology's feasibility, reliability, and cost-effectiveness and decide whether the agency will move ahead with implement-

ing it in vehicles or continue its research. Although not in current plans, the technology could also be designed to include pedestrians, motorcycles, and bicyclists.

## What's happening now

Some regions are already using wireless systems that allow vehicles and roadside infrastructure to interact to help improve traffic and the environment. Electronic toll collection is now common.

Highways in Dallas, Minneapolis, San Diego, and Seattle are using traffic management programs that provide real-time data on travel time or lane closures on electronic signs placed over the roadways. Minnesota has used the system to reduce traffic volume by helping drivers reroute around slowdowns.

Seattle uses a traffic-signal-priority system that changes lights to allow emergency vehicles to pass through intersections, gives signal priority to buses, and synchronizes lights for better traffic flow.

Similar technology is helping truckers save fuel by letting them pass through electronic drive-by weigh stations instead of sitting and idling for long periods. Truckers can simply drive over road sensors that calculate and report the truck's weight. In 2011, trucks were weighed electronically more than 50 million times, which helped save about 25 million gallons of diesel fuel.

## Roadblocks

Though the safety benefits of V2X technology are widely acknowledged, many people have concerns about how it will be implemented. Adrian Lund, president of the Insurance Institute for Highway Safety, says he's excited about the technology but is concerned about the potential for too many warnings in vehicles. "I think it's going to be difficult, in terms of parsing out the information that is relevant to the driver, so that you're not continuously warning the driver," he says. "Even once you've got the technology in cars, you still have to work out how to use it and when do you use it." In a recent study, the IIHS found that motorists have turned off some pre-collision alerts they found annoying.

## BY THE NUMBERS

# 1.6 million

Approximate number of rear-end crashes in the U.S. each year.

# 634,000

The number of side crashes that occur at intersections every year.

# 431,000

Annual crashes caused by cars changing lanes or drifting in a lane.



## Behind the wheel

TWO CONSUMER REPORTS staffers got to experience V2X technology firsthand. Reporter Liza Barth attended one of NHTSA's driver clinics in Alameda, Calif. She drove eight V2X-equipped vehicles from different automakers to see how the technology helps in scenarios such as passing on a road when there's an oncoming car, detecting vehicles in a car's blind spot, and avoiding a driver who's running a red light. Tom Mutchler, our Auto Test Center's human-factors engineer, got to see Ford's Intelligent Intersection in Dearborn, Mich., and how vehicles can communicate with roadside infrastructure as well as other vehicles.

Overall, they both came away impressed with the effectiveness and potential safety benefits of the systems.

All of the vehicles that Barth drove received the same type of speed and location data from other vehicles. They differed only in how they alerted the driver about potential crashes. She found the display in the Ford and Mercedes-Benz cars to be the most effective. They use a bright band of lights on the dash that reflect in the windshield, coupled with a warning sound. A yellow light signals a potential hazard, and a red light warns that action, such as braking, needs to occur immediately. This is similar to the type of alert used in many of today's forward-collision warning systems. The location of the lights made it easy to see as she looked through the windshield.

Other manufacturers use an audible alert along with some kind of warning icon, short message (such as "Do not pass"), and/or graphic. General Motors and Toyota display the information above the center stack. Hyundai illustrates the warning in the center navigational display. Honda, Nissan, and Volkswagen show their visual warning in the instrument cluster, which is easier to miss.

"No matter how the visual alert is displayed, the loud beeping noise immediately gets your attention," Barth says.

Privacy and security issues are another concern. "We want people to accept that this is a technology that's helpful," says Shulman at Ford. "It's not Big Brother that we're putting in their vehicle." He says that the systems will not gather vehicle identification numbers (VINs), license-plate numbers, or driver's-license numbers and that the data are not going to be used to enforce traffic laws or give speeding tickets.

Justin Brookman, director of the Consumer Privacy Project at the Center for Democracy & Technology, says, "The concern is that once you set up a mechanism to col-



**IN THE SAFE LANE** Tom Mutchler and Liza Barth saw how V2X systems work on the road.

In addition to audible and visual alerts, Ford's and GM's cars use vibrations in the seat cushion. It's a directional alert, so the side of the cushion that vibrates represents the side of the vehicle that is in danger. "Feeling the vibration quickly draws your attention to the hazard," Barth says.

### A red-light warning from your car

Mutchler saw a demonstration of Ford's Intelligent Intersection while riding in a Ford Escape Hybrid. In addition to witnessing



**SEEING THE LIGHT** The bright band of lights in Ford and Mercedes-Benz cars creates an effective warning signal.

vehicle-to-vehicle demonstrations, he also got to see how infrastructure can aid such a system.

The intersection's traffic signal is able to transmit data to the Escape, including a detailed map of the intersection, the status of the light (red, yellow, or green), and a correction factor for the vehicle's GPS. This reduces the GPS's margin of error, allowing the system to know what lane the car is in. That is important for intersections with turn arrows or other lane-specific signals.

With the data, a car can warn a driver who is about to run a red light. Ford's engineers demonstrated this as they drove toward the intersection without braking. "Red light!" announced the Escape, and a bright strip of lights on the dash flashed, prompting the driver to screech to a stop.

The infrastructure demands of a smart intersection are modest—just the transmitter, a GPS antenna, and a data feed from the signal control. There's no need to dig up the roadway. The transmitter can also provide map information for multiple stop-sign intersections in the same area. Similar to the red-light experience, the Escape warned the driver when he was about to go through a stop sign at multiple adjacent intersections.



**LANE ALERT** A warning light on this Lincoln MKZ Hybrid shows when a car is in your blind spot, so you don't try to change lanes.

lect data for one admittedly beneficial use, there are no intrinsic limitations on that data being collected, retained, transferred, and used for other purposes." He cites GM, which revised its OnStar privacy standards last fall so that it could continue to collect data even after a consumer cancels the service and sell it to third parties. GM has since amended that policy.

"We're very conscious of the issues involving privacy with this system," says Medford at NHTSA, "and are going to work very hard to ensure that we're not going to be collecting the kinds of data that's going to violate the privacy of individuals and

disclose that kind of information."

The government is also focusing heavily on cybersecurity issues in an effort to make sure vehicle data can be authenticated and the system can't be hacked.

**Bottom line.** Consumer Reports believes that the potential safety benefits of this technology make it worth pursuing, but adequate oversight of how the data are used is essential to ensure the privacy of drivers and to prevent abuse. And in the end, such technology is just another driving aid. Even with V2X systems in place, motorists still need to drive responsibly and stay focused on the road.



# Top tires

## Recommended models in nine categories

**G**OOD TIRES can bring out the best in your car's braking and handling capabilities and keep you safer in an emergency situation. Choosing carefully can also net you a more comfortable ride, improved tread life, and better winter performance.

Tires continue to improve. Drivers used to have to make performance trade-offs between, say, traction and tread life, but now plenty of models with impressive grip are also long lasting.

When buying tires, you should stay with the size and speed rating of the tires that originally came with your vehicle. That will give you the best balance of performance and comfort. It also pays to shop around because tire prices for a given model can vary widely.

What follows is a selection of good choices in nine tire categories, culled from our tests of more than 150 tires.

### WATCH OUR VIDEO

See how we test tires.

Download the ShopSavvy or RedLaser app to your smart phone, then scan this code.



## Don't get burned by your rubber

**Car buyers are finding that they have to make wearisome concessions with the tires found on some new models. Certain tires can be very expensive to replace, and fixing a flat on some cars can be a more arduous task than before. Here are several examples of why you should carefully consider tires when you're thinking about purchasing any vehicle:**

**No spare, no jack.** Many cars now come without a spare tire or jack. The Hyundai Accent, for example, comes with only a small air compressor and sealant kit to reinflate a flat tire.

Unfortunately, compressors and goo are no help if a tire's sidewall is damaged, so a motorist will be stranded until a tow truck arrives. Sometimes owners can buy an optional spare-tire kit if there is room for it, but making those basics into extra-cost items is not very consumer friendly.

**Pricey tires on economical cars.** Even mainstream cars, such as the Mazda3, Subaru Impreza, and Toyota Camry, now come with performance tires, either standard or optional. Such tires are meant to provide better handling and braking.

But when it's time for new tires, owners may discover that their "economy" car requires costlier replacements.

**Being stiffed by run-flats.** Run-flat tires are designed to let you keep driving for up to 50 miles or so after a tire has been punctured. But their stiff sidewalls might create a harsher ride. They're also costly to replace, and the selection might be very limited. Though run-flats can get you safely off the road and to a service station after losing air, you'll probably need to search for the correct replacement tire before getting your car back on the road. You might even have to wait up to several days for a special order of the replacement tires to arrive.

**Four for one.** Some all-wheel-drive vehicles require that all four tires be replaced even if only one is damaged. The problem is that if you add a new tire into a set of half-worn tires, the small difference in tire diameters can cause damage to the AWD system. Replacing all four tires can be costly, especially with performance tires. But it might be even costlier down the road if the AWD system is damaged.



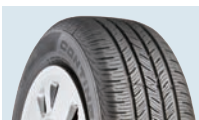
## Highly rated tires for cars, SUVs, and trucks

### ALL-SEASON TIRES

These are the best overall choice for most weather conditions. They usually provide good tread wear and a comfortable ride. **Speed ratings** S, T. **Typical tread-wear warranties** 60,000 to 100,00 miles.

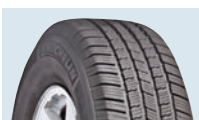
#### ► For cars

MODEL	SCORE
Continental ProContact EcoPlus+	82
Michelin Energy Saver A/S	82
Hankook Optimo H727	82
Goodyear Assurance TripleTred	80



#### ► For SUVs and trucks

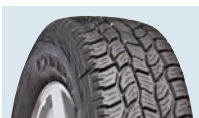
MODEL	SCORE
Michelin LTX M/S <sup>2</sup>	72
Michelin X Radial LT <sup>2</sup>	72
Continental CrossContact LX20 EcoPlus	72
Michelin Latitude Tour HP	72
Michelin Latitude Tour	72



### ALL-TERRAIN SUV AND TRUCK TIRES

These are best for light-duty off-road use. They can provide added grip on snowy and unpaved surfaces but generally don't handle as well on pavement as all-season tires do. **Speed ratings** S, T. **Typical tread-wear warranties** None or 40,000 to 60,000 miles.

MODEL	SCORE
Cooper Discoverer A/T <sup>3</sup>	66
Michelin LTX A/T <sup>2</sup>	64
Hankook Dynapro ATM	64
Kumho Road Venture AT KL-78	64
Kumho Road Venture SAT KL61	64

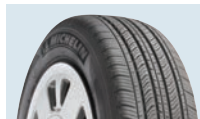


### PERFORMANCE AND ULTRA-HIGH-PERFORMANCE (UHP) TIRES

Performance tires are designed for crisp handling, improved braking, and cornering grip. But UHP models can be noisy and relatively stiff-riding. Summer UHP tires aren't designed for driving in wintry conditions. All-season UHP tires usually trade some dry and wet grip for adequate performance on snow and ice. **Speed ratings** H, V, W, Y, ZR. **Typical tread-wear warranties** None or 30,000 to 65,000.

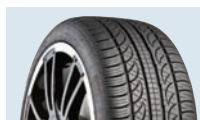
#### ► H and V performance all-season tires

MODEL	SCORE
Michelin Primacy MXV4 (H)	84
Michelin Pilot Exalto A/S (V)	84
Nokian WR G2 (H)	80
Bridgestone Turanza Serenity (V)	80



#### ► UHP all-season tires

MODEL	SCORE
Pirelli P Zero Nero All Season	82
Cooper Zeon RS3-A	82
Sumitomo HTR A/S PO1	82



#### ► UHP summer tires

MODEL	SCORE
Michelin Pilot Super Sport	90
Goodyear Eagle F1 Asymmetric	82
Dunlop SP Sport Maxx GT	82
Michelin Pilot Sport PS2	82



### WINTER TIRES

These deliver maximum traction on ice and snow but only middling traction on cleared pavement. They also wear faster than all-season tires. As a result, they are best for areas with severe winters. **Speed ratings** Q, R, S, T, H, V. **Tread-wear warranties** None.

#### ► Winter tires for cars

MODEL	SCORE
Michelin X-Ice XI 2	84
General Altimax Arctic	78



#### ► Performance winter tires for cars

MODEL	SCORE
Nokian WR G2 (V)	76
Hankook Winter I <sup>3</sup> cept Evo	76
Michelin Pilot Alpin PA3	76



#### ► Winter tires for SUVs and trucks

MODEL	SCORE
Continental ExtremeWinterContact	68
Nokian Hakkapeliitta R Sport Utility	68
General Altimax Arctic	66
Michelin Latitude X-Ice XI 2	66
Yokohama Geolander i/T G072	66



**WATER RIDE** We gauge every tire model for its ability to resist hydroplaning.

NEVER OVERPAY FOR A NEW CAR AGAIN!

# SAVE \$1,661 ON AVERAGE WITH THE COMPLETE CONSUMER REPORTS NEW CAR BUYING SYSTEM



YES, there's a simple **"system"** for getting the best possible price on a new car.

**W**e've identified 3 easy steps that will put negotiations in the car buyer's favor. Those who follow the Consumer Reports 3-step system save \$1,661 on average, and sometimes much more, depending on the price of the car.

## A 3-STEP PRICING SYSTEM, all in one customized report

There's a Consumer Reports New Car Price Report for nearly every new car make and model on the lot. And the New Car Price Report supplies you with key pricing information you can't find just anywhere.

### YOUR CONSUMER REPORTS New Car Price Report Contains:

- Detailed Pricing of All Factory-Installed Options
- Unpublished Dealer Incentives And Holdbacks
- Equipment cost and Recommendations
- Current Safety Ratings
- Negotiating Tips And Traps

Ask about  
our newest feature  
**"Build & Buy"**

#### STEP 1: Find out what the dealer paid

Request a *Consumer Reports* New Car Price Report and you'll have the dealer invoice price for **all factory-installed options and packages** available for the make and model you're purchasing.

#### STEP 2: Find out what the dealer receives in hidden rebates

Dealers receive all kinds of cash rebates and unadvertised incentives from car manufacturers. Your New Car Price Report exposes these hidden bonuses so you can lower your offer.

#### STEP 3: Find out your Consumer Reports Bottom Line Price

Here's the key to your deal. Your New Car Price Report goes beyond the invoice price to show you what the dealer actually paid for the exact car you're buying. We call it the "CR Bottom Line Price," and once you know it, you'll never overpay.

**When it's time to talk trade-in**, you should know what your trade-in is worth whether you sell it privately or to a dealership. You can get that information from us too and it costs just an additional \$12.

Call Now For Your \$14 Report. \$12 for each additional report

# 1-800-934-3414

For service in Canada go to: [www.ConsumerReports.org/canada27](http://www.ConsumerReports.org/canada27)

**Beat the secret  
charges and  
save a bundle.**

**ConsumerReports®**  
**New Car Price Service**



# Ratings

## Compare 276 vehicles


**USE THE CHARTS** on these pages as a quick reference guide to all of the vehicles CONSUMER REPORTS has recently tested.

To get the most car for your money look for a model with a high road-test score, a top reliability Rating so that you can minimize potential problems, good fuel economy, and a good owner-cost Rating,

which means it won't cost you a lot over the first five years.

### Recommended vehicles

These are vehicles that meet CONSUMER REPORTS' stringent testing, reliability, and safety standards.

To earn our recommendation, noted with a , vehicles must perform well in

our road tests, have average or better reliability, and perform adequately if included in a government or insurance-industry crash test. In addition, pickups and SUVs must not have tipped up in the government's rollover test if they have been tested.

Some vehicles are too new for us to have tested yet; see page 39 for details.























## Vehicles, by category

GUIDE TO THE CHARTS SEE PAGE 39

 Recommended  Better  Worse

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended				Predicted reliability Owner satisfaction		Overall mpg		
			0 100 P   F   G   V   E					

### HATCHBACKS: FUEL-EFFICIENT

	Volkswagen Golf TDI (MT)	\$24,764	88				38	Fuel economy, ride, handling, crash-test results.	Long clutch travel, narrow seats for some.
	Toyota Prius Four	26,750	80				44	Fuel economy, transmission, rear seat, access, turning circle, reliability.	Steering feel, rear visibility.
	Nissan Leaf SL <sup>①</sup>	35,430	78	NA	NA	NA	106 <sup>②</sup>	Running costs, ride, instant power delivery, quietness, access, turning circle, crash-test results.	Limited range, long charging times, high-pitched whine, no telescoping wheel, agility, cold-weather impact on range.
	Lexus CT 200h Premium	32,012	71				40	Fuel economy, secure handling, IIHS crash-test results, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
	Chevrolet Volt	43,700	68			NA	99 <sup>②</sup> / 32 <sup>③</sup>	Fuel economy, quiet, instant acceleration in electric mode, crash-test results, reliability.	Visibility, controls, seats only four, brake modulation, narrow driving position, cold weather effect on battery range.
	Honda Insight EX	21,790	54				38	Fuel economy, transmission, IIHS crash-test results.	Acceleration, handling, ride, noise, rear seat, slow-acting ESC.
	Smart ForTwo Passion	15,355	28		NA		39	Fuel economy, ease of parking, turning circle, access.	Transmission, acceleration, ride, agility, noise, seats only two, premium fuel.

<sup>①</sup> Limited-range electric car. <sup>②</sup> Miles-per-gallon equivalent (MPGe) <sup>③</sup> Miles per gallon while running on gas engine.

## Standout hatchbacks, wagons, and small sedans

### HATCHBACKS

#### ▶ MOST FUEL-EFFICIENT:

Volkswagen Golf TDI

Toyota Prius

Chevrolet Volt

The Golf TDI returns excellent highway fuel economy, handles well, and is nicely finished. The Prius gets 44 mpg overall, and is roomy and very reliable. The Volt can run on electric power for 35 miles, giving it very low operating costs when not running on gasoline.

#### ▶ PRACTICALITY ON A BUDGET:

Honda Fit

Nissan Versa SL



Chevrolet Volt

The Fit is fuel-efficient and roomy for its size. The spacious Versa hatchback is relatively quiet and rides well.

#### ▶ TOP SMALL HATCHBACKS:

Volkswagen Golf

Mazda3

Both are practical and well-rounded, and have agile handling. The Golf has a nicer interior and is quieter.

### WAGONS

#### ▶ FAMILY-FRIENDLY:

Mazda5

Volkswagen Jetta SportWagen

Toyota Prius V

Scion xB

Kia Soul

The Mazda5 microvan provides minivan-like flexibility in a smaller package. The Jetta SportWagen is agile and has a very nice interior, and the diesel version gets exceptional fuel economy. The Prius V gets 41 mpg overall and is roomier than the standard Prius. The Scion xB and Kia Soul pack a lot of room into small, inexpensive packages.



Hyundai Elantra

#### ▶ BEST MIDSIZED WAGONS:

Subaru Outback

Toyota Venza

The Outback is roomy and fuel-efficient. The Venza is practical and quiet.

### SEDANS

#### ▶ BEST SMALL SEDANS:

Subaru Impreza

Hyundai Elantra

Mazda3

The Impreza and Elantra ride and handle well and are relatively roomy. The Impreza has standard all-wheel drive; the less-expensive Elantra gets better fuel economy. The Mazda3 has agile handling, is fun to drive, and is very fuel-efficient.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction		Overall mpg		

### HATCHBACKS: SUBCOMPACT

✓	Honda Fit Sport (MT)	\$16,730	76	●	●	●	33	Fuel economy, handling, space utilization, reliability, crash-test results.	Ride, road noise, fit and finish, headlights.
✓	Honda Fit (base)	16,745	68	●	●	●	30	Fuel economy, handling, space utilization, reliability, crash-test results.	Ride, road noise, fit and finish, headlights.
✓	Nissan Versa 1.8 SL	19,150	67	○	●	●	28	Ride, rear seat, relatively quiet and posh interior, access, smooth CVT.	Agility.
	Ford Fiesta SES (MT)	17,795	65	●	●	●	32	Handling, ride, noise, fuel economy, turning circle, crash-test results.	Acceleration, rear seat, some controls, rear visibility, reliability.
	Mazda2 Sport (MT)	14,770	64	NA	NA	●	33	Handling, fuel economy, shifter, turning circle.	Acceleration, ride, road noise, front-seat comfort.
✓	Scion xD (MT)	15,820	62	●	○	●	34	Handling, interior space, access, fuel economy, reliability, crash-test results.	Noise, ride, driving position, fit and finish, rear visibility.
	Mazda2 Touring	17,075	60	NA	NA	●	30	Handling, fuel economy, turning circle.	Acceleration, ride, road noise, front-seat comfort.
✓	Scion xD	16,620	60	●	○	●	29	Handling, interior space, access, fuel economy, reliability, crash-test results.	Noise, ride, driving position, fit and finish, rear visibility.

### HATCHBACKS/WAGONS: SMALL

✓	Volkswagen Golf (2.5)	\$20,565	85	●	○	●	24	Ride, handling, transmission, crash-test results.	Engine noise, fuel economy, narrow seats for some.
✓	Mazda3 s Touring	22,795	77	●	○	●	25	Handling, powertrain.	Road noise, rear seat.
✓	Audi A3 2.0T	28,580	75	○	NA	●	25	Acceleration, transmission, handling, fit and finish, crash-test results.	Pricey, premium fuel, small interior.
	Ford Focus SEL	22,185	74	●	NA	●	28	Handling, ride, fuel economy, solid feel, crash-test results.	Transmission, controls, rear seat, reliability.
✓	Suzuki SX4 Technology (AWD)	20,379	73	●	●	●	24	Braking, controls, visibility, access.	Ride, noise, fit and finish, fuel economy.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   G   E	Predicted reliability Owner satisfaction		Overall mpg		

#### HATCHBACKS/WAGONS: SMALL continued

✓	Toyota Matrix S (2.4L)	\$21,515	72	○	NA	●	27	Fuel economy, access, rear seat, controls.	Engine noise, driving position, fit and finish, rear visibility.
✓	Kia Forte EX	19,340	71	○	○	●	26	Transmission, secure handling, controls, roominess.	Ride, noise, fit and finish.
✓	Toyota Matrix (base, 1.8L)	20,445	69	●	NA	●	29	Fuel economy, access, rear seat, controls.	Engine noise, driving position, fit and finish, rear visibility.
✓	Scion xB	18,360	68	●	○	●	23	Access, interior room, rear seat, neat interior details, crash-test results, reliability.	Driving position, dark cabin, visibility, fit and finish, fuel economy.
✓	Kia Soul Plus*	19,270	68	○	○	●	25	Controls, rear seat, access, crash-test results.	Ride, noise, fit and finish, rear visibility.
	Nissan Cube 1.8S	16,790	64	●	●	●	28	Space efficiency, access, fuel economy, transmission, turning circle, crash-test results.	Braking, acceleration, agility, noise, fit and finish, headlights, swing-out tailgate.
	Mini Cooper Clubman	24,700	64	○	●	●	29	Agility, fuel economy, braking, fun to drive.	Controls, slight hesitation from a stop, rear visibility, rear access, premium fuel.

#### WAGONS

✓	Mazda5 Grand Touring	\$24,670	88	●	●	●	23	Handling, interior versatility, visibility, access, controls.	Road noise, reserve power, tight third row.
✓	Volkswagen Jetta SportWagen TDI (MT)	27,204	81	○	●	●	36	Fuel economy, fit and finish, ride, agility, turning circle.	Cornering grip, long clutch travel, easy to stall at initial launch.
✓	Toyota Prius V Three	28,217	80	●	new	●	41	Fuel economy, transmission, rear seat, access, cargo room, ride, crash-test results.	Acceleration, steering feel, engine noise, complicated radio.
✓	Subaru Outback 2.5i Limited	30,099	79	●	●	●	24	Ride, rear seat, fuel economy, controls, cargo room, crash-test results.	Acceleration, engine noise, slow-acting ESC.
✓	Volkswagen Jetta SportWagen SE (2.5)	24,324	78	○	○	●	23	Agility, ride, fit and finish.	Coarse engine.
✓	Toyota Venza (V6, AWD)	34,209	77	●	○	○	20	Acceleration, powertrain, access, rear seat, cabin storage, crash-test results.	Steering feel, ride, rear visibility.
✓	Volvo XC70	42,560	77	○	NA	●	18	Safety equipment, optional built-in booster seats, transmission, front seats, fit and finish, cargo room.	Ordinary ride, handling, and performance; awkward ignition.
✓	Honda Crosstour EX-L (AWD)	34,730	73	●	○	○	20	Powertrain, ride, controls, front-seat comfort, driving position.	Rear visibility, relatively small cargo volume, sparse equipment for the price, turning circle.
✓	BMW 325xi*	40,520	73	○	●	●	22	Agility, transmission, front-seat comfort, fit and finish.	Controls, cup-holder design, small interior, premium fuel.

#### SEDANS: SUBCOMPACT

	Hyundai Accent GLS	\$16,050	65	new	new	●	31	Transmission, fuel economy, controls.	Ride, noise, no telescoping steering wheel.
	Chevrolet Sonic LT (1.8)	17,290	65	new	new	●	28	Braking, large trunk, relatively quick and quiet for class, crash-test results.	Lackluster fuel economy, narrow driving position, front-seat comfort, rear seat.
	Ford Fiesta SE	16,595	61	●	●	●	33	Handling, ride, noise, fuel economy, turning circle, crash-test results.	Acceleration, braking, rear seat, some controls, reliability.
	Nissan Versa SV	15,490	53	new	●	●	32	Fuel economy, rear seat.	Noise, agility, no telescoping wheel, front seat comfort, driving position, fit and finish.

#### SEDANS: SMALL

✓	Subaru Impreza Premium	\$21,345	82	●	○	●	27	Ride, handling, controls, rear seat, fuel economy for AWD, crash-test results.	Noise, too much engine braking by CVT.
✓	Hyundai Elantra GLS	18,445	80	○	●	●	29	Fuel economy, ride, handling, transmission, rear seat, value, crash-test results.	Road noise, low dash vents.
✓	Mazda3 i Touring (SkyActiv)	20,145	78	●	○	●	32	Fuel economy, handling, ride, powertrain, crash-test results.	Road noise, rear seat.
✓	Nissan Sentra 2.0 SL	20,150	74	●	●	●	27	Ride, quietness, relatively roomy interior, transmission, controls.	No telescoping steering wheel.
✓	Toyota Corolla LE	18,404	71	●	○	●	32	Fuel economy, ride, quiet interior, turning circle, controls, crash-test results.	Steering feel, fit and finish.
✓	Kia Forte EX	19,040	71	○	○	●	28	Fuel economy, transmission, secure handling, rear seat, controls, crash-test results.	Ride, engine noise, fit and finish, driving position.
✓	Toyota Corolla (base, MT)	16,419	70	●	○	●	32	Fuel economy, ride, quiet interior, turning circle, controls, crash-test results.	Steering feel, fit and finish, power accessories unavailable.
	Chevrolet Cruze 1LT (1.4T)	20,530	69	●	●	●	26	Ride, quietness, agility, solid feel, front-seat space, crash-test results.	So-so fuel economy, rear seat, reliability.
	Volkswagen Jetta TDI	25,100	68	●	●	●	34	Trunk space, rear seat, fuel economy, crash-test results.	Agility, fit and finish, transmission smoothness at low speed, reliability.
	Ford Focus SE	20,280	68	●	●	●	28	Handling, ride, fuel economy, solid feel, crash-test results.	Transmission, controls, rear seat, reliability.

## Standout family and sporty sedans

### SEDANS

#### ■ BEST MIDSIZED:

Nissan Altima  
Hyundai Sonata (except Hybrid)  
Toyota Camry  
Subaru Legacy  
Kia Optima  
Honda Accord

The Altima offers good fuel economy, responsive handling, and a quiet interior.



Subaru Legacy

The well-rounded Sonata gets impressive fuel economy and is competitively priced. The Camry has a very good ride and gets excellent fuel economy. The Legacy is roomy and quiet, and has a comfortable ride and standard AWD. The Accord is roomier but a bit loud. The Optima is a well-rounded car with secure handling, but not the best ride.

#### ■ ALL-WHEEL-DRIVE SEDANS:

Subaru Legacy  
Ford Fusion

The Legacy is roomy and fuel-efficient, with responsive handling and a comfortable ride. The Fusion is pleasant and well-rounded.

#### ■ BEST FUEL ECONOMY:

Toyota Camry Hybrid  
Ford Fusion Hybrid

The Camry Hybrid gets an impressive 38 mpg, while the 34-mpg Fusion Hybrid has sportier handling and is quiet.



Volvo S60

#### ■ SPORTY AND COMPACT:

Infiniti G37, G25  
Acura TSX  
Lexus IS 250  
Volvo S60  
Mercedes-Benz C300  
Audi A4

The G37 is quick and agile; the G25 is slower but gets better fuel economy. The TSX is pleasant and affordable. The IS has user-friendly controls. The S60 is quiet and performs well. The C-Class is capable and quiet. The A4 is agile and has a well-finished interior. All but the TSX are offered with all-wheel drive.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended				Predicted reliability Owner satisfaction		Overall mpg		
			0 100 P   F   G   V   E					

### SEDANS: SMALL continued

✓	Chevrolet Cruze LS (1.8)	\$18,375	67	●	○	●	26	Ride, quietness, agility, solid feel, front-seat space, crash-test results.	So-so fuel economy, rear seat, reliability.
	Honda Civic Hybrid	24,800	62	●	○	●	40	Fuel economy, crash-test results.	Ride, road noise, braking, steering feel, fit and finish.
	Honda Civic EX	21,275	62	●	●	●	29	Fuel economy, crash-test results.	Ride, road noise, steering feel, fit and finish.
	Mitsubishi Lancer ES	17,515	62	NA	NA	●	25	Agility, steering, controls, crash-test results.	Noise, fit and finish, braking, so-so fuel economy.
	Honda Civic LX	19,405	61	●	●	●	30	Fuel economy, IIHS crash-test results.	Ride, road noise, braking, steering feel, fit and finish.
	Volkswagen Jetta SE (2.5)	20,300	60	○	○	●	25	Trunk, rear seat, crash-test results.	Agility, cornering grip, coarse engine, braking, so-so fuel economy, fit and finish.

### SEDANS: FAMILY ENTRY-LEVEL

✓	Nissan Altima 2.5 S (4-cyl.)	\$23,970	91	●	○	●	26	Fuel economy, transmission, braking, quietness, controls, cabin storage.	Rear-seat head room.
✓	Hyundai Sonata GLS (2.4)	21,800	89	○	●	●	27	Ride, handling, transmission, fuel economy, controls, value, crash-test results.	Road noise.
✓	Toyota Camry LE (4-cyl.)	23,830	88	●	○	●	27	Fuel economy, ride, powertrain, interior room, crash-test results.	Overly complicated radio.
✓	Subaru Legacy 2.5i Premium	23,830	83	●	●	●	25	Ride, rear seat, fuel economy for AWD, controls, crash-test results.	Acceleration, engine noise, slow-acting ESC.
	Suzuki Kizashi SE	22,489	82	NA	NA	●	25	Secure handling, transmission, controls.	Snug interior, steering feel, engine noise.
✓	Kia Optima LX (2.4)	21,885	81	●	●	●	25	Secure handling, transmission, controls, crash-test results.	Road noise, low rear seat, rear visibility.
✓	Honda Accord LX-P (4-cyl.)	23,730	80	●	○	●	25	Steering, ride, rear-seat room, driving position, visibility, controls, crash-test results.	Road noise, sparse amenities.
	Volkswagen Passat SE (2.5)	25,595	76	new	new	●	25	Ride, interior room, rear seat, access, crash-test results.	Engine noise, acceleration.
✓	Ford Fusion SE (4-cyl.)	23,625	76	●	●	●	24	Ride, handling, crash-test results.	Some controls.
✓	Mazda6 i Sport (4-cyl.)	22,035	73	●	○	●	24	Handling, steering, transmission.	Road noise.
	Mitsubishi Galant ES (4-cyl.)	20,944	59	NA	NA	●	23	Transmission.	Ride, seat comfort, engine noise, turning circle.
	Dodge Avenger SXT (4-cyl.)	22,290	43	NA	NA	●	21	Controls, crash-test results.	Engine noise, acceleration, braking, handling, rear visibility, transmission, driving position, fuel economy.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V6   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SEDANS : FAMILY

✓	Toyota Camry Hybrid XLE	\$29,052	93	new	new	new	38	Fuel economy, ride, powertrain, interior room, crash-test results.	Overly complicated radio.
✓	Nissan Altima 3.5 SR (V6)	30,335	93	new	new	new	24	Acceleration, braking, transmission, fuel economy, quietness, controls, cabin storage.	Rear-seat head room.
	Toyota Camry XLE (V6)	32,603	92	new	new	new	26	Ride, fuel economy, powertrain, acceleration, interior room, crash-test results.	Overly complicated radio.
✓	Honda Accord EX-L (V6)	28,695	90	new	new	new	21	Acceleration, handling, transmission, ride, driving position, visibility, seat comfort, controls, crash-test results.	Road noise, no fuel-economy computer.
✓	Hyundai Sonata Limited (2.0T)	28,090	89	new	new	new	25	Acceleration, handling, transmission, fuel economy, controls, crash-test results.	Road noise, limited head room with sunroof.
✓	Subaru Legacy 3.6R Limited	30,094	88	new	new	new	22	Acceleration, ride, rear seat, controls, crash-test results.	Slow-acting ESC, slight hesitation from start.
✓	Kia Optima SX (2.0T)	29,050	84	new	new	new	24	Acceleration, handling, transmission, controls, fuel economy, crash-tests, feature content.	Road noise, low rear seat, rear visibility.
✓	Ford Fusion Hybrid	32,360	84	new	new	new	34	Fuel economy, ride, handling, transmission, crash-test results, reliability.	No folding rear seat, some controls.
	Volkswagen Passat SEL Premium (V6)	33,720	82	new	new	new	23	Ride, acceleration, interior room, rear seat, access, crash-test results.	Premium fuel.
✓	Mazda6 s Grand Touring (V6)	30,790	81	new	new	new	20	Handling, steering, acceleration, transmission, front-seat comfort.	Road noise.
	Volkswagen Passat TDI SE	28,665	80	new	new	new	37	Fuel economy, ride, interior room, rear seat, access, crash-test results.	Acceleration, transmission behavior at low speeds.
✓	Ford Fusion SEL (V6)	28,400	80	new	new	new	22	Ride, handling, acceleration, crash-test results.	Some controls.
✓	Ford Fusion SEL (V6, AWD)	30,055	75	new	new	new	20	Ride, handling, transmission, crash-test results.	Some controls.
	Hyundai Sonata Hybrid	26,695	69	new	new	new	33	Fuel economy, controls, crash-test results.	Driveability, braking, on-limit handling, road noise.
	Chevrolet Impala LT	28,995	63	new	new	new	22	Trunk space.	Agility, rear seat, rear access, fit and finish.
	Chrysler 200 Limited (V6)	27,825	52	new	new	new	21	Low road noise, acceleration, reliability, IIHS crash-test results.	Handling, transmission, driving position, braking, trunk, complicated optional radio controls.

#### SEDANS: COMPACT SPORTS

✓	Infiniti G37 Journey	\$37,225	95	new	new	new	21	Acceleration, handling, transmission, braking, front-seat comfort, fit and finish.	Snug interior, small trunk.
✓	Infiniti G25 Journey	34,225	86	new	new	new	24	Handling, transmission, fuel economy, front-seat comfort, fit and finish.	Snug interior, small trunk.
✓	Acura TSX (4-cyl.)	29,675	84	new	new	new	25	Powertrain, fuel economy, fit and finish, front-seat comfort.	Ride, steering feel, rear seat.
✓	Lexus IS 250	33,734	84	new	new	new	24	Transmission, braking, quietness, fuel economy, fit and finish, turning circle, reliability.	Ride, rear seat, lacks sportiness.
	Volkswagen CC Luxury (2.0T)	32,680	82	new	new	new	24	Ride, fit and finish, fuel economy.	Access, visibility, some controls, reliability.
	Buick Regal CXL (turbo)	32,135	79	new	new	new	23	Agility, ride, transmission, fit and finish, trunk.	Rear seat, reliability.
	Buick Regal CXL (2.4)	28,840	77	new	new	new	23	Agility, ride, transmission, fit and finish, trunk.	Rear seat, acceleration, reliability.
✓	Volvo S60 T5	35,100	77	new	new	new	23	Agility, acceleration, transmission, front-seat comfort, fit and finish, safety systems.	Rear seat, trunk, engine refinement, two-step ignition.
✓	Mercedes-Benz C300 Sport	37,325	77	new	new	new	21	Acceleration, engine, handling, braking, fit and finish, turning circle.	Overly light steering, some controls.
✓	Audi A4 Premium Quattro	35,895	76	new	new	new	25	Agility, acceleration, transmission, fuel economy, fit and finish.	Controls, rear seat.

#### SEDANS: UPSCALE

✓	Hyundai Genesis 3.8	\$39,850	92	new	new	new	22	Powertrain, quietness, seat comfort, roomy interior, fit and finish.	Ride refinement.
✓	Lexus ES 350	38,615	91	new	new	new	23	Ride, quietness, acceleration, transmission, fuel economy, front-seat comfort, fit and finish, reliability.	Lackluster handling, rear-seat head room, rear visibility.
✓	Toyota Avalon Limited	35,485	86	new	new	new	23	Ride, quietness, powertrain, fuel economy, roomy interior, seat comfort, fit and finish.	Agility.
✓	Nissan Maxima 3.5 SV	33,700	83	new	new	new	22	Acceleration, transmission, front seat.	Rear-seat room, overly light steering at low speeds, headlights.
✓	Lexus HS 250h Premium	38,939	83	new	new	new	31	Fuel economy, transmission, fit and finish, controls.	Ride, steering feel, narrow cabin.

## Top luxury sedans and sports cars

### SEDANS

#### COMFORTABLE AND REFINED:

Hyundai Genesis  
Lexus ES  
Acura TL

The Genesis is roomy and quick, but the ride is a bit fidgety for the class. The ES provides a very comfortable ride and has a quiet interior, but it's not very roomy or agile. The well-rounded TL is sportier to drive.

#### ROOMY INTERIOR:

Toyota Avalon

The Avalon has an extremely roomy and quiet interior, a very comfortable ride, and commendable fuel economy.

#### SPORTY AND LUXURIOUS:

Infiniti M37  
Hyundai Genesis  
Cadillac CTS  
Mercedes-Benz E350

The Infiniti is agile, roomy, and quick. The

Genesis has a strong powertrain and a roomy, quiet interior. The Cadillac is sporty to drive, but the interior is snug. The E350 is solid, quiet, and refined, with a plush interior.

#### ULTIMATE IN LUXURY:

Lexus LS 460

The LS is the standard in quiet, comfortable, and refined motoring.

### SPORTS/SPORTY CARS

#### HIGH-PERFORMANCE:

Chevrolet Corvette Z06

The Z06 is extremely quick and very capable, but handling finesse and interior quality fall short.

#### AFFORDABLE SPORTS CARS:

Ford Mustang

The Mustang is quick and agile, it sounds good, and it's easy to live with day-to-day.



Volkswagen GTI

#### AFFORDABLE SPORTY CARS:

Volkswagen GTI  
Subaru Impreza WRX  
Mini Cooper

The GTI is practical, affordable, agile, fun to drive, and quick, yet very civilized. The WRX is very quick, rides well, and has all-wheel drive, while the regular Cooper is fun yet frugal.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction		Overall mpg		

### SEDANS: UPSCALE continued

✓	Acura TL (base)	\$36,465	82	new	new	24	Acceleration, fuel economy, front-seat comfort, fit and finish, reliability.	Steering feel, rear seat, trunk opening.
	Buick LaCrosse (base, eAssist)	34,935	78	new	new	26	Fuel economy, ride, quietness, fit and finish, front seat.	Visibility, narrow driving position, busy dashboard, trunk.
✓	Lincoln MKZ	37,160	77			20	Quietness, ride, handling.	Interior room, fit and finish for the price.
	Buick LaCrosse Touring (V6)	37,555	74			20	Ride, quietness, powertrain, front-seat comfort, fit and finish.	Visibility, tight cockpit, reliability.
✓	Ford Taurus Limited	34,980	73			19	Ride, quietness, trunk space.	Rear visibility, narrow driving position.
	Dodge Charger SXT Plus (V6)*	30,945	71	NA	NA	21	Quietness, ride, interior room, feature content.	Rear access, awkward door handles.

### SEDANS: LUXURY

	Audi A6 3.0 Premium Plus Quattro	\$56,295	93	new		22	Powertrain, handling, ride, quietness, fuel economy, front-seat comfort, fit and finish, high-tech features.	Controls, turning circle.
✓	Infiniti M37	53,825	93			21	Acceleration, transmission, agility, braking, fit and finish.	Busy dashboard, overbearing electronic safety aids.
	Mercedes-Benz E350 BlueTec	57,525	89	NA	NA	26	Ride, fuel economy, midrange power, quietness, front-seat comfort, fit and finish.	Controls.
✓	Hyundai Genesis 4.6*	43,800	87			20	Powertrain, quietness, seat comfort, roomy interior, fit and finish.	Ride refinement, complicated radio controls.
✓	Cadillac CTS Premium (3.6)	50,995	84			19	Acceleration, braking, handling, powertrain, fit and finish, front seat.	Interior space, location of some controls, rear visibility.
	Infiniti M35h	58,655	83	new	new	25	Fuel economy, acceleration, fit and finish.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
	BMW 535i	58,375	81			23	Powertrain, fuel economy, acceleration, ride, quietness, fit and finish, front seat.	Disappointing handling, controls, reliability.
	Acura RL*	50,660	80	NA	NA	19	Acceleration, powertrain, fit and finish, front-seat comfort.	Controls, rear seat.
	Chrysler 300 C	44,730	80	NA	NA	18	Acceleration, ride, quietness, seat comfort, fit and finish.	Fuel economy.
✓	Mercedes-Benz E350	55,245	79			19	Acceleration, quietness, front-seat comfort, fit and finish.	Controls, steering feedback.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   G   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SEDANS: LUXURY continued

	<b>Lincoln MKS</b> (EcoBoost, AWD)	\$52,770	<b>75</b>	NA	NA	●	18	Acceleration, transmission, rear seat, fit and finish.	Trunk opening, narrow cockpit, rear visibility.
	<b>Jaguar XF</b> (base)*	54,075	<b>72</b>	●	○	●	20	Acceleration, transmission, agility, steering, ride, fit and finish.	Controls, relatively tight quarters, rear-seat head room, reliability.
	<b>Volvo S80</b> 3.2	45,305	<b>70</b>	○	NA	●	20	Innovative safety features, front-seat comfort, transmission, fit and finish.	Rear seat, ordinary ride, handling, and acceleration.

#### SEDANS: ULTRA-LUXURY

✓	<b>Lexus LS</b> 460L	\$76,572	<b>99</b>	●	●	●	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort.	Agility.
	<b>Audi A8</b> L	91,275	<b>91</b>	NA	NA	●	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls, headlights, small trunk.
	<b>Mercedes-Benz S550</b> *	90,200	<b>86</b>	●	●	●	17	Acceleration, ride, handling, steering, quietness, interior room, seat comfort, fit and finish.	Controls, reliability.
	<b>Jaguar XJL</b>	81,575	<b>83</b>	●	●	●	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, accessing the low cabin, rear visibility, reliability.
	<b>Hyundai Equus</b> Signature*	58,900	<b>82</b>	NA	NA	●	19	Powertrain, quietness, fit and finish, seat comfort.	Steering, on-limit handling, radio controls.
	<b>BMW 750Li</b>	97,525	<b>74</b>	○	NA	●	18	Acceleration, powertrain, braking, ride, quietness, front-seat comfort, fit and finish, advanced safety features.	Agility, controls, price.

#### SPORTS CARS: HIGH-END

✓	<b>Chevrolet Corvette</b> Z06 (MT)	\$64,890	<b>92</b>	○	NA	●	19	Acceleration, handling, controls.	Turning circle.
	<b>Jaguar XK</b> Convertible*	85,635	<b>74</b>	NA	NA	●	19	Ride, steering, powertrain, quiet interior, fit and finish, front-seat comfort.	Rear visibility with top up, controls.

#### SPORTS CARS: HIGH-PERFORMANCE Equipped with manual transmissions.

	<b>BMW 135i</b>	\$37,650	<b>97</b>	NA	NA	●	23	Powertrain, acceleration, agility, steering, braking, front-seat comfort, quietness, turning circle.	Rear-seat room, some controls.
✓	<b>Subaru Impreza</b> WRX STi	37,640	<b>89</b>	○	●	●	21	Acceleration, cornering grip, braking, controls, hatchback versatility.	Noise, ride, clutch.
	<b>Mitsubishi Lancer</b> Evolution GSR	38,078	<b>83</b>	NA	NA	●	21	Acceleration, handling, agility, steering, braking.	Ride, noise, access, trunk, driving position, fit and finish.
✓	<b>Ford Mustang</b> GT Premium (V8)	36,310	<b>83</b>	○	●	○	22	Acceleration, handling, braking, exhaust sound, good fuel economy.	Rear seat, trunk opening, no telescoping steering wheel.
✓	<b>Ford Mustang</b> Premium (V6)	28,880	<b>76</b>	○	●	●	24	Handling, acceleration, fuel economy.	Rear seat, trunk opening, no telescoping steering wheel.
✓	<b>Chevrolet Camaro</b> 2SS (V8)	35,425	<b>71</b>	○	●	●	18	Acceleration, braking, engine sound.	Visibility, controls, rear seat, fuel economy, trunk.
✓	<b>Hyundai Genesis Coupe</b> Grand Touring (V6)*	28,375	<b>70</b>	○	●	●	23	Acceleration, handling, controls.	Shifter and clutch, ride, rear seat, trunk.
✓	<b>Dodge Challenger</b> R/T (V8)	35,015	<b>67</b>	●	●	●	19	Acceleration, engine sound, shifter, ride, controls.	Visibility.
	<b>Chevrolet Camaro</b> 2LT (V6)	28,195	<b>60</b>	○	●	●	21	Styling, straight-line acceleration.	Agility, shifter, visibility, controls, rear seat, trunk.

#### SPORTS CARS: SPORTY Equipped with manual transmissions.

✓	<b>Volkswagen GTI</b> (4-door)	\$27,504	<b>85</b>	○	●	●	27	Handling, steering, acceleration, fuel economy, hatchback versatility.	Long clutch travel, narrow seats for some.
✓	<b>Subaru Impreza</b> WRX	26,088	<b>84</b>	○	●	○	24	Acceleration, braking, agility, ride, controls.	Automatic climate-control modulation.
	<b>MazdaSpeed3</b> Sport	24,090	<b>83</b>	NA	NA	●	26	Acceleration, handling, braking, hatchback versatility.	Ride, noise, torque steer.
✓	<b>Mini Cooper</b> (base)	21,700	<b>81</b>	○	●	●	33	Agility, fuel economy, braking, fun to drive.	Controls, rear seat, access, trunk.
✓	<b>Kia Forte Koup</b> SX	20,240	<b>77</b>	○	○	●	27	Braking, handling, fuel economy, controls.	Ride, noise, head room, shifter, clutch travel.
	<b>Volkswagen Jetta</b> GLI Autobahn	26,835	<b>76</b>	new	●	●	27	Handling, powertrain, fuel economy, rear seat, trunk.	Long clutch travel.
✓	<b>Volvo C30</b> T5 1.0	25,795	<b>75</b>	○	●	●	25	Hatchback versatility, quiet interior, turning circle, crash-test results.	Unexciting handling, braking.
	<b>Mini Cooper</b> S	26,400	<b>74</b>	●	●	●	30	Acceleration, agility, fuel economy, fun to drive.	Controls, rear seat, torque steer, access, ride, trunk, reliability.

## Best convertibles, minivans, and sporty SUVs

### SPORTS/SPORTY CARS

#### ▶ BEST FOR OPEN-TOP FUN:

Mazda MX-5 Miata  
Chevrolet Corvette

The nimble Miata is a joy to drive and very reliable. The Corvette has a strong, powerful V8 engine and roomy interior, and uses regular fuel.

#### ▶ TOP FOUR-SEAT CONVERTIBLES:

Infiniti G  
Lexus IS 250  
BMW 328i  
Ford Mustang GT  
Audi A5

The Infiniti G is quick and agile but has some body shake. The Lexus IS is refined and gets

good fuel economy. The 328i is refined and fun to drive. The Mustang is quick, but the top has awkward latches. The Audi is agile, has a usable rear seat, has a top that can open while the car is moving, and has AWD.

### MINIVANS

#### ▶ BEST OVERALL:

Toyota Sienna FWD

It has a comfortable ride and a versatile interior, and gets good fuel economy.

### SUVs

#### ▶ TOP COMPACT, SPORTY SUVs:

BMW X3  
Infiniti EX  
Volkswagen Tiguan



BMW X3

The BMW is agile, powerful, refined, and fuel-efficient, with a well-finished interior. The EX is sporty but has a very cramped interior. The Tiguan is agile and fun to drive, with excellent fit and finish and a spacious cabin.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SPORTS CARS: SPORTY continued

	Mitsubishi Lancer Ralliart (AT)	\$28,344	72	NA	NA	20	Acceleration, handling, controls.	Transmission, ride, noise, fit and finish, no telescopic wheel, big spoiler blocks rear view.
✓	Honda Civic Si	23,175	70	●	●	29	Powertrain, shifter, fuel economy, rear seat.	Ride, noise, steering feel, fit and finish, narrow front seats.
	Nissan Sentra SE-R Spec V	23,310	66	NA	NA	30	Fuel economy, interior space.	Mundane handling, ride.
	Scion tC	19,165	63	NA	NA	28	Fuel economy, secure handling, hatchback versatility, crash-test results.	Noise, ride, visibility, radio controls, fit and finish, no rear wiper.
	Fiat 500 Sport	18,600	61	new	new	33	Handling, shifter, fuel economy, front access, IIHS crash-test results.	Acceleration, ride, noise, front and rear seats, driving position, controls.
	Fiat 500C Pop	21,000	59	new	new	34	Fuel economy, handling, shifter, front access, clever top.	Acceleration, ride, noise, front and rear seats, driving position, controls, rear visibility.
	Honda CR-Z EX	21,510	57	●	○	35	Fuel economy, shifter, turning circle, cargo flexibility, reliability, IIHS crash-test results.	Only two seats, noise, ride, at-limit handling, visibility, access, AC shutoff at stop.

#### SPORTS CARS: TWO-SEAT & CONVERTIBLES Equipped with manual transmission.

	Porsche Boxster*	\$49,075	90	NA	NA	22	Acceleration, handling, steering, braking, two trunks, side-curtain air bags.	Noisy cabin, small audio controls, no passenger air-bag cutoff.
✓	Mazda MX-5 Miata Grand Touring	31,150	89	●	●	28	Handling, steering, acceleration, braking, fuel economy, top operation, reliability.	Noise, tight cabin, access, visibility with top up.
	Nissan 370Z Touring	38,565	86	●	NA	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access, reliability.
✓	Chevrolet Corvette (base)*	57,020	81	○	●	21	Acceleration, V8 sound, relatively roomy cockpit, regular fuel.	Low chin spoiler, turning circle.
✓	Mini Cooper Convertible S	32,850	77	○	●	30	Agility, fun to drive, acceleration, braking, fuel economy, sunroof mode.	Ride, noise, rear seat, controls, rear visibility.

#### CONVERTIBLES: FOUR-SEAT

	Volkswagen Eos Lux	\$35,829	78	●	○	25	Transmission, fuel economy, turning circle, fit and finish, clever sunroof, calm with top down.	Wind and road noise, rear seat, slow initial throttle response, reliability.
✓	Infiniti G (base)	48,715	77	○	○	20	Acceleration, transmission, handling, fit and finish, front-seat comfort.	Ride, tire noise, rear seat, trunk space, body shake with top down.
✓	Lexus IS 250	44,400	77	○	○	23	Powertrain, braking, front-seat comfort, controls, fuel economy, fit and finish.	Ride, steering feel, cockpit space, rear seat, rear visibility.
✓	BMW 328i	49,525	76	○	○	21	Powertrain, handling, steering, ride, quietness, rigid structure, fit and finish.	Some controls, rear seat, trunk, cup holders, price, IIHS side-crash results.
✓	Ford Mustang GT Premium (V8)	43,880	75	○	●	23	Acceleration, handling, braking, exhaust sound, fuel economy.	Rear seat, trunk opening, no telescoping wheel, awkward top operation.
✓	Audi A5 Premium Plus (2.0T)*	49,300	74	○	●	22	Handling, steering, transmission, rear seat, top can be operated on the move, fit and finish.	Controls, engine noise.
✓	Volvo C70 T5	43,880	68	●	●	21	Curtain air bags, quietness.	Sluggish off the line, ride, rear seat, wind buffeting with top down.
	Chevrolet Camaro Z55 (V8)	43,510	65	NA	●	17	Acceleration, braking.	Visibility, controls, rear seat, fuel economy, trunk.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results		Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   G   E	Predicted reliability	Owner satisfaction		Overall mpg		

## MINIVANS

	<b>Honda Odyssey EX-L</b>	\$36,830	<b>83</b>				19	Ride, powertrain refinement, seat comfort, cargo flexibility, access, fuel economy, crash-test results.	Low cornering limits, road noise, reliability.
	<b>Nissan Quest SL</b>	39,040	<b>81</b>	NA	NA		19	Ride, quietness, powertrain, fuel economy, plush interior, fold-flat seats.	Agility.
✓	<b>Toyota Sienna XLE (FWD)</b>	35,810	<b>80</b>				20	Ride, transmission, interior space and flexibility, rear seat, fuel economy, crash tests.	Handling, steering, road noise, fit and finish.
	<b>Toyota Sienna XLE (AWD)</b>	38,201	<b>79</b>				19	Ride, transmission, interior space and flexibility, rear seat, fuel economy, crash tests.	Handling, steering, road noise, fit and finish, reliability.
	<b>Kia Sedona EX</b>	33,990	<b>77</b>				18	Controls, transmission, Interior flexibility, access.	Agility, wind noise, driving position, front-seat comfort, touchy throttle, nontelescoping steering wheel, reliability.
	<b>Chrysler Town &amp; Country Touring-L</b>	37,505	<b>74</b>				17	Ride, quietness, foldaway second-row seats, cargo flexibility, standard safety equipment, crash-test results.	Fuel economy, cornering limits, unrefined transmission, complicated radio controls, reliability.
	<b>Dodge Grand Caravan R/T</b>	37,295	<b>74</b>				17	Ride, quietness, foldaway second-row seats, cargo flexibility, crash-test results.	Fuel economy, cornering limits, unrefined transmission, complicated radio controls, reliability.
✓	<b>Toyota Sienna LE (4-cyl.)</b>	29,369	<b>74</b>				20	Ride, interior space, versatility, crash-test results.	Handling, acceleration, noise, fit and finish, cloth seats' support.

## SUVs: COMPACT SPORTY

	<b>Audi Q5 Premium Plus (3.2)</b>	\$42,800	<b>83</b>				19	Acceleration, handling, powertrain, braking, quietness, fit and finish, crash-test results.	Controls, rear visibility, reliability.
✓	<b>BMW X3 xDrive28i</b>	43,375	<b>80</b>				22	Agility, powertrain, fuel economy, fit and finish, crash-test results.	Controls, low rear seat.
✓	<b>Infiniti EX Journey*</b>	39,425	<b>78</b>				18	Acceleration, handling, transmission, fit and finish, controls, front-seat comfort.	Snug interior, rear visibility, cargo space.
✓	<b>Volkswagen Tiguan SEL</b>	37,020	<b>76</b>				21	Agility, transmission, access, fit and finish, rear seat, fuel economy, crash-test results.	Ride, noise, touch-screen controls.
	<b>Cadillac SRX Luxury</b>	43,085	<b>72</b>				18	Handling, braking, fit and finish, front-seat comfort, crash-test results.	Visibility, suspension noise, engine needs to be revved to deliver, reliability.
✓	<b>Volvo XC60 T6</b>	42,245	<b>70</b>				17	Transmission, fit and finish, advanced safety features, crash-test results.	Ride, fuel economy, awkward electronic ignition key, rear visibility.
✓	<b>Mercedes-Benz GLK350</b>	41,760	<b>66</b>				18	Acceleration, transmission, fit and finish, quietness, turning circle, crash-test results.	Rear seat, controls, wide doorsills, headlights.
	<b>Land Rover Range Rover Evoque Pure</b>	45,745	<b>58</b>	new	new		21	Acceleration, transmission, fit and finish, fuel economy.	Emergency handling, steering feel, ride, noise, visibility, driving position, cargo space.
	<b>Land Rover LR2 SE</b>	36,450	<b>52</b>	NA	NA		18	Visibility, off-road ability.	Disconcerting handling at limits, touchy brakes, controls.

## SUVs: SMALL

✓	<b>Subaru Forester 2.5XT Premium</b>	\$28,860	<b>87</b>				20	Acceleration, ride, handling, rear seat, visibility, driving position, controls, access, crash-test results.	Premium fuel, noisy fan and temperature modulation for auto climate control.
✓	<b>Toyota RAV4 Limited (V6)</b>	30,328	<b>83</b>				22	Agility, fuel economy, rear-seat room, access, controls, powertrain, reliability.	Thigh support for some drivers, side-hinged tailgate requires lots of room to open.
✓	<b>Toyota RAV4 (base, 4-cyl.)</b>	25,405	<b>82</b>				23	Agility, fuel economy, transmission, rear-seat room, access, controls, reliability.	Thigh support for some drivers, side-hinged tailgate requires lots of room to open.
✓	<b>Subaru Forester 2.5X Premium</b>	25,720	<b>80</b>				22	Fuel economy, ride, handling, rear seat, visibility, driving position, controls, access, reliability.	Noise, unrefined transmission.
✓	<b>Honda CR-V EX</b>	26,455	<b>77</b>				23	Powertrain, fuel economy, rear seat, ride, braking, access, crash-test results.	Road noise, cornering limits, rear visibility.
✓	<b>Mitsubishi Outlander SE (4-cyl.)</b>	25,305	<b>73</b>				22	Handling, fuel economy, transmission, rear seat, cargo room.	Initial takeoff, road noise, fit and finish.
✓	<b>Nissan Rogue SV</b>	25,850	<b>73</b>				22	Fuel economy, transmission, secure handling, controls, rear seat.	Rear visibility, cargo area.
	<b>Kia Sportage SX (2.0T)</b>	31,440	<b>72</b>	new	new		21	Acceleration, handling, transmission.	Ride, noise, rear visibility, complicated radio.
✓	<b>Mitsubishi Outlander GT (V6)</b>	30,615	<b>70</b>				19	Powertrain, handling, rear seat, cargo room.	Ride, road noise, fit and finish, radio controls with optional navigation system.
✓	<b>Kia Sportage LX</b>	24,400	<b>70</b>				22	Handling, transmission, controls, fuel economy, crash-test results.	Ride, noise, rear visibility, fit and finish.
✓	<b>Hyundai Tucson GLS</b>	24,090	<b>70</b>				22	Braking, handling, transmission, controls, fuel economy, crash-test results.	Ride, noise, low rear seat, rear visibility.
✓	<b>Mini Cooper Countryman S</b>	32,500	<b>66</b>		NA		26	Handling, transmission, acceleration, fuel economy.	Ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey.

## Standout small and midsize SUVs

### SUVs

#### GOOD ALL-AROUND CHOICES:

Toyota RAV4

Subaru Forester



Subaru Forester 2.5X

### Honda CR-V

The RAV4 is agile and roomy, has an optional third-row seat, and gets good fuel economy. The Forester rides very comfortably, handles well, and is roomy. The CR-V is functional and roomy, rides well, and is sparing with fuel.

#### THREE-ROW MIDSIZED FAMILY SUVs:

Toyota Highlander

Mazda CX-9

The Highlander is refined and comfortable and gets good fuel economy, especially in

the Hybrid version. The CX-9 is the more agile and sporty choice, yet it's also quiet and has a nicely finished interior.

#### IF YOU DON'T NEED THREE ROWS:

Jeep Grand Cherokee

Nissan Murano

The Grand Cherokee is roomy, quiet, and comfortable. The Murano is quiet and refined, and has agile handling.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V6   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SUVs: SMALL continued

	Mitsubishi Outlander Sport SE	\$23,995	65	NA	NA	23	Versatility, fuel economy, controls, front access.	Noise, ride, agility, acceleration, fit and finish.
✓	Nissan Juke SV	23,300	65	○	○	24	Handling, powertrain, fuel economy.	Ride, noise, rear visibility, rear seat, cargo area, no telescopic steering wheel, premium fuel.
	Suzuki Grand Vitara Premium (4-cyl.)	22,563	61	NA	NA	19	Access, controls, rear seat, at-limit handling.	Noise, ride, acceleration, fuel economy, side-hinged tailgate requires lots of room to open.
	Jeep Patriot Latitude	24,440	52	○	●	21	None.	Engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls.
	Jeep Compass Latitude	24,985	49	NA	NA	22	Controls, fuel economy.	Engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits.
	Jeep Liberty Sport	26,060	27	○	●	16	Off-road ability.	Fuel economy, agility, ride, narrow footwells, front seat, fit and finish, noise, braking.

#### SUVs: MIDSIZED

✓	Toyota Highlander Hybrid Limited	\$47,255	89	●	●	27	Fuel economy, powertrain, ride, quietness, second-row seat comfort, access.	Agility, steering feel, tight third-row seat.
	Kia Sorento EX (V6)	32,390	82	●	○	20	Interior room, fuel economy, powertrain, handling, controls, crash-test results.	Ride, reliability.
✓	Toyota Highlander Limited (V6)	38,578	81	●	●	18	Powertrain, ride, quietness, second-row seat comfort, access, reliability.	Steering feel, tight third-row seat.
	Hyundai Santa Fe Limited (V6)	31,330	80	●	○	20	Ride, transmission, fuel economy, controls, crash-test results.	Suspension noise, reliability.
✓	Nissan Murano SL	36,330	78	●	○	19	Powertrain, quietness, roomy interior, fit and finish, access.	Rear visibility.
✓	Mazda CX-9 Grand Touring	38,615	76	●	○	16	Agility, steering, quietness, transmission, interior flexibility.	Cargo capacity, fuel economy.
✓	Kia Sorento LX (4-cyl.)	26,455	74	○	○	20	Interior room, transmission, handling, controls, crash-test results.	Ride.
✓	Honda Pilot EX-L	36,980	73	●	○	18	Powertrain, seats eight, interior accommodations, storage and flexibility, crash-test results.	Road noise, so-so braking and acceleration, cornering limits, fit and finish, busy center dashboard.
✓	Hyundai Santa Fe GLS (4-cyl.)	25,730	73	○	○	20	Ride, transmission, controls, crash-test results.	Suspension noise, support with cloth front seats.
✓	Jeep Grand Cherokee Laredo (V6)	39,010	71	○	●	18	Ride, handling, quietness, transmission, off-road ability.	Acceleration, complicated touch-screen radio controls.
✓	Subaru Tribeca Limited	34,270	70	○	NA	16	Agility, steering, transmission, ride, crash-test results.	Cramped driving position and third-row seat, short cruising range, fuel economy.
✓	Chevrolet Equinox 2LT (V6)	31,780	69	○	○	18	Rear seat, ride, handling, crash-test results.	Acceleration, transmission, rear visibility, turning circle.
✓	GMC Terrain SLT1 (V6)	30,985	69	○	○	18	Rear seat, ride, handling, standard rear-view camera, crash-test results.	Acceleration, transmission, rear visibility, turning circle.
	Ford Edge SEL (FWD, 2.0 EcoBoost)	36,910	69	new	new	21	Fuel economy, access.	Noise, rear visibility, no AWD available.
✓	Chevrolet Equinox 1LT (4-cyl.)	26,350	66	○	○	21	Fuel economy, rear seat, ride, handling, crash-test results.	Acceleration, transmission, rear visibility, turning circle.
✓	GMC Terrain SLE1 (4-cyl.)	26,745	66	○	●	21	Fuel economy, rear seat, ride, handling, standard rear-view camera, crash tests.	Acceleration, transmission, rear visibility, turning circle.

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V6   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SUVs: MIDSIZED continued

	<b>Ford Explorer XLT (V6)</b>	\$39,275	<b>65</b>				18	Interior room and flexibility, usable third row, cabin storage, IIHS crash-test results.	Agility, driving position, MyFord Touch controls, unrefined transmission, reliability.
	<b>Ford Edge SEL (3.5)</b>	37,625	<b>63</b>				18	Access.	Noise, transmission, MyFord Touch controls, rear visibility, rear seat, reliability.
	<b>Nissan Pathfinder LE (V6)</b>	36,310	<b>62</b>				15	Acceleration, powertrain, cargo room, towing capacity.	Ride, tight second- and third-row seats, turning circle, rear access, high rear door handle, fuel economy, reliability.
	<b>Mazda CX-7 Touring</b>	32,915	<b>62</b>		NA		18	Handling, braking, midrange acceleration.	Hesitation at low revs, road noise, rear seat, premium fuel, radio controls, ride.
	<b>Dodge Journey Crew (V6)</b>	36,975	<b>61</b>				16	Ride, quietness, cabin storage.	Handling, unresponsive transmission, fuel economy, rear visibility, third row, reliability.
	<b>Nissan Xterra S</b>	28,000	<b>60</b>				17	Powertrain, acceleration, quietness, off-road ability.	Ride, access, high rear door handle.
	<b>Toyota 4Runner SR5 (V6)</b>	37,425	<b>55</b>				18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	<b>Toyota FJ Cruiser</b>	30,881	<b>36</b>				17	Off-road ability, powertrain.	Visibility, ride, handling, noise, fit and finish, access.
	<b>Jeep Wrangler Unlimited Sahara</b>	36,340	<b>20</b>				17	Improved powertrain, off-road capability.	Ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.

#### SUVs: LUXURY

	<b>Lexus RX 450h</b>	\$53,576	<b>88</b>				26	Fuel economy, ride, quietness, fit and finish, crash-test results.	Lackluster handling, some controls, rear visibility.
	<b>Acura MDX</b>	46,715	<b>85</b>				18	Agility, braking, powertrain, fit and finish, front-seat comfort, crash tests, reliability.	Road noise, some controls.
	<b>Volkswagen Touareg TDI Sport</b>	49,505	<b>82</b>	NA	NA		24	Fuel economy, handling, front-seat comfort, fit and finish, towing capacity, IIHS crash-test results.	Ride, shift quality at low speeds.
	<b>Lexus RX 350</b>	47,381	<b>79</b>				21	Powertrain, fuel economy, fit and finish, ride, quietness, crash-test results.	Lackluster handling, some controls, rear visibility.
	<b>Mercedes-Benz GL350 BlueTec</b>	66,925	<b>78</b>				19	Quietness, roomy third-row seat, fuel economy, fit and finish, towing capacity.	Slow off the line, low-speed ride, steering feel, complex controls, reliability.
	<b>Buick Enclave CXL</b>	43,260	<b>77</b>				15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility, intrusive head restraints, some controls, reliability.
	<b>Mercedes-Benz GL450</b>	67,820	<b>77</b>				15	Acceleration, ride, quietness, roomy third-row seat, fit and finish, towing capacity.	Controls, reliability.
	<b>Porsche Cayenne (base, V6)</b>	63,805	<b>76</b>		NA		19	Handling, transmission, fuel economy, fit and finish, towing capacity, headlights.	Controls, slow start-stop feature, low-speed ride, pricey options, reliability.
	<b>Mercedes-Benz ML350</b>	56,960	<b>76</b>	new			18	Quietness, front-seat comfort, fit and finish, towing capacity, crash-test results.	Steering feel, some controls, backup camera only works with radio on, cornering limits.
	<b>BMW X5 35d</b>	62,375	<b>75</b>				22	Braking, fuel economy, front-seat comfort, fit and finish.	Ride, controls, third-row seat comfort, hesitation off the line.
	<b>Land Rover LR4</b>	54,010	<b>73</b>	NA	NA		15	Powertrain, quietness, off-road capability, fit and finish, visibility, interior space.	Controls, agility, unsettled ride, awkward rear gate.
	<b>Lincoln MKT (EcoBoost)</b>	56,555	<b>72</b>				18	Acceleration, transmission, quietness, fit and finish, rear seat, crash-test results.	Agility, turning circle, rear visibility, narrow cockpit, reliability.
	<b>Infiniti FX35</b>	51,635	<b>71</b>				18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area.
	<b>Toyota Land Cruiser</b>	67,707	<b>69</b>	NA	NA		14	Ride, quietness, powertrain, acceleration, fit and finish, front- and second-row seats, off-road capability, towing capacity.	Fuel economy, agility, third-row seat.
	<b>Jeep Grand Cherokee Limited (V8)</b>	42,765	<b>69</b>				14	Ride, quietness, acceleration, transmission, off-road ability, towing capacity.	Fuel economy, complicated touch-screen radio controls.
	<b>Lexus GX 460</b>	58,428	<b>69</b>				17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road capability, towing.	Agility, third-row seat, side-hinged tailgate.
	<b>Audi Q7 Premium Plus (V6)*</b>	54,225	<b>68</b>		NA		17	Quietness, room, fit and finish, front-seat comfort.	Controls, low-speed ride, engine drone, emergency handling, reliability.
	<b>Infiniti QX 56</b>	63,395	<b>67</b>				15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road capability, headlights, reliability.	Handling, access.
	<b>Lincoln Navigator Ultimate</b>	59,015	<b>65</b>		NA		13	Ride, roomy cabin, comfortable second- and third-row seats, cargo and towing capacity.	Fuel economy, handling, braking, difficult-to-read gauges and controls, driving position.
	<b>Lincoln MKX (3.7)</b>	50,235	<b>64</b>				18	Fit and finish, access.	Controls, rear visibility, low rear seat, reliability.

## The best luxury and large SUVs, and top pickup trucks



Lexus RX

### SUVs

#### BEST LUXURY SUVs:

Lexus RX  
Acura MDX  
Infiniti FX

The RX is very comfortable and refined and the MDX is agile and has a third-row seat. The FX is nimble, but visibility is problematic and the ride is stiff.

#### BEST LARGE SUVs:

Toyota Sequoia  
Ford Expedition  
Chevrolet Suburban

The Sequoia is roomy and well-finished, with a punchy powertrain. The big Expedition has a good third-row seat, a comfortable ride, and a roomy interior. The Suburban is roomy and rides well but has an inconvenient third-row-seat arrangement.

#### LARGE THREE-ROW SUVs

##### FOR FAMILIES:

Chevrolet Traverse  
Ford Flex (non-turbo)  
Dodge Durango

The Traverse is quiet, rides and handles well, and has a roomy third-row seat. We found the Flex to be very roomy and quiet. The Durango is roomy and quiet, rides and handles well and has a nicely finished interior.



Chevrolet Traverse

### PICKUPS

#### COMPACT:

Honda Ridgeline

The Ridgeline provides a car-like driving experience, yet it is extremely practical.

#### FULL-SIZED:

Chevrolet Avalanche

The Avalanche rides well, is quiet, and has a uniquely versatile bed design.

	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0 100 P   F   G   V   E	Predicted reliability Owner satisfaction		Overall mpg		

#### SUVs: LUXURY continued

	Land Rover Range Rover Sport HSE*	\$61,900	61	NA	NA	●	14	Transmission, fit and finish, off-road ability.	Fuel economy, acceleration, controls.
	Cadillac Escalade (base)	64,905	61	●	NA	●	13	Ride, fit and finish, towing capacity.	Braking, handling, fuel economy, high step-in, tiny third-row seat, reliability.

#### SUVs: LARGE

	Ford Flex Limited (EcoBoost)	\$46,720	85	●	●	●	17	Acceleration, transmission, ride, quietness, interior room, crash-test results. Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Turning circle, rear visibility, reliability.
✓	Chevrolet Traverse LT	39,920	80	○	○	●	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat. So-so braking, rear visibility, turning circle.	Rear visibility, intrusive front head restraints, fuel economy, wet braking.
	GMC Acadia SLT2	39,630	80	●	○	●	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat. So-so braking, rear visibility, turning circle.	Rear visibility, intrusive front head restraints, fuel economy, wet braking, reliability.
✓	Ford Flex SEL	38,460	77	○	●	●	17	Ride, quietness, interior space, third-row seat, towing capacity, fit and finish.	Fuel economy, unrefined transmission, cornering limits, complicated radio controls.
✓	Dodge Durango Crew (V8)	47,375	66	●	NA	●	14	Transmission, ride, cargo and towing capacity.	Handling, turning circle, driving position, fuel economy, no flat-folding rear seat, slow rear-view camera.
✓	Chevrolet Suburban LT3 (5.3)	51,940	66	○	●	●	14	Transmission, ride, cargo and towing capacity.	Handling, turning circle, driving position, fuel economy, no flat-folding rear seat, slow rear-view camera.
✓	GMC Yukon XL SLT3 (5.3)	52,285	66	○	○	●	14	Powertrain, accommodations, towing and off-road capability, cabin storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
✓	Toyota Sequoia Limited (5.7)	54,005	66	○	●	●	15	Ride, quietness, interior space, third-row seat, towing capacity, fit and finish.	Unrefined transmission, cornering limits, driving position, braking, noisy and strained engine, fuel economy, turning circle, fit and finish, instrument legibility.
✓	Dodge Durango Crew (V6)	43,785	65	●	NA	●	17	Roomy rear and third-row seats, cargo and towing capacity.	Handling, braking, fuel economy, no flat-folding third-row seat.
✓	Ford Expedition EL Eddie Bauer	48,730	65	○	●	●	13	Transmission, quietness, rear seat, cargo and towing capacity.	Handling, braking, fuel economy, no flat-folding third-row seat.
	Chevrolet Tahoe LTZ (5.3)	57,435	58	○	○	●	14	Transmission, quietness, rear seat, cargo and towing capacity.	Braking, steering, third-row seat.
	GMC Yukon SLT2 (5.3)	56,625	58	○	●	●	14	Fuel economy, cargo and towing capacity.	Braking, steering, third-row seat.
	Chevrolet Tahoe Hybrid	55,585	57	NA	NA	●	19	Fuel economy, cargo and towing capacity.	
	GMC Yukon Hybrid	56,045	57	NA	NA	●	19		

\*Powertrain has changed since last test.



	Make & model	Price as tested	Overall road-test score	Survey results	Owner cost	Fuel economy	Highs	Lows
Recommended			0100 P   F   G   V6   E	Predicted reliability		Overall mpg		
				Owner satisfaction				

#### PICKUPS: COMPACT

✓	<b>Honda Ridgeline</b> RTS	\$30,825	79			15	Ride, handling, powertrain, rear seat, access, in-bed trunk, crash-test results, reliability.	Road noise, turning circle, towing capacity.
✓	<b>Nissan Frontier</b> SV (V6)	30,110	67			15	Powertrain, acceleration, agility.	Rear-seat room, heavy tailgate, turning circle.
✓	<b>Toyota Tacoma</b> TRD (V6)	29,210	63			17	Off-road ability, braking, acceleration, composite bed, telescopic steering wheel.	Ride, seat comfort, driving position, high step-in.
	<b>Chevrolet Colorado</b> LS Z71 (5-cyl.)*	29,315	41			16	Modest dimensions.	Acceleration, engine noise, ride, braking, body flex, fit and finish, turning circle, towing capacity, IIHS crash-test results.
	<b>GMC Canyon</b> SLE Z71 (5-cyl.)*	30,080	41		NA	16	Modest dimensions.	Acceleration, engine noise, ride, braking, body flex, fit and finish, turning circle, towing capacity, IIHS crash-test results.

#### PICKUPS: FULL-SIZED

✓	<b>Chevrolet Avalanche</b> LT (5.3L V8)	\$47,435	80			14	Ride, quietness, cargo flexibility, rear seat, full-time 4WD.	Rear visibility, pricey with options, high lift up to cargo bed, payload capacity.
	<b>Chevrolet Silverado</b> 1500 LT (5.3L V8)	37,235	70			14	Ride, access, selectable full-time 4WD, payload rating, towing capacity.	Braking, turning circle, reliability.
	<b>GMC Sierra</b> 1500 SLT (5.3L V8)	39,115	70			14	Ride, access, selectable full-time 4WD, payload rating, towing capacity.	Braking, turning circle, reliability.
✓	<b>Toyota Tundra</b> SR5 (5.7L V8)	34,738	69			15	Powertrain, telescopic steering wheel, towing, damped tailgate, crash-test results.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
✓	<b>Ford F-150</b> XLT (5.0L V8)	39,355	68			15	Quietness, acceleration, rear seat, tailgate step, crash-test results.	Handling, ride, step-in height, no full-time 4WD.
✓	<b>Ford F-150</b> XLT (3.5L EcoBoost V6)	40,410	68			15	Quietness, acceleration, rear seat, tailgate step, crash-test results, towing ability.	Handling, ride, step-in height, no full-time 4WD.
	<b>Dodge Ram</b> 1500 SLT (5.7L V8)	39,140	67			14	Acceleration, braking, ride, quietness, rear seat.	High step-in, IIHS side-crash results, reliability.
✓	<b>Nissan Titan</b> SV (5.6L V8)	36,905	65		NA	14	Powertrain, acceleration, relatively responsive handling, rear seat, damped tailgate.	Braking, access, fit and finish, no full-time 4WD, IIHS side-crash results.

#### PICKUPS: HEAVY-DUTY DIESEL

	<b>Chevrolet Silverado</b> 2500 LTZ (6.6L, V8)	\$55,755	69			14	Powertrain, payload, towing capacity, handling.	Ride, engine noise, high step-in, reliability.
	<b>GMC Sierra</b> 2500 (6.6L, V8)	55,755	69			14	Powertrain, payload, towing capacity, handling.	Ride, engine noise, high step-in, reliability.
	<b>Ford F-250</b> Lariat (6.7L, V8)	54,765	65			16	Powertrain, fuel economy, quietness, towing and payload capacity, rear seat, cabin storage.	Ride, braking, very low handling limits.
	<b>Dodge Ram</b> 2500 Laramie (6.7L, 6)*	53,290	49			13	Towing and payload capacity, rear seat.	Ride, noise, handling, transmission, high step-in, complicated optional radio, reliability.

#### GUIDE TO THE CHARTS

The vehicles are grouped by category and ranked according to their overall test scores, regardless of price.

**Price as tested** is the sticker price at time of purchase of our test vehicle, including an automatic transmission, and power locks, windows, and mirrors. MT means manual transmission; AWD is all-wheel drive; 4WD is four-wheel drive.

**Overall road-test score** is based on results from more than 50 tests and evaluations and is comparable among similar vehicle types.

**Survey results** include **predicted reliability**, our forecast of how well a new car is likely to hold up based on its recent history from our 2011 Annual Auto Survey, which was conducted by our National Research Center. We might make a reliability prediction for a redesigned or new model if the

vehicle or its manufacturer has a consistently outstanding track record. The survey also includes **owner satisfaction**, which is based on the percentage of subscribers who said they would definitely buy or lease their vehicle again. A score of means 80 percent or more would do so; a means fewer than 50 percent would do so. A newly introduced model without any data is identified as "new." A model that lacks sufficient data for either category is identified with "NA."

**Owner cost** is a Rating of the five-year projected cost to own a vehicle, including depreciation, interest, insurance, fuel, maintenance and repair, and sales tax.

**Fuel economy** is the overall gas mileage a vehicle achieved, based on the results of our real-world fuel-economy tests.

#### Why some vehicles are not in the Ratings

The following models have been redesigned or extensively freshened since our last test. Most are scheduled to be included in future road tests: Acura RDX, Audi TT, BMW 6 Series, BMW Z4, Chevrolet Malibu, Ford Escape, Hyundai Azera, Kia Rio, Lexus GS, Mercedes-Benz SL, Mercedes-Benz SLK, Porsche 911, Toyota Yaris, Volkswagen Beetle, and Volkswagen Routan.

# Profiles

Ratings, reviews, and specifications

## GUIDE TO THE PROFILES

### Mazda3

The pleasant, practical, fun-to-drive Mazda3 has a 2.0-liter engine that got some tweaks and is now called Skyactiv. It gets an impressive 32 mpg overall. The punchy 2.5-liter is a carryover. Handling is precise and responsive, and the ride is firm and comfortable. Road noise is pronounced. Interior quality is very good, but rear-seat room is tight. The hatchback increases versatility. The sporty turbocharged Mazdaspeed3 is very quick but has too much torque steer and a harsh ride, and is noisy. IIHS crash-test results are impressive.



Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

**Body styles:** 4-door hatchback, sedan **Trim lines:** i SV, i Sport, i Touring, i Grand Touring, s Sport, s Touring, s Grand Touring, Mazdaspeed3 Touring **Price:** \$15,200-\$24,200 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 (148 hp); 2.0L 4 (155 hp); 2.5L 4 (167 hp); 2.3L 4 turbo (263 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 5-spd. auto.; 6-spd. auto. **Fuel:** Reg. or prem. **Version tested:** i Touring 4 **CR mpg:** 32 **Accel.:** 9.1 **Braking:** 139 **Ratings pp.** 28, 29, 33

### Recommended vehicles

#### Recommended

These are vehicles that meet CONSUMER REPORTS' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration. In addition, pickups and SUVs must not have tipped up in the government's rollover test.

### Ownership factors

**Reliability** is our forecast of how well a model is likely to hold up, based on our latest Annual Auto Survey. For **satisfaction** we asked subscribers whether they would definitely buy or lease their particular vehicle again. A top score (●) indicates that 80 percent or more of owners said they would do so. The lowest score (●) indicates that less than 50 percent would do so. Those results are based on the three most recent model years unless the vehicle was redesigned. **Owner cost** is based on the five-year projected cost to own a vehicle, which combines depreciation, interest, insurance, sales tax, fuel, and maintenance/repair. The Rating is appropriate for comparing relative costs among models.

#### Key to forecasts

● Better ← → Worse ●

### Quick facts

**Body style** is the type of vehicle (sedan, coupe, etc.). **Trim lines** differ mainly in standard equipment, available options, and price. A dash (-) indicates that only one trim is available. "Base" indicates that the lowest-price version has no special designation. Pickup trucks are listed by available cab types. **Price** is the range of base prices for all versions. The price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated. **Drive wheels** notes whether the model is available with front- (FWD) or rear-wheel drive (RWD), all-wheel drive (AWD), or four-wheel drive (4WD). "Selectable 4WD" means the vehicle has a full-time system and can also be driven in 2WD

mode. **Seating** is the maximum number of belted seating positions. **Engine** and **transmission** show the drivetrain components and the number of forward speeds. "CVT" stands for continuously variable transmission, "seq." for automated manual types. Italics designates the engine and transmission in our tested model. **Fuel** gives recommended types for all the model's engines. **Version tested** is the tested model and trim. **CR mpg** is our fuel mileage for models we've tested recently, based on a realistic mix of highway, country-road, and city driving. **Acceleration** 0-60 mph (measured in seconds) and **braking** from 60 mph on dry pavement (measured in feet) are from our test results.

### Acura ILX

Acura's small, entry-level ILX slots below the TSX and is derived from the Honda Civic platform. But suspension tuning, interior materials, and styling are different. It will be offered with three four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and 2.4-liter performance-oriented powertrain. Transmission choices will be a six-speed manual or five-speed automatic, with a CVT in the hybrid. The ILX will offer a variety of luxury features such as keyless entry and push-button start when it goes on sale in May.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** Sedan **Trim line:** - **Price:** \$24,000-\$29,000 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.5L 4 hybrid (120 hp); 2.0L 4 (180 hp); 2.4L 4 (200 hp) **Trans.:** 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

### Acura MDX

The well-rounded MDX is very enjoyable and rides well. Its refined powertrain provides smooth and quick acceleration and an average of 18 mpg with the slick six-speed automatic. Body lean is contained and the steering is responsive, with low effort yet good feedback. At its limits the MDX is balanced and secure. Fit and finish is impressive, and the five main seats are comfortable. But the small third-row seat is only for kids. Controls are a little confusing at first but are easy to use once they're mastered.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim line:** - **Price:** \$42,930-\$54,455 **Drive wheels:** AWD **Seating:** 2/3/2 **Engine:** 3.7L V6 (300 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** 4-door SUV V6 **CR mpg:** 18 **Accel.:** 7.3 **Braking:** 126 **Ratings p.** 37



## Acura RDX

The redesigned Acura RDX remains as the premium version of the Honda CR-V. It features a roster of infotainment features and enhanced safety systems. The unrefined turbo-charged four-cylinder from the old model is replaced by a smoother, more-powerful 273-hp, 3.5-liter V6 mated to a six-speed automatic transmission. The AWD system is now a lighter, less-costly system. It promises improved fuel economy. There is good rear-seat room inside the well-finished cabin.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim line:** –  
**Price:** \$34,000–40,000 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 3.5L V6 (273 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Premium  
**Look for a full test in an upcoming issue.**

## Acura ZDX

The MDX-based ZDX is a coupe-like, four-door luxury SUV. Cabin fit and finish is impressive. The ride is taut yet supple, and handling is responsive. It has a smooth and powerful 3.7-liter V6 that is mated to a six-speed automatic transmission. That's where the positive attributes end. The low roof, tall beltline, small side windows, and narrow rear window significantly limit visibility. Access to the rear seats is atrocious, and there isn't much room for two adults once they're inside.



Reliability: NA Satisfaction: NA Owner cost:

**Body style:** 4-door SUV **Trim line:** –  
**Price:** \$46,020–\$56,570 **Drive wheels:** AWD  
**Seating:** 2/3 **Engine:** 3.7L V6 (300 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Premium

## Acura RL

The RL is quick and refined but rather bland. The smooth V6 is mated to a six-speed automatic. We got 19 mpg overall in our tests with the old five-speed. Although the car steers nicely, handling is rather mundane. The ride is ordinary and not very luxurious. The interior is well crafted, but the cabin feels tight and the rear is snug. The controls for the audio and navigation systems are overcomplicated. Acura's less expensive TL is as roomy and also offers AWD with the same engine.

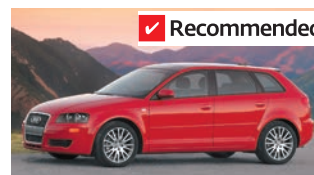


Reliability: NA Satisfaction: NA Owner cost:

**Body style:** Sedan **Trim line:** –  
**Price:** \$47,700–\$55,650 **Drive wheels:** AWD  
**Seating:** 2/3 **Engine:** 3.7L V6 (300 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** Sedan V6 **CR mpg:** 19 **Accel.:** 6.9  
**Braking:** 131 **Ratings p. 32**

## Audi A3

The A3 is an upscale hatchback with a turbocharged 2.0-liter, four-cylinder engine powering the base model. The S-tronic transmission, a manual that shifts automatically, works very well. We found the A3 quite taut, nimble, solid-feeling, and quick. AWD is optional on non-diesel models. The diesel should get mileage similar to the VW Golf TDi. The well-finished interior is snug. Common options easily push the price to well over \$30,000. IIHS crash-test results are impressive. Reliability has improved to average. A redesign arrives in 2013.



Reliability: Satisfaction: NA Owner cost:

**Body style:** 4-door hatchback **Trim lines:** Premium, TDI Premium, TDI Premium Plus, Premium Plus **Price:** \$27,270–\$30,850 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbodiesel (140 hp); 2.0L 4 turbo (200 hp)  
**Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Diesel or premium **Version tested:** 2.0T 4 **CR mpg:** 25 **Accel.:** 7.3 **Braking:** 134 **Ratings p. 28**

## Acura TL

The pleasant TL no longer excels in this class. Its slick 3.5-liter V6 and six-speed automatic return a good 24 mpg overall. We found the handling taut and the ride compliant, but the vague steering is short on feedback. Road noise stands out in the otherwise quiet interior. The front seats are supportive but the rear seat is tight. The well-finished interior is cluttered with buttons, even without the optional navigation system. IIHS crash-test results are impressive. An AWD model with a 3.7-liter V6 and tauter suspension is also available.



Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** Base, SH-AWD  
**Price:** \$35,605–\$45,085 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (280 hp); 3.7L V6 (305 hp) **Trans.:** 6-spd. man.; 6-spd. auto.  
**Fuel:** Premium **Version tested:** Sedan V6 **CR mpg:** 24 **Accel.:** 6.8 **Braking:** 131 **Ratings p. 32**

## Audi A4

The A4 has a solid, high-quality feel and top-grade interior appointments. Agile handling makes it fun to drive, and the firm ride is supple and controlled. The turbocharged engine is mated to a new eight-speed automatic that contributed to a very respectable 25 mpg overall in our tests, even with the optional AWD. Front-wheel-drive versions use a CVT automatic. The tight rear seat and complex controls are demerits. The high-performance S4 sedan comes with a supercharged V6. A wagon version is also available.



Reliability: Satisfaction: Owner cost:

**Body styles:** Sedan, wagon **Trim lines:** Premium, Premium Plus, Prestige, S4 Premium Plus, S4 Prestige **Price:** \$32,500–\$36,400 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (211 hp); 3.0L V6 supercharged (333 hp)  
**Trans.:** 7-spd. seq.; 6-spd. man.; CVT; 8-spd. auto. **Fuel:** Premium **Version tested:** Premium 4 **CR mpg:** 25 **Accel.:** 7.2 **Braking:** 140 **Ratings p. 31**

## Acura TSX

The TSX is pleasant and mildly sporty. Its smooth-revving engine, slick transmission, and agile handling make it enjoyable to drive. But vague steering ultimately limits its sporting appeal. We got 25 mpg overall from the 2.4-liter four-cylinder. The taut ride can be busy at low speeds. Road noise is noticeable, but the cabin is otherwise quiet. The supportive front seats are well shaped, but rear-seat room is tight. Standard equipment levels are generous, and the interior is well finished. A 3.5-liter V6 is available.

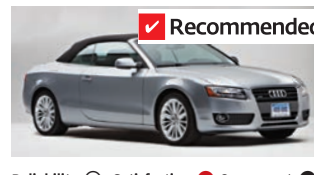


Reliability: Satisfaction: Owner cost:

**Body styles:** Sedan, wagon **Trim lines:** 4, Special Edition, V6 **Price:** \$29,810–\$38,450 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (201 hp); 3.5L V6 (280 hp) **Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Premium **Version tested:** Sedan 4 **CR mpg:** 25 **Accel.:** 8.3 **Braking:** 138 **Ratings p. 31**

## Audi A5/S5

The A5 coupe and convertible have quiet, luxurious cabins. There is room for four, but the rear seats are snug. The car drives well, with agile handling and a taut, compliant suspension. The standard four-cylinder turbo delivers decent power, and the eight-speed transmission is super-smooth. The convertible has a shudder-free body structure. It is relatively devoid of wind buffeting, and the insulated soft top can be operated while driving at low speeds. The S5 coupe has a 4.2-liter V8; the S5 convertible uses a supercharged V6.



Reliability: Satisfaction: Owner cost:

**Body styles:** Convertible, coupe **Trim lines:** Premium, Premium Plus, Prestige, S5 Premium Plus, S5 Prestige **Price:** \$37,100–\$59,300 **Drive wheels:** Front or AWD **Seating:** 2/2 **Engines:** 2.0L 4 turbo (211 hp); 3.0L V6 supercharged (333 hp); 4.2L V8 (354 hp)  
**Trans.:** 7-spd. seq.; 6-spd. man.; CVT; 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** Premium Plus 4 **CR mpg:** 22 **Accel.:** 8.0 **Braking:** 134 **Ratings p. 34**

## Audi A6

The A6 sedan ranks among our top-scoring midsize luxury cars. The smooth and refined supercharged V6 makes the car quick, yet it returned 22 mpg in our tests. The eight-speed automatic is super-smooth. A four-cylinder turbo engine paired with a CVT is standard on FWD versions. The A6 rides more comfortably than any recent Audi, and handling is agile and secure. The cabin is very quiet, and the seats and interior quality are top-notch. Some controls are still complicated. The navigation system display has integrated Google maps.



Reliability: New Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** Premium, Premium Plus, Prestige **Price:** \$41,700-\$49,900 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (211 hp); 3.0L V6 supercharged (310 hp) **Trans.:** CVT; 8-spd. auto. **Fuel:** Premium **Version tested:** Premium Plus V6 **CR mpg:** 22 **Accel.:** 5.7 **Braking:** 132 **Ratings p. 32**

## Audi A7

The A7, based on the A6 sedan, is lower and more firmly sprung, and sacrifices some comfort for sportiness. The A7 has sporty, coupe-like styling, but the car delivers the cargo flexibility of a hatchback. It employs the supercharged V6 mated to an excellent eight-speed automatic that is found in other Audis. The interior is very luxurious. The MMI interface adds a touch pad control for destination entry in the navigation system, as in the A6 and A8, which has a Google maps display mode. A WiFi hotspot is also offered.



Reliability: New Satisfaction: New Owner cost:

**Body style:** 4-door hatchback **Trim lines:** Premium, Premium Plus, Prestige **Price:** \$59,250 **Drive wheels:** AWD **Seating:** 2/2 **Engine:** 3.0L V6 supercharged (310 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium

## Audi A8

Audi's big flagship scores very high among luxury cars. Its powerful V8 provides smooth and effortless acceleration, yet attains commendable fuel economy even with the standard AWD. The car handles crisply and holds the road tenaciously, and the ride is firm, yet supple. Interior layout and quality of materials and craftsmanship is top-notch, with excellent front seats. However, the controls are overly complicated and the trunk is small for a car this size. It comes with a long list of safety equipment.



Reliability: NA Satisfaction: NA Owner cost:

**Body style:** Sedan **Trim lines:** Base, L, L W12 **Price:** \$78,750-\$133,500 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 4.2L V8 (372 hp); 6.3L V12 (500 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** L V8 **CR mpg:** 21 **Accel.:** 5.5 **Braking:** 126 **Ratings p. 33**

## Audi Q5

This compact, luxurious, and sporty SUV doesn't come cheap. Its agile handling and steering are among the best. The ride is firm yet supple. Braking is excellent. The V6 provides generous power and returns 19 mpg overall with the six-speed automatic. An eight-speed automatic comes with the 2.0-liter turbocharged four-cylinder. The well-finished interior is quiet but snug, and the controls are needlessly complex. Reliability of the V6 has been well below average; the turbo is average. Diesel and hybrid versions are in the works.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** Premium, Premium Plus, Prestige **Price:** \$35,600-\$43,000 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (211 hp); 3.2L V6 (270 hp) **Trans.:** 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** Premium Plus V6 **CR mpg:** 19 **Accel.:** 7.1 **Braking:** 130 **Ratings p. 35**

## Audi Q7

Audi's luxury SUV is roomy and nicely finished inside. A supercharged V6 replaces the V8 and V6 engines, and an eight-speed automatic is standard. Handling is fairly nimble, but the Q7 doesn't shine at its limits. The ride is steady, though it is stiff at low speeds. Front-seat comfort is excellent, interior fit and finish is impressive, and the cabin is quiet, but the MMI driver-interaction system is complex. A very snug third-row seat is standard. A 3.0-liter V6 turbodiesel-powered version is also offered. Reliability has been below average.



Reliability: Satisfaction: NA Owner cost:

**Body style:** 4-door SUV **Trim lines:** Premium, Premium Plus, Prestige, S Prestige **Price:** \$46,250-\$59,950 **Drive wheels:** AWD **Seating:** 2/3/2 **Engines:** 3.0L V6 turbodiesel (225 hp); 3.0L V6 supercharged (280 hp); 3.0L V6 supercharged (333 hp) **Trans.:** 8-spd. auto. **Fuel:** Diesel or premium **Version tested:** Premium Plus V6 **CR mpg:** 17 **Accel.:** 8.9 **Braking:** 140 **Ratings p. 37**

## Audi TT

The TT is not as agile or engaging as some competitors, but it is enjoyable to drive. Handling is responsive and the ride isn't punishing, although it isn't overly sporty. The interior is nicely finished. Power comes from a punchy, 2.0-liter turbo four-cylinder. Most versions only come with a manual transmission that shifts automatically. The coupe has two small rear seats, but the convertible seats just two. A sportier TTS trim is available, and the high-performance five-cylinder turbo TT-RS offers V8-like punch.



Reliability: NA Satisfaction: NA Owner cost:

**Body styles:** Convertible, coupe **Trim lines:** Premium, Premium Plus, Prestige, S Premium, S Prestige, RS **Price:** \$38,300-\$56,850 **Drive wheels:** AWD **Seating:** 2/2 **Engines:** 2.0L 4 turbo (211 hp); 2.0L 4 turbo (265 hp); 2.5L 5 turbo (360 hp) **Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Premium

## BMW 1 Series

The 1 Series is available as a two-door coupe or convertible. Two six-cylinder engines are offered, including a powerful 300-hp turbo version. The 135i we tested was fun to drive, with excellent steering and body control, as well as a smooth shifter and clutch. It was super-agile and quick, and returned decent fuel economy. The snug interior features high levels of fit and finish, although it feels a bit austere. Reliability of the 128i has been average. We have insufficient data for the 135i.

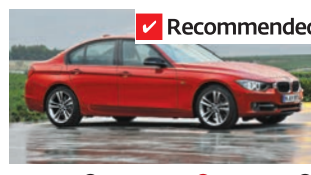


Reliability: NA Satisfaction: NA Owner cost:

**Body styles:** Convertible, coupe **Trim lines:** 128i, 135i **Price:** \$31,050-\$43,900 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 3.0L 6 (230 hp); 3.0L 6 turbo (300 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** 135i 6 **CR mpg:** 23 **Accel.:** 5.2 **Braking:** 119 **Ratings p. 33**

## BMW 3 Series

The redesigned 3 Series sedan (shown) gets a bit larger. Two turbocharged engines are offered, with a hybrid version arriving in the fall. The turbocharged six-cylinder in the 335i carries over, but the 3.0-liter six-cylinder is replaced by a four-cylinder turbo in the 328i. An eight-speed automatic and electric steering should boost fuel economy. The wagon, coupe, and convertible are unchanged for now, and are still recommended. All 328i versions we tested were sporty, with excellent steering feel and body control.



Reliability: Satisfaction: Owner cost:

**Body styles:** Convertible, coupe, sedan, wagon **Trim lines:** 328i, 328i xDrive, 335i, 335is, 335d, 335i xDrive, M3 **Price:** \$34,900-\$68,550 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L 6 (230 hp); 2.0L 4 turbo (240 hp); 3.0L 6 turbodiesel (265 hp); 3.0L 6 turbo (300, 320 hp); 4.0L V8 (414 hp) **Trans.:** 7-spd. seq.; 6-spd. auto. & man.; 8-spd. auto. **Fuel:** Diesel or premium **Version tested:** 328i convertible **CR mpg:** 21 **Accel.:** 7.8 **Braking:** 134 **Ratings pp. 29, 34**



## BMW 5 Series

The 535i we tested delivered smooth and strong acceleration from the turbocharged six-cylinder. Its eight-speed automatic shifted smoothly. Fuel economy is commendable at 23 mpg overall. While the ride is impressive, handling is disappointing, mainly due to the vague steering. Interior fit and finish is excellent, and iDrive is a bit improved, but some controls are still overcomplicated. The base engine is a four-cylinder turbo; hybrid and M versions arrive in the spring. Reliability of the redesign has been below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** Sedan **Trim lines:** 528i, 535i, 535i xDrive, Hybrid, 550i, 550i xDrive **Price:** \$46,900-\$64,300 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp); 3.0L 6 hybrid (335 hp); 4.4L V8 turbo (400 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Premium **Version tested:** 535i 6 **CR mpg:** 23 **Accel.:** 6.1 **Braking:** 137 **Ratings p. 32**

## BMW 5 Series Gran Turismo

The 5 Series GT is a very large hatchback. It shares most of its essentials with the 5 and 7 Series sedans, including their eight-speed automatic transmission. The car combines first-class luxury and a high level of functionality without looking utilitarian. The rear hatch opens as a traditional trunk or as a true hatchback, with the rear glass lifting up. The base model seats five, while more luxurious versions seat only four. All-wheel drive is available with both engine choices.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door hatchback **Trim lines:** 535i, 550i, 535i xDrive, 550i xDrive **Price:** \$57,000-\$68,300 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L 6 turbo (300 hp); 4.4L V8 turbo (400 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium

## BMW 6 Series

The new 6 Series is a grand touring two-door coupe or convertible, based on the 5 Series. It is longer and wider than the old car, with a lower overall height. Power comes from a 315-hp turbocharged six-cylinder or a 4.4-liter, 400-hp V8 mated to either an eight-speed automatic or a six-speed manual. The optional Integral Active Steering turns the front and rear wheels. BMW claims that improves high-speed stability as well as low-speed parking lot maneuvers. AWD is available.



Reliability: New Satisfaction: New Owner cost: ●

**Body styles:** Convertible, coupe **Trim lines:** 640i, 650i, 650i xDrive **Price:** \$73,600-\$93,500 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 3.0L 6 turbo (315 hp); 4.4L V8 turbo (400 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Premium

## BMW 7 Series

Though it's comfortable and laden with technology, the large 7 Series is no longer the crisp, sporty luxury car it once was. Handling lacks agility, and the long-wheelbase 750Li we tested didn't shine at its limits. The ride is steady and supple but isn't particularly cushy. The 400-hp turbo V8 is smooth, refined, and punchy. Many controls are complex and frustrating. On the up side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops. A 315-hp six-cylinder, a 535-hp V12, and a hybrid V8 are also available.



Reliability: ○ Satisfaction: NA Owner cost: ●

**Body style:** Sedan **Trim lines:** 740i, 740Li, 750i, 750Li, 750i xDrive, 750Li xDrive, Hybrid, Alpina B7, Alpina B7 xDrive, 760Li **Price:** \$71,000-\$137,300 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L 6 turbo (315 hp); 4.4L V8 turbo (400 hp); 4.4L V8 hybrid (455 hp); 4.4L V8 turbo (500 hp); 6.0L V12 turbo (535 hp) **Trans.:** 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** 750Li V8 **CR mpg:** 18 **Accel.:** 5.7 **Braking:** 126 **Ratings p. 33**

## BMW X3

The X3 is one of the few SUVs that is sporty to drive. It has a seamless eight-speed automatic and returned a commendable 22 mpg overall with the base six-cylinder engine. The xDrive35i uses a 300-hp turbocharged engine. The suspension is now more compliant, resulting in a firm yet supple ride. The supportive front seats are well shaped, and the quiet, neatly trimmed interior offers a good view out. The rear seat is roomy, but the cushion is a bit low. Some controls are needlessly complex. Reliability of the redesign has been above average.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** xDrive28i, xDrive35i **Price:** \$36,850-\$42,400 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L 6 (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** xDrive28i 6 **CR mpg:** 22 **Accel.:** 7.2 **Braking:** 134 **Ratings p. 35**

## BMW X5

The X5 has a stiff and choppy low-speed ride, although handling is capable and secure, and the steering has good feedback. The iDrive system is complicated and the transmission shift lever is counterintuitive. The interior is impeccably finished, and the front- and second-row seats are supportive, but the optional third-row seat is best for children. The diesel got 22 mpg overall in our tests, but it isn't as refined as the gas versions. Reliability of the diesel has improved to average, while the turbo six-cylinder is below average.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** xDrive35i, xDrive35d, xDrive50i, M **Price:** \$47,500-\$86,400 **Drive wheels:** AWD **Seating:** 2/3/2 **Engines:** 3.0L 6 turbodiesel (265 hp); 3.0L 6 turbo (300 hp); 4.4L V8 turbo (400 hp); 4.4L V8 turbo (555 hp) **Trans.:** 6-spd. auto.; 8-spd. auto. **Fuel:** Diesel or premium **Version tested:** xDrive35d 6 **CR mpg:** 22 **Accel.:** 8.3 **Braking:** 130 **Ratings p. 37**

## BMW X6

The X6 is a coupe-like, four-passenger sporty SUV based on the X5. A turbocharged 3.0-liter, six-cylinder engine powers most versions. A 4.4-liter V8 is also offered. The standard all-wheel-drive system can vary the torque from side to side to minimize understeer, similar to the system in the Acura MDX. Styling severely hurts rear visibility and cabin access. A five-passenger version is optional. An expensive hybrid trim and a high-performance M model are also available.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** xDrive35i, xDrive50i, Hybrid, M **Price:** \$58,900-\$89,500 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L 6 turbo (300 hp); 4.4L V8 turbo (400 hp); 4.4L V8 hybrid (480 hp); 4.4L V8 turbo (555 hp) **Trans.:** 6-spd. auto.; 7-spd. auto.; 8-spd. auto. **Fuel:** Premium

## BMW Z4

The Z4 is a refined and luxurious convertible, with a power-operated hard top that can open or close in 20 seconds. A turbocharged four-cylinder is new, and the punchy six-cylinder engines are super-smooth. The optional seven-speed automated manual works very well. Handling is not as sporty as that of the Porsche Boxster, but the ride is quite civilized. The electric steering falls short on feedback, taking away from handling finesse. The cabin is very tight. With typical options the price can easily reach \$60,000.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** Convertible **Trim lines:** sDrive28i, sDrive35i, sDrive35is **Price:** \$48,650-\$64,200 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp); 3.0L 6 turbo (335 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 8-spd. auto. **Fuel:** Premium



## Buick Enclave

This large, car-based SUV has three rows of seats and shares a platform with the Chevrolet Traverse and GMC Acadia. Power comes from a 3.6-liter V6 engine mated to a six-speed automatic, which we found hesitant to downshift at times. The ride is comfortable and quiet, and handling is agile and secure. The third-row seat is roomy enough for adults. Fit and finish is excellent. Fuel economy was slightly worse for the heavier Enclave than for our tested Traverse. Reliability of the AWD version has dropped to below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** CX, CXL1, CXL2 **Price:** \$36,600-\$45,080 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.6L V6 (288 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** CXL V6 **CR mpg:** 15 **Accel.:** 7.9 **Braking:** 142 **Ratings p. 37**

## Buick LaCrosse

The LaCrosse is a competitive large sedan. The refined 3.6-liter V6 is powerful and returns 20 mpg overall. The four-cylinder with "eAssist" delivers good performance and better fuel economy at 26 mpg overall. It shuts off at idle to save fuel. The excellent ride is steady and supple, and handling is responsive. AWD is available. The interior is inviting, luxurious, and well finished. Rear-seat room is generous. The exterior styling compromises visibility fore and aft, and the cockpit is narrow. IIHS crash-test results are impressive.



Reliability: New Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** Base, Premium, Touring **Price:** \$30,170-\$38,305 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 3.6L V6 (303 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Sedan 4 **CR mpg:** 26 **Accel.:** 9.2 **Braking:** 130 **Ratings p. 32**

## Buick Regal

The Regal is a well-honed sports sedan with a taut and steady ride, sporty handling, and quick, direct steering. Wind noise is well suppressed. The base 2.4-liter four-cylinder feels underpowered and returns just 23 mpg overall. It is mated to a smooth six-speed automatic. The turbocharged 220-hp engine is quicker and quieter but isn't thirstier. The interior is nicely furnished with supportive seats and excellent fit and finish, but the rear is snug. The GS is a high-performance version. First-year reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** Base, Premium, Premium turbo, GS **Price:** \$27,055-\$34,835 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 2.0L 4 turbo (220 hp); 2.0L 4 turbo (270 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** CXL 4 **CR mpg:** 23 **Accel.:** 9.9 **Braking:** 131 **Ratings p. 31**

## Buick Verano

The Verano is based on the Chevrolet Cruze but has more sound insulation. Like the Regal, the Verano uses GM's 2.4-liter four-cylinder engine. A turbocharged 2.0-liter four-cylinder will arrive later. Early impressions indicate the car is quiet, with virtually no road noise. It rides comfortably and handling is responsive but less sporty than the Regal's. The interior is nicely finished, but the rear is cramped. Luxury features such as a heated steering wheel are nice, but the lack of power recline and adjustable lumbar support is cheap.



Reliability: New Satisfaction: New Owner cost:

**Body style:** Sedan **Trim line:** — **Price:** \$22,585-\$25,965 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.4L 4 (180 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Cadillac CTS

The CTS has a firm yet supple ride and steers nicely. Three different suspension settings are offered, with the medium one (FE2) best suiting the car. The 3.6-liter V6 is smooth and refined. The interior is constructed of quality materials with impressive fit and finish. The cabin is quiet and the front seats are comfortable, but the rear is snug. The 3.0-liter engine lacks low-end power. The CTS-V uses a 556-hp, supercharged V8. Wagon and coupe versions are also available. Reliability of the V6 sedan is now average; the V6 coupe is well below.



Reliability: Satisfaction: Owner cost:

**Body styles:** Coupe, sedan, wagon **Trim lines:** Base, Luxury, Performance, Premium, CTS-V **Price:** \$35,915-\$63,215 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 (270 hp); 3.6L V6 (318 hp); 6.2L V8 supercharged (556 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** Premium V6 **CR mpg:** 19 **Accel.:** 6.8 **Braking:** 129 **Ratings p. 32**

## Cadillac Escalade

This luxurious version of the Chevrolet Tahoe and GMC Yukon has a plush interior and a powerful 6.2-liter V8. Acceleration is strong even when towing, but fuel economy is a poor 13 mpg overall. The interior is quiet, and the ride is comfortable, but the small third-row seat is too low and doesn't fold into the floor. The SUV has clumsy but secure handling. Braking distances are long. An extended-length model and a crew-cab pickup are also available. A hybrid version improves fuel economy. Reliability is well below average.



Reliability: Satisfaction: NA Owner cost:

**Body styles:** Crew cab, 4-door SUV, extended SUV **Trim lines:** Base, Luxury, Premium, Hybrid, Platinum, Hybrid Platinum **Price:** \$63,060-\$85,845 **Drive wheels:** Rear or AWD **Seating:** 2/3/3 **Engines:** 6.0L V8 hybrid (332 hp); 6.2L V8 (403 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** 4-door SUV V8 **CR mpg:** 13 **Accel.:** 7.5 **Braking:** 158 **Ratings p. 38**

## Cadillac SRX

The SRX has fairly agile handling, and the ride is taut yet supple. The original 3.0-liter V6 engine felt underpowered. For 2012 it is replaced by a 308-hp, 3.6-liter V6, which got 18 mpg overall in our tests. But it still doesn't make the SRX's acceleration feel very lively. The six-speed automatic shifts smoothly. The high-quality interior is well finished and quiet, and the front seats are very supportive. The second-row seats are snug. Rear visibility is restricted. Reliability has dropped to below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** Standard, Luxury, Performance, Premium **Price:** \$35,485-\$49,085 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 3.6L V6 (308 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Luxury V6 **CR mpg:** 18 **Accel.:** 7.1 **Braking:** 135 **Ratings p. 35**

## Cadillac XTS

The XTS is based on the Buick LaCrosse and is positioned above the CTS. It is touted as the brand's most technologically advanced car ever, with features such as the new CUE infotainment system. Power comes from a 300-hp, 3.6-liter V6 coupled to a six-speed automatic transmission. It is offered in front- or all-wheel drive. The interior is very roomy, and the trunk is huge. Standard features include a magnetic ride-control rear air suspension. A number of advanced safety features are also available.



Reliability: New Satisfaction: New Owner cost:

**Body style:** Sedan **Trim line:** — **Price:** \$46,000-\$55,000 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 3.6L V6 (300 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Chevrolet Avalanche

The Avalanche has a compliant ride and a quiet cabin. Its unified cab and cargo bed allows expansion of the cargo area into the cabin, and the locking cover makes the bed waterproof and secure. Handling lacks agility but is ultimately secure. The engine is not particularly refined and returns 14 mpg overall. Towing and payload capacity is less than other full-sized pickups, but is still capable. The 4WD system can remain engaged indefinitely. The optional rear-view camera aids safe reversing. Reliability has been above average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

**Body style:** Crew cab **Trim lines:** LS, LT, LTZ **Price:** \$36,800-\$50,305 **Drive wheels:** Rear or selectable 4WD **Seating:** 3/3 **Engine:** 5.3L V8 (320 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V8 **CR mpg:** 14 **Accel.:** 8.9 **Braking:** 146 **Ratings pp. 39**

## Chevrolet Cruze

The Cruze feels solid and substantial, handles nicely, and has a firm but controlled ride. The base 1.8-liter four-cylinder and the up-level turbocharged 1.4-liter returned an unimpressive 26 mpg. 2012 brings an improved automatic transmission. The turbo engine is quieter. An Eco version is also available. The well-finished cabin feels spacious up front, even for tall drivers, but it's cramped in the rear. Noise levels are fairly good for a small sedan. Crash-test results are impressive, but first-year reliability is well below average.



Reliability: ● Satisfaction: ○ Owner cost: ○

**Body style:** Sedan **Trim lines:** LS, LT, ECO, 2LT, LTZ **Price:** \$16,800-\$23,190 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.4L turbo (138 hp); 1.8L 4 (138 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** 1LT 4 **CR mpg:** 26 **Accel.:** 9.8 **Braking:** 139 **Ratings pp. 29, 30**

## Chevrolet Camaro

The Camaro SS we tested was very quick, thanks to the 6.2-liter V8 engine. The base 3.6-liter V6 delivers good performance. Handling is very capable, but the car's size and weight hurts agility. Braking performance on the SS is excellent, and the ride is taut and controlled but not punishing. The cars' styling impacts practicality, with severely hampered visibility, unclear controls, a small trunk, and a tiny rear seat. The convertible has an awkward manual top release. Reliability has been average. A high-performance ZL1 version is new.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ○

**Body styles:** Convertible, coupe **Trim lines:** LS, 1LT, 2LT, 1SS, 2SS, ZL1 **Price:** \$23,280-\$54,095 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 3.6L V6 (323 hp); 6.2L V8 (400 hp); 6.2L V8 (426 hp); 6.2L V8 supercharged (580 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** 2SS V8 **CR mpg:** 18 **Accel.:** 5.1 **Braking:** 129 **Ratings pp. 33, 34**

## Chevrolet Equinox

The Equinox has a taut yet supple and controlled ride, with responsive and secure handling. The raspy 2.4-liter four-cylinder engine averaged a respectable 21 mpg overall but is not particularly brisk. The quieter and smoother V6 model steers better and has more power, but gets just 18 mpg overall. With both engines the transmission is reluctant to downshift. The interior is well finished and cabin access is easy, but wide roof pillars block the rear view. The rear seat is comfortable and roomy. Reliability has been average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** LS, 1LT, 2LT, LTZ **Price:** \$23,530-\$30,970 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 3.0L V6 (264 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 2LT V6 **CR mpg:** 18 **Accel.:** 9.1 **Braking:** 134 **Ratings p. 36**

## Chevrolet Colorado

The Colorado and its twin, the GMC Canyon, are far surpassed by their competitors. The unrefined five-cylinder engine lacks punch and doesn't offer a fuel-economy advantage over competing V6s. It had to work hard to power the crew cab we tested. Handling is sound but unexceptional. The ride is unsettled, and the body constantly quivers. Despite the truck's relatively small dimensions, the 48-foot turning circle is huge. A 5.3-liter V8 is available. The IIHS side-crash result is poor. A 2013 redesign is coming.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body styles:** Regular cab, extended cab, crew cab **Trim lines:** WT, LT **Price:** \$17,475-\$30,320 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engines:** 2.9L 4 (185 hp); 3.7L 5 (242 hp); 5.3L V8 (300 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** LS 5 **CR mpg:** 16 **Accel.:** 9.6 **Braking:** 156 **Ratings p. 39**

## Chevrolet Impala

The dated and unimpressive Impala falls short of modern standards in most key areas. The newly added 3.6-liter V6 and six-speed automatic are not enough to mask the car's fundamental flaws. Its short list of strengths includes easy-to-use controls and a large trunk. Handling is clumsy, the ride is unsettled, and noise levels are elevated. The rear seat is skimpy for a car this size, and fit and finish is second-rate. Reliability is average, but the Impala scores too low to be recommended.



Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** Sedan **Trim lines:** LS, LT, LTZ **Price:** \$25,760-\$30,300 **Drive wheels:** Front **Seating:** 3/3 **Engine:** 3.6L V6 (302 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V6 **CR mpg:** 22 **Accel.:** 7.2 **Braking:** 137 **Ratings p. 31**

## Chevrolet Corvette

The Corvette offers impressive performance, with a relatively comfortable ride and very capable handling. The interior is roomy for a sports car, but the seats and interior fit and finish should be far better given the Corvette's price. The Z06 we tested produced ferocious acceleration, with an exhaust note to match, but the base car is plenty powerful. The supercharged, 638-hp ZR1 delivers super car performance. Reliability has been average of late. A new Corvette will arrive in 2013.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body styles:** 2-door hatchback, convertible **Trim lines:** Base, Grand Sport, Z06, ZR1 **Price:** \$49,600-\$111,600 **Drive wheels:** Rear **Seating:** 2 **Engines:** 6.2L V8 (430 hp); 7.0L V8 (505 hp); 6.2L V8 supercharged (638 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Convertible V8 **CR mpg:** 21 **Accel.:** 5.0 **Braking:** 126 **Ratings pp. 33, 34**

## Chevrolet Malibu

A redesigned Malibu based on the Buick Regal has just gone on sale, but only in the new Eco trim line. It uses a 2.4-liter four-cylinder engine that employs eAssist technology, like in the Buick LaCrosse. Electric power augments the engine when needed. The car rides well and is quiet. The interior is more refined and sophisticated now, but the rear seat is less roomy than it was in the old car. A 2.5-liter four-cylinder engine and a 2.0-liter turbocharged four-cylinder will be introduced later. A V6 will not be offered.



Reliability: New Satisfaction: ○ Owner cost: ●

**Body style:** Sedan **Trim lines:** ECO **Price:** \$25,235 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 2.5L 4 (190 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**



## Chevrolet Silverado 1500

The Silverado is a well-rounded pickup with an available full-time 4WD system and generous payload capacity. Ride quality is decent with the Z85 suspension, and handling is secure. High-end models have very good interior fit and finish, but all have simple controls. The crew cab is roomy, with easy access. A six-speed automatic slightly improves fuel economy and acceleration with the tested 5.3-liter V8. A hybrid model is available. IIHS side-crash-test results are just Acceptable. Reliability of the V8 4WD version is below average.



Reliability: Satisfaction: Owner cost:

**Body styles:** Regular cab, extended cab, crew cab  
**Trim lines:** WT, LS, LT, LTZ, Hybrid  
**Price:** \$22,195-\$49,620 **Drive wheels:** Rear, part-time, or selectable 4WD **Seating:** 2/3  
**Engines:** 4.3L V6 (195 hp); 4.8L V8 (302 hp); 5.3L V8 (315 hp); 6.0L V8 hybrid (332 hp); 6.2L V8 (403 hp) **Trans.:** CVT; 4-spd. auto.; 6-spd. auto.  
**Fuel:** Regular **Version tested:** LT V8 **CR mpg:** 14 **Accel.:** 79 **Braking:** 150 **Ratings p. 39**

## Chevrolet Sonic

Chevrolet's new subcompact Sonic is available as a sedan or a four-door hatchback. Its base 1.8-liter engine is larger than those from competitors and makes the Sonic relatively quick, but it isn't a standout in terms of fuel economy. The 1.4-liter turbo is supposed to return better fuel economy. Handling is fairly nimble, but the steering feels darty at first. Braking is excellent. The ride is relatively civilized for this class, and noise levels are not offensive. The sedan has a bigger trunk than many larger compact sedans.



Reliability: New Satisfaction: New Owner cost:

**Body styles:** 4-door hatchback, sedan  
**Trim lines:** LS, LT, LTZ **Price:** \$13,865-\$18,625  
**Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 (135 hp); 1.4L 4 turbo (138 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** LT 4 **CR mpg:** 28 **Accel.:** 9.3 **Braking:** 128 **Ratings p. 29**

## Chevrolet Spark

The Spark, developed in South Korea, will be sold with a 1.2-liter four-cylinder engine. Chevrolet's most basic entry-level car is priced below the Sonic. A motorcycle-like instrument panel is similar to the one in the Sonic. The Spark is a tall and narrow hatchback that is smaller than the Honda Fit, but due to its height it is relatively roomy for its tiny size. Cargo space is enhanced by the 60/40-split rear seats and a variety of interior storage compartments.



Reliability: New Satisfaction: New Owner cost:

**Body style:** 4-door hatchback **Trim lines:** LS, LT **Price:** \$9,990-\$12,000 **Drive wheels:** Front  
**Seating:** 2/2 **Engine:** 1.2L 4 (85 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular

## Chevrolet Suburban

This extended-length version of the Tahoe can tow a heavy trailer and swallow more cargo than most minivans. Interior quality is very good, and there is room for up to nine, but typical versions seat seven. The cabin is quiet, but the low third-row seat is uncomfortable and, inconveniently, doesn't fold into the floor. Steering is vague and handling is cumbersome. The standard 5.3-liter V8 is merely adequate and returned 14 mpg overall. 4WD models have a selectable full-time system. Reliability has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** LS, LT, LTZ  
**Price:** \$41,995-\$57,890 **Drive wheels:** Rear, selectable 4WD, or AWD **Seating:** 3/3/3  
**Engines:** 5.3L V8 (320 hp); 6.0L V8 (352 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V8 **CR mpg:** 14 **Accel.:** 8.4 **Braking:** 147 **Ratings p. 38**

## Chevrolet Tahoe

The Tahoe has a compliant ride, good interior quality, and comfortable seats. Towing capability is impressive, but the 5.3-liter V8 is unrefined. There is little room behind the tiny third-row seat, which doesn't fold into the floor. Handling and braking are only so-so. The hybrid version got 19 mpg in our tests, a big improvement over the V8's 14 mpg. The six-speed automatic slightly improved fuel economy and acceleration. Reliability has been average, but the Tahoe scores too low in our tests to be recommended.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** LS, LT, Hybrid, LTZ **Price:** \$38,530-\$55,850 **Drive wheels:** Rear or selectable 4WD **Seating:** 3/3/3 **Engines:** 5.3L V8 (320 hp); 6.0L V8 hybrid (332 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** LTZ V8 **CR mpg:** 14 **Accel.:** 8.4 **Braking:** 144 **Ratings p. 38**

## Chevrolet Traverse

The Traverse has a spacious and quiet interior, with a third-row seat that's roomy enough to accommodate adults. Seating for eight is available. In our tests the smooth and refined 3.6-liter V6 returned 16 mpg overall. The six-speed automatic sometimes hesitates to downshift when needed. Handling is responsive and secure, and the Traverse steers nicely. The ride is taut yet comfortable and steady. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. Reliability has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** LS, LT, LTZ **Price:** \$29,510-\$40,885 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.6L V6 (281 hp); 3.6L V6 (288 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V6 **CR mpg:** 16 **Accel.:** 79 **Braking:** 141 **Ratings p. 38**

## Chevrolet Volt

The Volt has a backup engine to extend its typical 35-mile electric range. It is quick, quiet, and responsive, with a taut ride. Once the lithium-ion battery is depleted, the 1.4-liter engine acts as a generator to extend the range an additional 315 miles. Recharge times are 4 hours on a 240-volt supply and 10 hours on 120 volts. We got 2.93 miles per kWh overall and 32 mpg overall on gas mode. Visibility is so-so, and the four-seat capacity limits practicality. First-year reliability has been well above average.



Reliability: Satisfaction: Owner cost: NA

**Body style:** 4-door hatchback **Trim line:** — **Price:** \$39,145 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.4L 4 + electric (150 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric + premium **Version tested:** 4-door hatchback 4 **CR mpg:** 61 **Accel.:** 9.4 **Braking:** 136 **Ratings p. 27**

## Chrysler 200

The 200 is uncompetitive among family sedans. On the plus side, the ride is compliant and the optional V6 is strong and smooth. The noisy and unrefined 173-hp four-cylinder gets only 21 mpg overall, the same as the 283-hp V6. The six-speed automatic doesn't shift particularly smoothly or quickly. Though the soft suspension provides decent isolation, it also allows frequent body motions, and handling lacks agility but is secure. Most controls are straightforward. First-year reliability has been well above average.



Reliability: Satisfaction: NA Owner cost:

**Body styles:** Convertible, sedan **Trim lines:** LX, Touring, Limited, S **Price:** \$18,995-\$32,270 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (173 hp); 3.6L V6 (283 hp) **Trans.:** 4-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V6 **CR mpg:** 21 **Accel.:** 6.8 **Braking:** 140 **Ratings p. 31**



## Chrysler 300

Chrysler's flagship, the 300C, is muscular and luxurious. An extensive freshening has made this cruiser a lot more competitive. The new 3.6-liter V6 is much smoother and more powerful than the engine it replaced. The V8 is punchy, but fuel economy is only 18 mpg overall. Ride and handling are competent. Visibility and interior quality have improved. For 2012, V6 versions get an eight-speed transmission, which should improve performance and fuel economy. The SRT8, with a potent 6.4-liter V8 engine, is also available.



Reliability: NA Satisfaction: NA Owner cost: ○

**Body style:** Sedan **Trim lines:** Base, Limited, C, SRT8 **Price:** \$27,470-\$47,470 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.6L V6 (292 hp); 5.7L V8 (363 hp); 6.4L V8 (470 hp) **Trans.:** 5-spd. auto.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** C V8 CR mpg: 18 Accel.: 6.2 **Braking:** 134 **Ratings p. 32**

## Dodge Challenger

The large retro-look Challenger is a modern version of a 1970s muscle car. As such, it is very quick in a straight line and its brawny V8 emits an invigorating sound. It's also a fairly comfortable cruiser. Recent tweaks have made the car more responsive in corners and have tightened up the suspension and steering, with a small sacrifice in ride comfort. The V6 is more powerful and competitive now, and the top-level V8 is now 6.4 liters. Reliability has improved to above average.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body style:** Coupe **Trim lines:** SE, SXT, R/T, SRT8 **Price:** \$24,995-\$43,995 **Drive wheels:** Rear **Seating:** 2/3 **Engines:** 3.6L V6 (305 hp); 5.7L V8 (375 hp); 6.4L V8 (470 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** R/T V8 CR mpg: 19 Accel.: 6.5 **Braking:** 130 **Ratings p. 33**

## Chrysler Town & Country

The Town & Country still falls short of the best minivans. High points include a comfortable and settled ride, and a quiet, well-equipped cabin that offers considerable versatility. The second- and third-row seats conveniently fold into the floor, but seating posture is compromised. Though the V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is unimpressive. Everyday handling is sound but sloppy when pushed to the limits. First-year reliability has been well below average.



Reliability: ● Satisfaction: ○ Owner cost: ○

**Body style:** Minivan extended **Trim lines:** Touring, Touring-L, Limited **Price:** \$29,995-\$39,300 **Drive wheels:** Front **Seating:** 2/2/3 **Engine:** 3.6L V6 (283 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Touring-L V6 CR mpg: 17 Accel.: 8.1 **Braking:** 141 **Ratings p. 35**

## Dodge Charger

Chrysler has successfully reworked the Charger. The large, rear-wheel-drive sedan now handles responsively and has a steady, comfortable ride. The spacious cabin is furnished with well-fitting, good-quality materials, and the optional touch-screen controls are fairly easy to use. The refined V6 performs well; a juicier 370-hp V8 is optional. Visibility has also been improved but is still not great. For 2012, V6 models get a new eight-speed transmission. The sporty SRT8 with a 6.4-liter V8 engine is also available.



Reliability: NA Satisfaction: NA Owner cost: ○

**Body style:** Sedan **Trim lines:** SE, SXT, SXT Plus, R/T, SRT8 **Price:** \$25,495-\$45,795 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.6L V6 (292 hp); 5.7L V8 (370 hp); 6.4L V8 (470 hp) **Trans.:** 5-spd. auto.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** Rallye V6 CR mpg: 21 **Accel.:** 7.5 **Braking:** 134 **Ratings p. 32**

## Coda EV

Coda is an on-again/off-again California start-up offering a fully electric sedan that is supposed to soon go on sale in California. It's about the size of a Toyota Corolla and is based on a Chinese car with roots from a dated Mitsubishi design. The relatively large 33.8 kwh lithium-ion battery is said to provide a range of 90 to 110 miles before needing to recharge. Top speed is claimed to be 80 mph. The electrical bits are assembled in California, and the company plans to start a battery plant in Ohio for future Codas.



Reliability: NA Satisfaction: NA Owner cost: NA

**Body style:** Sedan **Trim line:** — **Price:** \$39,900 **Drive wheels:** Front **Seating:** 2/3 **Engine:** Electric (134 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric

## Dodge Dart

The new Dart sedan replaces the Caliber and is built on a widened-and-stretched platform from the Alfa Romeo Giulietta, another car in parent corporation Fiat's portfolio. The Dart offers a choice of three four-cylinder engines: a 2.4-liter from the Avenger, a 2.0-liter from the Caliber, and a turbocharged version of the 1.4-liter in the Fiat 500. Horsepower ranges from about 160 to 184. Transmission choices include an automated manual with the turbocharged engine. Rear-seat room is snug.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** Sedan **Trim lines:** SE, SXT, Rallye, Limited, R/T **Price:** \$16,000-\$24,000 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.4L 4 turbo (160 hp); 2.0L 4 (160 hp); 2.4L 4 (184 hp) **Trans.:** 6-spd. seq.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Dodge Avenger

The updated Avenger, like the related Chrysler 200, is still an uncompetitive design that trails all other mid-sized sedans. On the plus side, the ride is compliant and the optional V6 is strong and smooth. The noisy and unrefined 173-hp four-cylinder gets only 21 mpg overall, the same as the 283-hp V6. The slow-shifting six-speed automatic doesn't shift particularly smoothly. Though the soft suspension provides decent isolation, it also allows frequent body motions, and handling lacks agility. Rear visibility is lousy.



Reliability: NA Satisfaction: NA Owner cost: ○

**Body style:** Sedan **Trim lines:** SE, SXT, SXT Plus, R/T **Price:** \$18,995-\$25,995 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (173 hp); 3.6L V6 (283 hp) **Trans.:** 4-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Mainstreet 4 CR mpg: 21 Accel.: 10.3 **Braking:** 143 **Ratings p. 30**

## Dodge Durango

The Durango is based on the Jeep Grand Cherokee and boasts a spacious, quiet, and versatile cabin with a third-row seat that's actually usable. Cargo and trailer-towing capacities are generous as well. The 360-hp V8 version provides muscular acceleration but a mediocre 14 mpg. Though it's no rocket ship, the 290-hp V6 is smooth, refined, and more economical. Handling is responsive and secure, and the ride is supple and controlled. First-year reliability has been above average.



Reliability: ○ Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** SXT, Crew, R/T, Citadel **Price:** \$28,995-\$42,995 **Drive wheels:** Rear or AWD **Seating:** 2/3/2 **Engines:** 3.6L V6 (290 hp); 5.7L V8 (360 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Crew V8 CR mpg: 14 **Accel.:** 8.1 **Braking:** 140 **Ratings p. 38**

## Dodge Grand Caravan

The Grand Caravan still falls short of the best minivans. High points include a comfortable and settled ride, and a quiet, well-equipped cabin that offers considerable versatility. The second- and third-row seats conveniently fold into the floor, but seating posture is compromised. While the 283-hp V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is unimpressive. Everyday handling is sound but sloppy at its limits. First-year reliability has been well below average.



Reliability: ● Satisfaction: ○ Owner cost: ○

**Body style:** Minivan extended  
**Trim lines:** American Value, SE, SXT, Crew, R/T  
**Price:** \$20,995-\$29,995 **Drive wheels:** Front  
**Seating:** 2/2/3 **Engine:** 3.6L V6 (283 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Touring-L V6 **CR mpg:** 17 **Accel.:** 8.1  
**Braking:** 141 **Ratings p. 35**

## Dodge Journey

Dodge's midsize SUV seats five, with an optional third row that increases seating to seven. The new 3.6-liter V6 got only 16 mpg in our testing. The noisy 2.4-liter engine is carried over, but only on front-wheel-drive versions. Despite the new engine and interior appointments, the Journey is still mediocre overall. This SUV rides well and is quiet, but its lack of agility makes it feel larger than it is. In addition, the transmission is reluctant to downshift and the third-row seat is tiny. Reliability has been below average.



Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** American Value, SE, SXT, Crew **Price:** \$20-\$31,795 **Drive wheels:** Front or AWD **Seating:** 2/3/2  
**Engines:** 2.4L 4 (173 hp); 3.6L V6 (283 hp)  
**Trans.:** 4-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Lux V6 **CR mpg:** 16 **Accel.:** 8.1  
**Braking:** 139 **Ratings p. 37**

## Dodge Ram 1500

The Ram's coil-spring rear suspension delivers a very good ride for a full-sized pickup truck. The strong 5.7-liter V8 has a subdued, pleasant sound. Handling is secure. The cabin is quiet. Interior quality and comfort are good, with a roomy rear seat in the crew cab. Curtain air bags are standard. The optional "Ram box" provides lockable and weatherproof storage alongside the bed but takes up some bed width. Reliability of the 4WD version dropped to below average; the 2WD is above average.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body styles:** Regular cab, extended cab, crew cab  
**Trim lines:** ST, SLT, Sport, Tradesman, Express, Lone Star, Big Horn, Laramie  
**Price:** \$21,820-\$46,270 **Drive wheels:** Rear, part-time, or selectable 4WD **Seating:** 3/3  
**Engines:** 3.7L V6 (215 hp); 4.7L V8 (310 hp); 5.7L V8 (390 hp) **Trans.:** 4-spd. auto.; 6-spd. auto.  
**Fuel:** Regular **Version tested:** SLT V8 **CR mpg:** 14 **Accel.:** 7.6 **Braking:** 137 **Ratings p. 39**

## Fiat 500

The 500 has agile handling, a willing engine, and a crisp-shifting manual transmission, all of which make the Fiat fun to drive. The 101-hp, 1.4-liter four-cylinder and five-speed manual returned 33 mpg overall but require frequent downshifts to keep up on hills and with traffic. The 500 suffers from a choppy ride and a noisy cabin. The rear seats are very tight and difficult to access. There is plenty of head room up front, but the cabin is narrow and some drivers may find the steering wheel to be too far away. The convertible has a clever top.



Reliability: New Satisfaction: New Owner cost: ●

**Body styles:** 2-door hatchback, convertible **Trim lines:** Pop, Sport, Lounge **Price:** \$15,500-\$23,500 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.4L 4 (101 hp) **Trans.:** 5-spd. man.; 6-spd. auto.  
**Fuel:** Regular **Version tested:** Sport 4 **CR mpg:** 33 **Accel.:** 11.3 **Braking:** 134 **Ratings p. 34**

## Fisker Karma

The Fisker Karma is a luxury four-seat plug-in hybrid. Although it's a large car, the cabin is snug. The car is electrically driven and has a 260-hp turbo engine from GM that extends the claimed 50-mile electric-only range for an additional 250 miles. The engine acts as a generator to power the electric drive once the 20 kWh lithium-ion battery is depleted. Two electric motors drive the rear wheels. Despite its 403 hp, the heavy Karma doesn't feel that quick. It takes about 6 hours to recharge the battery on 240 volts, or 12 hours on 120 volts.



Reliability: NA Satisfaction: NA Owner cost: NA

**Body style:** Sedan **Trim lines:** Eco Standard, Eco Sport, Eco Chic **Price:** \$95,900-\$108,900  
**Drive wheels:** Rear **Seating:** 2/2  
**Engine:** 2.0L 4 + electric (403 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric + premium

## Ford Edge

The Edge's 2011 update was hit-and-miss. It got a nicer interior, upgraded engines, and suspension improvements. But the versions with Ford's MyTouch have worse controls, with buttons that lack tactile feedback, and a distracting touch screen. The lively 3.5-liter V6 engine returned 18 mpg overall, but the powertrain lacks refinement. The four-cylinder turbo works well but is only available on FWD versions. The ride is a bit jittery and road noise is pronounced. Reliability of the V6 version is below average.



Reliability: ● Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** SE, SEL, Limited, Sport **Price:** \$27,750-\$38,940 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.5L V6 (285 hp); 3.7L V6 (305 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** SEL V6 **CR mpg:** 18 **Accel.:** 8.1  
**Braking:** 134 **Ratings pp. 36, 37**

## Ford Escape

The redesigned Escape is due this spring. The Focus-based SUV should be more refined and solid than its predecessor. Most versions will have a 1.6-liter turbo four-cylinder, and uplevel ones will use a 2.0-liter turbo four-cylinder. Base and fleet versions get a carryover 2.5-liter four-cylinder. There won't be a hybrid or V6 offered. The interior is quite roomy, and there is an option to open the rear hatch hands-free. Auto parking and blind-spot sensors are available, as well as an upgraded Sync with the MyFord Touch infotainment system.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** S, SE, SEL, Titanium **Price:** \$22,970-\$32,620 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.5L 4 (168 hp); 1.6L 4 turbo (173 hp); 2.0L 4 turbo (237 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular  
**Look for a full test in an upcoming issue.**

## Ford Expedition

The Expedition is available in two lengths. The extended-length EL offers massive cargo space and seating for up to nine. The roomy third-row seat folds flat into the floor and is as comfortable as the second row. The noisy V8 produces 310 hp and is mated to a six-speed automatic transmission. Our tested EL felt sluggish and returned 13 mpg overall. Towing capacity is generous. Handling is relatively responsive for such a large vehicle, but braking distances are long. Three-row curtain air bags are standard.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body styles:** 4-door SUV, extended SUV **Trim lines:** XL, XLT, Eddie Bauer, Limited, King Ranch, XLT EL, Eddie Bauer EL, Limited EL, King Ranch EL **Price:** \$36,530-\$52,330 **Drive wheels:** Rear or selectable 4WD **Seating:** 3/3/3 **Engine:** 5.4L V8 (310 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** EL Eddie Bauer V8 **CR mpg:** 13 **Accel.:** 9.1  
**Braking:** 154 **Ratings p. 38**



## Ford Explorer

The Explorer has a well-finished, roomy, and versatile interior with a usable third-row seat. Handling is secure but not particularly agile. The ride is steady and absorbent. The standard 3.5-liter V6 is punchy enough though a bit rough. A 240-hp, 2.0-liter turbo four-cylinder is only available on FWD models. The interior is well finished and relatively quiet. The MyFord Touch control interface is complicated and distracting. A terrain-select system facilitates light off-road capability. First-year reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** Base, XLT, Limited **Price:** \$28,280-\$39,855 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.0L 4 twin-turbo (240 hp); 3.5L V6 (290 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** XLT V6 **CR mpg:** 18 **Accel.:** 7.9 **Braking:** 135 **Ratings p. 37**

## Ford Focus

The Focus has sporty handling and is fun to drive. Its supple and controlled ride, relatively low noise levels, and solid interior make it feel substantial. We got a good 28 mpg overall in our tests. The Focus is hampered by the new PowerShift automatic transmission, which stumbles at very low speeds. The rear seat is tight even by small-car standards. Needlessly confusing radio controls are another annoyance. A sporty ST trim line and an electric version will arrive later. First-year reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body styles:** 4-door hatchback, sedan **Trim lines:** S, SE, SEL, Titanium, Electric **Price:** \$16,500-\$22,700 **Drive wheels:** Front **Seating:** 2/3 **Engines:** Electric (100 hp); 2.0L 4 (160 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 1-spd. dir. **Fuel:** Regular or electric **Version tested:** SE 4 **CR mpg:** 28 **Accel.:** 9.2 **Braking:** 141 **Ratings pp. 28, 29**

## Ford F-150

The F-150's 5.0-liter V8 and V6 turbo make the truck quick. With either powertrain, the F-150 became a bit quieter and more refined. Both engines delivered 15 mpg overall. The crew-cab version is very roomy, but the step-in is high. Handling is still clumsy but secure enough. The stiff, busy ride is improved and is now more tolerable. Towing and hauling are very capable, but the capacities of our tested trucks aren't class-leading. Crash-test results are impressive. The integrated tailgate step is a nice option.



Recommended

Reliability: Satisfaction: Owner cost:

**Body styles:** Reg. cab, ext. cab, crew cab **Trim lines:** XL, STX, XLT, FX2, FX4, Lariat, King Ranch, Platinum, Lariat Limited, SVT Raptor, Harley-Davidson **Price:** \$22,990-\$51,995 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engines:** 3.7L V6 (302 hp); 5.0L V8 (360 hp); 3.5L V6 twin-turbo (365 hp); 6.2L V8 (411 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** XLT V8 **CR mpg:** 15 **Accel.:** 7.8 **Braking:** 142 **Ratings p. 39**

## Ford Fusion

The midsize Fusion is a decent family sedan that will be replaced in fall 2012 by a more substantial car. High points of the current car include competent ride and handling, and the 34 mpg overall for the hybrid version. The well-finished cabin stays mostly quiet, but the four-cylinder is loud when accelerating. The V6 is smooth and refined. Handling is balanced and predictable at its limits. A cross-traffic sensor alerts drivers to approaching traffic when reversing. IIHS crash-test results and reliability are very good.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** S, SE, SEL, Sport, Hybrid **Price:** \$20,200-\$29,100 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.5L 4 (175 hp); 2.5L 4 hybrid (191 hp); 3.0L V6 (240 hp); 3.5L V6 (263 hp) **Trans.:** 6-spd. man.; CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** SE 4 **CR mpg:** 24 **Accel.:** 9.6 **Braking:** 141 **Ratings pp. 30, 31**

## Ford Fiesta

The Fiesta subcompact drives nicely, with agile handling and a supple, controlled ride. Wind, road, and engine noise are well suppressed. Interior fit and finish, and equipment level are impressive for this class, with soft-touch dash materials and options such as keyless entry and Ford's Sync multimedia system. But the rear seat is very cramped. The automatic is a six-speed automated manual. In our tests the manual version felt slow, but fuel economy with either transmission is excellent. First-year reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body styles:** 4-door hatchback, sedan **Trim lines:** S, SE, SES, SEL **Price:** \$13,200-\$17,500 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.6L 4 (120 hp) **Trans.:** 6-spd. seq.; 5-spd. man. **Fuel:** Regular **Version tested:** SE 4 **CR mpg:** 33 **Accel.:** 10.9 **Braking:** 142 **Ratings pp. 28, 29**

## Ford Mustang

The Mustang has agile handling and a tolerable ride. Its refined and punchy 305-hp V6 attained an impressive 24 mpg overall. The GT's V8 is a scorcher and sounds great. The automatic transmission sacrifices just a little performance compared with the crisp short-throw manual shifter. The upright stance allows for a decent view out and fairly easy access, making it a reasonable choice for daily driving. The front seats are comfortable, but the rear seats are tight. Interior fit and finish is mostly good.



Recommended

Reliability: Satisfaction: Owner cost:

**Body styles:** Convertible, coupe **Trim lines:** Base, Premium, GT, GT Premium, Boss 302, Shelby GT500 **Price:** \$22,145-\$53,810 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 3.7L V6 (305 hp); 5.0L V8 (420 hp); 5.0L V8 (444 hp); 5.8L V8 supercharged (650 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** GT Premium V8 **CR mpg:** 22 **Accel.:** 5.1 **Braking:** 129 **Ratings pp. 33, 34**

## Ford Flex

The Flex combines SUV-like versatility with car-like driving dynamics. The 3.5-liter V6 returned 17 mpg overall and isn't particularly refined. The turbocharged V6 engine provides quick acceleration without hurting fuel economy. It rides comfortably and quietly, and handling is secure but not particularly agile. The interior is very roomy, but the driving position is narrow. Rear visibility is so-so. Crash-test results are impressive. Reliability of the Ecoboost has dropped to below average, but the regular V6 version's is average.



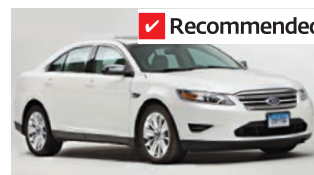
Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** SE, SEL, Limited, Titanium **Price:** \$29,220-\$45,385 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 3.5L V6 (285 hp); 3.5L V6 turbo (355 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** SEL V6 **CR mpg:** 17 **Accel.:** 9.0 **Braking:** 144 **Ratings p. 38**

## Ford Taurus

The Taurus stresses styling at the sacrifice of interior room and rear visibility. This large, quiet, and pleasant sedan rides and handles nicely. But the turning circle is wide. The responsive 3.5-liter V6 returned 19 mpg overall, and the six-speed automatic works well. Interior fit and finish is good, with plush materials, but the driver's space is narrow. AWD is optional. The high-performance SHO has a turbocharged V6 and standard AWD. A freshening arrives this spring and includes a turbocharged four-cylinder version.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** SE, SEL, Limited, SHO **Price:** \$25,355-\$37,955 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.5L V6 (263 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V6 **CR mpg:** 19 **Accel.:** 7.9 **Braking:** 139 **Ratings p. 32**



## GMC Acadia

The Acadia has a spacious and quiet interior. Its smooth and refined 3.6-liter V6 returned 16 mpg overall in tests of the similar Chevrolet Traverse. The automatic sometimes hesitates to downshift when needed. FWD and AWD versions are available. These SUVs have a comfortable ride and responsive handling. Fit and finish is very good. The third-row seats are roomy enough to accommodate adults. Rear visibility isn't great because of a tall and small rear window. Reliability has been below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** SL, SLE, SLT, Denali **Price:** \$32,685-\$46,660 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.6L V6 (288 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Traverse LT V6 **CR mpg:** 16 **Accel.:** 7.9 **Braking:** 141 **Ratings p. 38**

## GMC Canyon

The Canyon and its Chevrolet Colorado twin are far surpassed by their competitors. The unrefined five-cylinder engine lacks punch and doesn't offer a fuel-economy advantage over competing V6s. It had to work hard to power the crew cab we tested. Handling is sound but unexceptional. The ride is unsettled, and the body constantly quivers. Despite the truck's relatively small dimensions, the 48-foot turning circle is huge. A 5.3-liter V8 is available. The IIHS side-crash result is poor. There will be a new 2013 model.



Reliability: Satisfaction: NA Owner cost:

**Body styles:** Regular cab, extended cab, crew cab **Trim lines:** WT, SLE, SLT **Price:** \$17,490-\$31,790 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engine:** 2.9L 4 (185 hp); 3.7L 5 (242 hp); 5.3L V8 (300 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** Colorado LS 5 **CR mpg:** 16 **Accel.:** 9.6 **Braking:** 156 **Ratings p. 39**

## GMC Sierra 1500

The Sierra is a well-rounded pickup with an available full-time 4WD system and generous payload capacity. Ride quality is decent with the Z85 suspension, and handling is secure. A luxurious Sierra Denali has a powerful 6.2-liter V8. The crew cab is roomy, with easy access. A six-speed automatic slightly improved fuel economy and acceleration with the tested 5.3-liter V8. We found that the hybrid considerably improves fuel economy. IIHS side-crash results are acceptable. Reliability of the V8 4WD version is below average.



Reliability: Satisfaction: Owner cost:

**Body styles:** Regular cab, extended cab, crew cab **Trim lines:** WT, SL, SLE, SLT, Hybrid, Denali **Price:** \$22,195-\$49,990 **Drive wheels:** Rear, AWD, part-time, or selectable 4WD **Seating:** 2/3 **Engine:** 4.3L V6 (195 hp); 4.8L V8 (302 hp); 5.3L V8 (315 hp); 6.0L V8 hybrid (332 hp); 6.2L V8 (403 hp) **Trans.:** CVT; 4-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Silverado LT V8 **CR mpg:** 14 **Accel.:** 7.9 **Braking:** 150 **Ratings p. 39**

## GMC Terrain

The Terrain has a taut yet supple and controlled ride. Our tested Equinox twin had a raspy 2.4-liter four-cylinder engine and got a respectable 21 mpg overall but is not particularly brisk. The quieter and smoother V6 has more power but worse fuel economy, only 18 mpg. With both engines, the transmission is reluctant to downshift. We found that the V6 model has better steering. The well-finished interior is easy to access, but wide roof pillars block the rear view. The rear seat is comfortable and roomy. Reliability has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** SLE1, SLE2, SLT1, SLT2 **Price:** \$25,560-\$33,010 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 3.0L V6 (264 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Equinox ILT 4 **CR mpg:** 21 **Accel.:** 10.7 **Braking:** 138 **Ratings p. 36**

## GMC Yukon

The Yukon's ride is supple and controlled, and towing capacity is impressive. There is room for seven or eight passengers, but there's little space behind the tiny third-row seat. Denali models have a powerful 6.2-liter V8 and AWD. 4WD models have a selectable full-time system that can remain engaged at all times. Handling and braking are so-so. We recorded 19 mpg in our Tahoe hybrid, a big improvement over the 14 mpg from the 5.3-liter V8. Reliability has been average. But the Yukon scores too low to be recommended.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** SLE, SLT, Denali, Hybrid, Denali Hybrid **Price:** \$39,860-\$62,905 **Drive wheels:** Rear, selectable 4WD, or AWD **Seating:** 3/3/3 **Engine:** 5.3L V8 (320 hp); 6.0L V8 hybrid (332 hp); 6.2L V8 (403 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** Tahoe LTZ V8 **CR mpg:** 14 **Accel.:** 8.4 **Braking:** 144 **Ratings p. 38**

## GMC Yukon XL

This extended-length version of the Yukon can tow a heavy trailer and swallow more cargo than most minivans. Interior quality is very good, and there is room for up to nine. The cabin is quiet, but the low third-row seat is uncomfortable. Handling is cumbersome, and the steering is vague. The 5.3-liter V8 is adequate and returned 14 mpg overall. 4WD models have a selectable full-time system that can remain engaged at all times. Side and curtain air bags are standard. Reliability has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** SLE, SLT, Denali **Price:** \$43,330-\$60,535 **Drive wheels:** Rear, selectable 4WD, or AWD **Seating:** 3/3/3 **Engine:** 5.3L V8 (320 hp); 6.0L V8 (352 hp); 6.2L V8 (403 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Suburban LT V8 **CR mpg:** 14 **Accel.:** 8.4 **Braking:** 147 **Ratings p. 38**

## Honda Accord

The well-rounded Accord is falling behind some newer and better competition. High points include roomy accommodations, an excellent driving position, great driver visibility, and mostly simple controls. The base 2.4-liter four-cylinder and automatic are smooth and refined, and return 25 mpg. The V6 engine is very smooth and powerful. Tire grip and braking performance have fallen off a bit. Responsive handling and a supple, well-controlled ride remain, as does pronounced road noise.



Reliability: Satisfaction: Owner cost:

**Body styles:** Coupe, sedan **Trim lines:** LX, LX-S, LX-P, SE, EX, EX-L **Price:** \$21,380-\$31,930 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.4L 4 (177 hp); 2.4L 4 (190 hp); 3.5L V6 (271 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** LX-P 4 **CR mpg:** 25 **Accel.:** 9.2 **Braking:** 145 **Ratings pp. 30, 31**

## Honda CR-V

The redesigned CR-V isn't a radical departure from the previous one. Its carryover powertrain is smooth and responsive, and gas mileage improved by 2 mpg. Despite the slightly vague steering, handling is responsive in ordinary driving but doesn't shine at the limits. Braking is excellent. The ride is absorbent and composed but road noise is still pronounced. The extremely functional interior has large bins and a handy quick-folding lever for the rear seat. A low loading floor and standard rear-view camera also help.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** LX, EX, EX-L **Price:** \$22,295-\$29,795 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 2.4L 4 (185 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** EX 4 **CR mpg:** 23 **Accel.:** 9.2 **Braking:** 128 **Ratings p. 35**

## Honda CR-Z

The CR-Z two-seat hybrid is based on the current Insight and Fit. It uses a 1.5-liter four-cylinder gas engine that produces 122 hp overall. The electric power is used to enhance performance, and acceleration is livelier in Sport mode. We got 35 mpg overall in our tests, which isn't terribly impressive for a hybrid. Handling is more responsive than the Insight's, but it isn't very sporty and the ride is jumpy. Visibility to the rear is severely compromised. First-year reliability has been outstanding, but the CR-Z scores too low to be recommended.



Reliability: Satisfaction: Owner cost:

**Body style:** 2-door hatchback **Trim lines:** Base, EX **Price:** \$19,545-\$23,555 **Drive wheels:** Front **Seating:** 2 **Engine:** 1.5L 4 hybrid (122 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** EX 4 **CR mpg:** 35 **Accel.:** 9.3 **Braking:** 139 **Ratings p. 34**

## Honda Insight

The five-passenger Insight uses Honda's mild hybrid system. An Econ button mutes engine response to save fuel but makes little impact on fuel use. We got 38 mpg overall. Though it's less expensive than the Prius, it's also less roomy, and rear access is awkward. The ride is stiff and choppy, and road noise is pronounced. Handling lacks agility and can be tricky at the limits. A function in the onboard computer scores how economical your driving was at the end of each trip. The Insight scores too low to be recommended.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door hatchback **Trim lines:** Base, LX, EX **Price:** \$18,350-\$23,540 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.3L 4 hybrid (98 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** EX 4 **CR mpg:** 38 **Accel.:** 11.8 **Braking:** 136 **Ratings p. 27**

## Honda Civic

Honda's small car is disappointing. Fuel economy is impressive at 30 mpg overall for the LX, 29 mpg for the EX, and 40 mpg in the hybrid. But handling isn't agile and is plagued by vague steering. The ride is choppy, and road noise is loud and constant. The LX has long stopping distances. Interior quality took a step backward. At least the rear seat provides decent room. The sporty Si trim is quick and has a slick shifter but is loud. Reliability is likely to be above average, but most Civic versions, except for the Si, score too low to recommend.



Reliability: Satisfaction: Owner cost:

**Body styles:** Coupe, sedan **Trim lines:** DX, LX, EX, HF, EX-L, Si, Natural Gas, Hybrid **Price:** \$15,605-\$26,750 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.5L 4 hybrid (110 hp); 1.8L 4 (110 hp); 1.8L 4 (140 hp); 2.4L 4 (201 hp) **Trans.:** 5-spd. man.; 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Regular or premium or CNG **Version tested:** EX 4 **CR mpg:** 29 **Accel.:** 10.1 **Braking:** 137 **Ratings pp. 30, 34**

## Honda Odyssey

The Odyssey tops our minivan Ratings but is not recommended because of below-average first-year reliability. The V6 and standard five-speed automatic returned 19 mpg overall. Top trim versions get a six-speed. Handling is responsive, but the steering has lost some precision. Tire grip is unimpressive, and though it's ultimately secure, it limits the van's capability. The cabin is quieter, but some road noise persists. The versatile interior has room for eight occupants and is nicely finished, with an easy-to-fold third-row seat.



Reliability: Satisfaction: Owner cost:

**Body style:** Minivan **Trim lines:** LX, EX, EX-L, Touring, Touring Elite **Price:** \$28,225-\$43,675 **Drive wheels:** Front **Seating:** 2/3/3 **Engine:** 3.5L V6 (248 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** EX-L V6 **CR mpg:** 19 **Accel.:** 8.7 **Braking:** 143 **Ratings p. 35**

## Honda Crosstour

The Crosstour is derived from the Accord and is a raised hatchback with optional AWD. We like the high seating position; wide, spacious cabin; and comfortable seats, as well as the smooth, responsive 3.5-liter V6 engine. The dashboard gauges and controls are convenient and well designed. When it's pushed hard, the car feels bulky and handles clumsily. The coupe-like styling blocks the rear view and diminishes cargo volume. The turning circle is surprisingly wide. A 2.4-liter four-cylinder engine is new for 2012 on two-wheel-drive versions.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Wagon **Trim lines:** EX, EX-L **Price:** \$27,655-\$36,540 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (192 hp); 3.5L V6 (271 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** EX-L V6 **CR mpg:** 20 **Accel.:** 7.4 **Braking:** 139 **Ratings p. 29**

## Honda Pilot

The Pilot has impressive functionality and seating for eight. The 60/40-split second- and third-row seats fold flat into the floor. We got 18 mpg overall. We found the powertrain to be smooth and refined, but acceleration is not that quick. The ride is supple and controlled, but road noise is elevated. Handling is sound, but it doesn't shine at its limits, and braking is not terrific. The interior is not as well finished as the interiors of some competitors, and the dash has a mix of similar-looking buttons. Crash-test results are impressive.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** LX, EX, EX-L, Touring **Price:** \$28,470-\$40,820 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.5L V6 (250 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** EX-L V6 **CR mpg:** 18 **Accel.:** 9.0 **Braking:** 144 **Ratings p. 36**

## Honda Fit

This four-door hatchback offers easy access and very good visibility. It has an amazing amount of interior room and various seat-folding arrangements. While the Fit is not overly powerful, it feels responsive, with a smooth and willing engine, and agile handling. Fuel economy is an excellent 33 mpg overall for the manual and 30 mpg for the automatic. Although the ride is a bit choppy, it is supple enough, but elevated road noise contributes to the din. An electric version will be available soon.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** 4-door hatchback **Trim lines:** Base, Sport **Price:** \$15,175-\$19,540 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 (117 hp) **Trans.:** 5-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** 4-door hatchback 4 **CR mpg:** 30 **Accel.:** 10.7 **Braking:** 132 **Ratings p. 28**

## Honda Ridgeline

Honda's pickup truck has agile handling, a supple and steady ride, and an all-weather, lockable trunk beneath the bed. The 3.5-liter V6 is quiet, smooth, and responsive. Handling is agile and the ride is steady, but road noise is pronounced. The roomy crew cab is nicely detailed, with good fit and finish, and easy access to the front and rear seats. The 5-foot-long composite cargo bed has no wheel-arch intrusion. The Ridgeline is capable in mild off-road conditions and can tow 5,000 pounds.



Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Crew cab **Trim lines:** RT, Sport, RTS, RTL **Price:** \$29,250-\$37,180 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 3.5L V6 (250 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** RTS V6 **CR mpg:** 15 **Accel.:** 8.6 **Braking:** 149 **Ratings p. 39**



## Hyundai Accent

Hyundai's redesigned entry-level model is available as a sedan or hatchback. It is a basic yet sensible subcompact. It has a very smooth and responsive automatic, and the sedan attained 31 mpg overall in our tests. Though the front cabin is roomy enough, the rear is a bit cramped, which is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. Standard safety gear includes six air bags and active front head restraints. The controls are straightforward.



Reliability: New Satisfaction: New Owner cost: ●

**Body styles:** 4-door hatchback, sedan **Trim lines:** GLS, GS, SE **Price:** \$12,445-\$16,795  
**Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.6L 4 (138 hp) **Trans.:** 6-spd. man.; 6-spd. auto.  
**Fuel:** Regular **Version tested:** GLS 4 **CR mpg:** 31  
**Accel.:** 10.3 **Braking:** 134 **Ratings p. 29**

## Hyundai Azera

The new Azera is a stretched version of the Sonata, with a larger rear seat and abundant upscale touches. Power comes from a new direct-injection 3.3-liter V6 mated to a six-speed automatic. The Azera includes a GPS navigation system and rear-view camera as standard equipment. Those are features for which many automakers still charge up to \$2,000. Other standard amenities include heated leather seats, HID headlights, a cooled glove box, and a Bluetooth hands-free phone system with voice command.



Reliability: New Satisfaction: ● Owner cost: ○

**Body style:** Sedan **Trim lines:** 3.3L **Price:** \$31,000-\$35,000 **Drive wheels:** Front  
**Seating:** 2/3 **Engine:** 3.3L V6 (293 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular  
**Look for a full test in an upcoming issue.**

## Hyundai Elantra

The Elantra sedan is one of our top-rated small sedans. It combines nimble handling with a fairly comfortable, well-controlled ride. The 1.8-liter four-cylinder and six-speed automatic deliver a very good 29 mpg overall. A six-speed manual is also available. The car is well equipped for the price and has decent rear-seat room. Our two major gripes are the low-mounted dash vents and pronounced road noise. A GT hatchback is available, and a coupe version will go on sale soon.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** GLS, Limited **Price:** \$15,195-\$20,445 **Drive wheels:** Front  
**Seating:** 2/3 **Engine:** 1.8L 4 (148 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** GLS 4 **CR mpg:** 29 **Accel.:** 9.5 **Braking:** 136 **Ratings p. 29**

## Hyundai Equus

Hyundai's flagship competes with luxury cars, but at a lower price. It has a comfortable ride, but motions can be a bit busy and handling is less than agile. The V8 powertrain is smooth and refined. The interior is spacious and well finished in the requisite leather and wood, with a very roomy rear seat. Some controls are complex. Overall the Equus doesn't quite measure up to the established luxury brands. Available features include adaptive cruise control, a lane-departure warning system, and massaging seats.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** Sedan **Trim lines:** Signature, Ultimate **Price:** \$58,750-\$65,750 **Drive wheels:** Rear  
**Seating:** 2/3 **Engine:** 5.0L V8 (429 hp) **Trans.:** 8-spd. auto. **Fuel:** Regular **Version tested:** Signature V8 **CR mpg:** 19 **Accel.:** 6.5 **Braking:** 140 **Ratings p. 33**

## Hyundai Genesis

Hyundai's upscale sedan delivers virtually everything a \$50,000 sedan does, but for \$10,000 less. The refined V6 delivers quick acceleration and gets 22 mpg overall with the new eight-speed automatic. Handling is responsive, but this isn't a sports sedan. Although the ride has been improved, it is still a bit fidgety for this class. The interior is very quiet and well finished, with a very hospitable rear seat. Controls are simple except in uplevel versions, which include a multifunction controller. A 5.0-liter V8 powers the R-Spec.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** 3.8, 4.6, 5.0 R-Spec **Price:** \$34,200-\$46,500 **Drive wheels:** Rear  
**Seating:** 2/3 **Engines:** 3.8L V6 (333 hp); 4.6L V8 (378 hp); 4.6L V8 (385 hp); 5.0L V8 (429 hp) **Trans.:** 8-spd. auto. **Fuel:** Regular or premium **Version tested:** 3.8 V6 **CR mpg:** 22 **Accel.:** 6.4 **Braking:** 135 **Ratings pp. 31, 32**

## Hyundai Genesis Coupe

The Genesis Coupe has several flaws that hold it back. The optional 3.8-liter V6 engine is powerful and sounds great; a noisy turbocharged, 2.0-liter four-cylinder is standard. The Coupe is sporty and agile, and the communicative and direct steering makes it fun to drive. But the car is let down by an imprecise, clunky manual shifter, even after the recent freshening. The ride is very stiff and can be unsettled. Front-seat occupants will find plenty of room, but like in most coupes, the rear seat is very cramped.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** Coupe **Trim lines:** 2.0T, 2.0T R-Spec, 2.0T Premium, 3.8 R-Spec, 3.8 Grand Touring, 3.8 Track **Price:** \$22,250-\$32,250 **Drive wheels:** Rear  
**Seating:** 2/2 **Engines:** 2.0L 4 turbo (274 hp); 3.8L V6 (348 hp) **Trans.:** 6-spd. man.; 5-spd. auto.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** 3.8 Grand Touring V6 **CR mpg:** 23 **Accel.:** 6.2 **Braking:** 138 **Ratings p. 33**

## Hyundai Santa Fe

The well-rounded Santa Fe is powered by a 2.4-liter four-cylinder engine or a 3.5-liter V6, each mated to a six-speed automatic. The SUV has reasonably quick steering response, making it fairly agile. We found the ride to be compliant and well controlled, but some annoying suspension noise remains. The cabin is roomy and quiet, with comfortable seats, but head room is a bit tight for tall drivers. Reliability of the four-cylinder has been average, but the V6 version is below average. A redesign arrives soon.



Reliability: ○ Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** GLS, SE, Limited **Price:** \$23,225-\$30,925 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 2.4L 4 (175 hp); 3.5L V6 (276 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** GLS 4 **CR mpg:** 20 **Accel.:** 10.7 **Braking:** 134 **Ratings p. 36**

## Hyundai Sonata

The Sonata is our Top Pick among affordable family sedans. It has a firm yet comfortable ride and fairly nimble handling. The base four-cylinder and responsive six-speed automatic returned an impressive 27 mpg overall. The more powerful four-cylinder turbo returned 25 mpg overall. However, road noise is evident. The interior is nicely finished. Rear-seat room and visibility are decent despite the swoopy styling, but rear-seat access is compromised. The hybrid version is unrefined. Reliability of the non-hybrid versions has been average.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** GLS, SE, Hybrid, Limited **Price:** \$19,695-\$28,095 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (198 hp); 2.4L 4 (200 hp); 2.4L 4 hybrid (206 hp); 2.0L 4 turbo (274 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** GLS 4 **CR mpg:** 27 **Accel.:** 8.2 **Braking:** 134 **Ratings pp. 30, 31**

## Hyundai Tucson

The Tucson is available in front- and all-wheel drive and has secure and responsive handling, but the ride is stiff and road noise is pronounced. The 2.4-liter, four-cylinder engine returns a good 22 mpg overall, and the six-speed automatic is smooth and responsive. The cabin is reasonably spacious, and the interior is well trimmed, with easy-to-use controls. The front seats are supportive, but the low rear seat lacks thigh support. The styling robs cargo space and inhibits the view to the rear.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** GL, GLS, Limited **Price:** \$19,045-\$26,395 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 (165 hp); 2.4L 4 (170 hp); 2.4L 4 (176 hp) **Trans.:** 5-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** GLS 4 CR mpg: 22 **Accel.:** 9.7 **Braking:** 129 **Ratings p. 35**

## Hyundai Veloster

This sporty hatchback has three doors, with the right-side rear door improving access to the tight rear seat. The Veloster uses a 1.6-liter, direct-injected four-cylinder engine. A dual-clutch automated manual six-speed is offered in addition to the manual transmission. Handling is responsive, but the ride is quite stiff. Despite the split rear window, visibility to the rear is decent. Features include Pandora internet radio and the ability to send text messages via voice commands. A turbo version arrives this summer.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** 3-door hatchback **Trim line:** — **Price:** \$17,300-\$18,550 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.6L 4 (138 hp); 1.6L 4 turbo (201 hp) **Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Infiniti EX

The EX is essentially a G wagon, with similar agile handling and a steady ride. The engine is powerful, making the EX quick. This small pseudo-SUV is cramped inside. The rear seat is very snug, and the cargo area is tiny. Styling has somewhat compromised rear visibility. The interior is nicely finished, and although the controls are daunting at first, they're logical enough. The optional lane-departure system works with the electronic stability control system to keep the vehicle on course. Crash-test results are impressive.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Base, Journey M56, M56 X **Price:** \$35,600-\$39,300 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engine:** 3.5L V6 (297 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** Journey V6 CR mpg: 18 **Accel.:** 6.7 **Braking:** 130 **Ratings p. 35**

## Infiniti FX

The FX stands out with bold styling and responsive handling. The strong 3.5-liter V6 got 18 mpg overall in our tests. Body roll is well suppressed, although the FX isn't exactly agile. The ride is quite stiff. The fairly roomy cabin is stylish and mostly quiet, except for the engine note. The styling hurts visibility and cargo capacity. A wide array of optional high-tech safety features includes autonomous braking and forward-collision warning. The surround-view camera system gives a bird's-eye view of the car while parking.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** FX35, FX50 **Price:** \$43,450-\$59,350 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (303 hp); 5.0L V8 (390 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** FX35 V6 CR mpg: 18 **Accel.:** 6.8 **Braking:** 133 **Ratings p. 37**

## Infiniti G

Our Top Pick upscale sedan is agile and fun to drive. The G37's 3.7-liter V6 and seven-speed automatic make it quick yet return 21 mpg overall. The less-expensive G25 shares many of the G37's virtues, but its smaller V6 sacrifices some acceleration while returning 24 mpg overall. The ride is well controlled but not cushy, and the cabin is a little snug, especially in the rear. The high-quality interior has easy-to-use controls. AWD is optional on the coupe and sedan. The hard-top convertible suffers from excessive body shake.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ○

**Body styles:** Convertible, coupe, sedan **Trim lines:** Base, X, Journey, Sport, Limited, IPL **Price:** \$32,400-\$51,250 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.5L V6 (218 hp); 3.7L V6 (325 hp); 3.7L V6 (328 hp); 3.7L V6 (330 hp); 3.7L V6 (348 hp) **Trans.:** 6-spd. man.; 7-spd. auto. **Fuel:** Premium **Version tested:** Journey V6 CR mpg: 24 **Accel.:** 8.5 **Braking:** 133 **Ratings pp. 31, 34**

## Infiniti JX

The seven-passenger JX SUV is Infiniti's first FWD-based, three-row SUV. It is powered by a 265-hp, 3.5-liter V6 engine teamed with a CVT. Front- and all-wheel drive will be offered. The cabin is roomy and well finished, but the third-row seat is as snug as those in competitors such as the Acura MDX and Audi Q7. The JX will offer blind-spot intervention and backup collision systems, with cross-traffic awareness. A less expensive version will debut this fall as the 2013 Nissan Pathfinder.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** 4-door SUV **Trim line:** — **Price:** \$40,450-\$41,550 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engine:** 3.5L V6 (265 hp) **Trans.:** CVT **Fuel:** Premium **Look for a full test in an upcoming issue.**

## Infiniti M

The M is quick and enjoyable. Its 3.7-liter V6 and seven-speed automatic return decent fuel economy. A V8 and a hybrid are available. Handling is fairly agile, and the ride is firm yet compliant. The car is quiet but super-hushed, due to some engine noise. Interior quality is top-notch, and the rear seat is roomy. The controls are easy to use. An optional blind-spot intervention system can keep the M in its lane by selectively using the brakes. The transition between electric and gas mode in the Hybrid is too abrupt.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** M37, M37 X, M35h, M56, M56 X **Price:** \$47,700-\$61,600 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.7L V6 (330 hp); 3.5L V6 hybrid (360 hp); 5.6L V8 (420 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** M37 V6 CR mpg: 21 **Accel.:** 5.8 **Braking:** 128 **Ratings p. 32**

## Infiniti QX

The QX is a very large and plush full-sized SUV. It has a quiet cabin and a steady and supple ride, but handling is ungainly. The seven-speed automatic and 400-hp 5.6-liter V8 provide smooth and strong performance but get just 15 mpg overall. The tall step-up into the cabin is an ungracious affair. Cargo volume is plentiful, and there's a usable third-row seat. Handling is cumbersome in everyday driving and disconcerting at its limits. Electronic safety aids include lane-departure and blind-spot warning systems.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim line:** — **Price:** \$58,700-\$61,800 **Drive wheels:** Rear or permanent 4WD **Seating:** 2/3/3 **Engine:** 5.6L V8 (400 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** 4-door SUV V8 CR mpg: 15 **Accel.:** 6.9 **Braking:** 139 **Ratings p. 37**



## Jaguar XF

The XF drives very nicely, with agile handling and a comfortable ride. Steering is quick and communicative. The standard V8 provides effortless acceleration. We got 20 mpg overall with the original V8 engine, which is now more powerful. The snug interior is nicely trimmed in wood and leather, but the styling hurts rear-seat room and access. We found the touch screen controls to be slow to react. The small buttons and tiny font are a nuisance, and the screen washes out in sunlight. Reliability has been well below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** Sedan **Trim lines:** Base, Premium, Supercharged, XFR **Price:** \$53,000-\$82,000  
**Drive wheels:** Rear **Seating:** 2/3 **Engines:** 5.0L V8 (385 hp); 5.0L V8 supercharged (470 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** Luxury V8 **CR mpg:** 20 **Accel.:** 6.4 **Braking:** 133 **Ratings p. 33**

## Jaguar XJ

The redesigned XJ is a capable, big, luxurious sports sedan that's powered by a refined 385-hp, 5.0-liter V8. It's very quick and handles with agility. The ride is supple and steady. Plush details furnish the quiet interior. But some controls are confusing. The long-wheelbase XJL we tested has a sumptuous back seat, but the low roofline impacts head room and access, and the trunk is small. The complex touch screen for the climate, audio, and navigation systems responds slowly. First-year reliability has been well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** Base, XJL, Supercharged, XJL Supercharged, Supersport, XJL Supersport **Price:** \$73,700-\$117,700 **Drive wheels:** Rear **Seating:** 2/3 **Engines:** 5.0L V8 (385 hp); 5.0L V8 supercharged (470 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** XJL V8 **CR mpg:** 19 **Accel.:** 5.5 **Braking:** 138 **Ratings p. 33**

## Jaguar XK

The XK blends traditional luxury with surprising athleticism. It's available as a coupe or a convertible. The all-aluminum chassis is free of body-flex, even in the convertible. Handling is quite nimble, especially considering the comfortable and gracious ride. The rear seats are best for packages. Although most competitors have a folding hard top, the XK's fabric top provides good noise insulation but creates large blind spots when it's raised. The slow-reacting touch screen gets washed out by sunlight glare.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body styles:** Convertible, coupe **Trim lines:** Base, XKR, XKR-S **Price:** \$84,500-\$132,000 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 5.0L V8 (385 hp); 5.0L V8 supercharged (510 hp); 5.0L V8 supercharged (550 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** XK V8 **CR mpg:** 19 **Accel.:** 7.0 **Braking:** 128 **Ratings p. 33**

## Jeep Compass

The Compass comes up short in a crowded market. Its low-speed ride is composed, and handling is secure but not agile. The sluggish 2.4-liter four-cylinder engine returned 22 mpg overall, and the CVT accentuates the guttural engine sound. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. The controls are straightforward, and the interior, though basic, is constructed of somewhat better materials. The rear styling restricts visibility to the rear.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Sport, Latitude, Limited **Price:** \$19,295-\$26,045 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 (158 hp); 2.4L 4 (172 hp) **Trans.:** 5-spd. man.; CVT **Fuel:** Regular **Version tested:** Latitude 4 **CR mpg:** 22 **Accel.:** 10.3 **Braking:** 145 **Ratings p. 36**

## Jeep Grand Cherokee

The Grand Cherokee has a supple and controlled ride, and handling is relatively agile. The smooth 3.6-liter V6 needs some revs to haul this heavy SUV. The stronger 5.7-liter V8 gets only 14 mpg. Most versions lack low-range gearing, but some off-road ability remains, and the optional Quadra-Drive II system has a low range. Options include an adjustable ride height and a terrain selector system. The well-trimmed cabin is quiet, with comfortable seats, but the touch screen radio is awkward to use. First-year reliability has been average.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Laredo, Limited, Overland, SRT8 **Price:** \$26,995-\$54,470 **Drive wheels:** Rear or permanent 4WD **Seating:** 2/3 **Engines:** 3.6L V6 (290 hp); 5.7L V8 (360 hp); 6.4L V8 (470 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Laredo V6 **CR mpg:** 18 **Accel.:** 9.1 **Braking:** 139 **Ratings pp. 36, 37**

## Jeep Liberty

The Liberty is noisy, cramped, and outdated. Most four-wheel-drive models have a part-time system. We prefer the optional SelecTrac system, which can remain engaged in 4WD mode indefinitely. Handling is clumsy but overall secure. The noisy 3.7-liter V6 is lethargic and thirsty, returning just 16 mpg overall in our tests. We found the cabin rather narrow and access awkward. The Liberty is suitable for off-road duty. Reliability has improved to average, but it scores too low to be recommended.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** Sport, Arctic, Limited, Limited Jet **Price:** \$23,360-\$28,560 **Drive wheels:** Rear, part-time, or permanent 4WD **Seating:** 2/3 **Engine:** 3.7L V6 (210 hp) **Trans.:** 4-spd. auto. **Fuel:** Regular **Version tested:** Sport V6 **CR mpg:** 16 **Accel.:** 9.2 **Braking:** 150 **Ratings p. 36**

## Jeep Patriot

Although this small SUV has a compliant ride and mostly simple controls, little else stands out. Handling lacks agility. The sluggish 2.4-liter four-cylinder returned just 21 mpg overall, and the CVT transmission exacerbates the engine noise. The front seats offer little side support, and their spongy padding gives out on longer trips. The narrow cabin, wide center console, and small windows give the car a closed-in feeling, and the cargo area is small. The Patriot scores too low for us to recommend it.



Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Sport, Latitude, Latitude X **Price:** \$15,995-\$25,330 **Drive wheels:** Front or permanent 4WD **Seating:** 2/3 **Engines:** 2.0L 4 (158 hp); 2.4L 4 (172 hp) **Trans.:** 5-spd. man.; CVT **Fuel:** Regular **Version tested:** Latitude 4 **CR mpg:** 21 **Accel.:** 10.3 **Braking:** 141 **Ratings p. 36**

## Jeep Wrangler

The Wrangler uses Chrysler's new 3.6-liter V6 and five-speed automatic that get 17 mpg overall. Although the Jeep is better than it has ever been, it's seriously outdated. The ride rocks and jiggles constantly, and handling is very clumsy. Wind noise becomes very loud at highway speeds. Getting in and out is an awkward act. The interior is uncomfortable. Off-road performance is still good but not terrific in our tested Unlimited Sahara. The Rubicon is better off-road. IIHS side-crash results without the optional side air bags are unimpressive.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body styles:** 2-door SUV, 4-door SUV **Trim lines:** Sport, Arctic, Unlimited Sport, Sahara, Unlimited Arctic, Unlimited Rubicon, Unlimited Sahara, Rubicon **Price:** \$22,045-\$33,570 **Drive wheels:** Part-time 4WD **Seating:** 2/3 **Engine:** 3.6L V6 (285 hp) **Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** Unlimited Sahara V6 **CR mpg:** 17 **Accel.:** 8.9 **Braking:** 151 **Ratings p. 37**

## Kia Forte

The Forte has responsive handling but a stiff ride. The base 2.0-liter four-cylinder delivers just average acceleration and is quite loud when revved. Expect 28 mpg overall on the sedan. The hatchback gets 26 mpg with the base engine and six-speed automatic. The cabin has a good view out, simple controls, and decent rear seat space. The coupe with the 2.4-liter four-cylinder handles well and is quicker than the sedan, but the manual transmission is imprecise. IIHS crash-test results are impressive for the sedan.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

**Body styles:** 4-door hatchback, coupe, sedan **Trim lines:** LX, EX, SX **Price:** \$15,200–\$19,600 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.0L 4 (156 hp); 2.4L 4 (173 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** EX 4 **CR mpg:** 28 **Accel.:** 10.3 **Braking:** 137 **Ratings pp. 29, 33**

## Kia Sorento

The Sorento's smooth 3.5-liter V6 delivers good power and fuel economy as good as the base 2.4-liter four-cylinder. The ride is stiff, particularly in the EX V6 model, but handling is responsive and very secure. The seats are comfortable, and the view out is good. The optional third-row seat is tiny. Controls are easy to use, but the rear wiper switch is oddly located. The cabin is well finished, with mostly high-quality materials. Reliability of the four-cylinder version has been average, but the V6 model is below average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** LX, EX, SX **Price:** \$21,250–\$34,850 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.4L 4 (175 hp); 2.4L 4 (191 hp); 3.5L V6 (276 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LX 4 **CR mpg:** 20 **Accel.:** 10.4 **Braking:** 136 **Ratings p. 36**

## Kia Optima

The Optima has responsive and very secure handling. The ride is borderline stiff, and road noise is noticeable. The standard 200-hp, 2.4-liter four-cylinder engine performs well. Top-level trims get a turbocharged four-cylinder that's economical and powerful but not as refined as competitors' V6 engines. An unrefined hybrid is also available. The front seats are comfortable, but the rear seat is low. The coupe-like styling detracts from rear visibility and access. First-year reliability has been above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** LX, EX, SX, Hybrid **Price:** \$19,500–\$26,500 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (200 hp); 2.4L 4 hybrid (206 hp); 2.0L 4 turbo (274 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** LX 4 **CR mpg:** 25 **Accel.:** 8.6 **Braking:** 143 **Ratings pp. 30, 31**

## Kia Soul

The 2012 Soul got more powerful engines, six-speed gearboxes, and improved fuel economy. Cabin access is easy, with abundant head room and a spacious rear seat. The old 2.0-liter engine we tested with a four-speed automatic had average acceleration and returned 25 mpg overall. Expect a noisy interior and a stiff ride. Handling is fairly nimble and secure. Controls are simple, but interior fit and finish is basic. Forward visibility is good, but thick rear roof pillars create rear blind zones. Crash-test results are impressive.



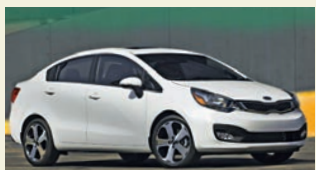
✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

**Body style:** Wagon **Trim lines:** Base, Plus, ! **Price:** \$13,900–\$19,600 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.6L 4 (138 hp); 2.0L 4 (164 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** Plus 4 **CR mpg:** 25 **Accel.:** 9.8 **Braking:** 135 **Ratings p. 29**

## Kia Rio

The new Rio comes as a sedan or hatchback and is a corporate cousin of the Hyundai Accent. It's powered by a 138-horsepower, 1.6-liter four-cylinder engine. It uses direct-injection technology and has a six-speed automatic, an unusual feature for the subcompact class. The Rio feels solid when compared with some other subcompacts. The so-so ride and noisy cabin are normal among small cars. Higher trim models offer amenities such as heated seats and a rear-view camera, but they get pricey for this class.



Reliability: New Satisfaction: New Owner cost: ●

**Body styles:** 4-door hatchback, sedan **Trim lines:** LX, EX, SX **Price:** \$13,400–\$17,700 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.6L 4 (138 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Kia Sportage

The Sportage has nimble handling and a civilized powertrain. But it has a stiff ride and pronounced road noise, and acceleration is leisurely. The base 2.4-liter four-cylinder got a good 22 mpg in our tests. The SX has a stronger, turbocharged 2.0-liter four-cylinder that gets 21 mpg overall, but the ride is stiffer. The sporty styling reduces cargo space a tad and impairs the view out, especially to the rear. Cabin appointments are basic but nicely fitted. First-year reliability of the nonturbo version has been above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Base, LX, EX, SX **Price:** \$18,500–\$28,400 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (176 hp); 2.0L 4 turbo (260 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** LX 4 **CR mpg:** 22 **Accel.:** 10.3 **Braking:** 137 **Ratings p. 35**

## Kia Sedona

The aging Sedona has many features for the money but falls short overall. Controls are simple to use, fit and finish is good, and the cabin is flexible for storage. The 3.5-liter V6 and six-speed transmission provide spirited acceleration and slightly better fuel economy. Handling is secure but not agile, the ride is stiff, and the driving position is flawed. Seating is limited to seven people instead of the more usual eight, and accessing the third row is a chore. Crash-test results are excellent. Reliability remains below average.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Minivan **Trim lines:** LX, EX **Price:** \$24,900–\$29,190 **Drive wheels:** Front **Seating:** 2/2/3 **Engine:** 3.5L V6 (271 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** EX V6 **CR mpg:** 18 **Accel.:** 8.3 **Braking:** 144 **Ratings p. 35**

## Land Rover LR2

The LR2 uses unibody construction but still provides good off-road ability. It has a Volvo-supplied 3.2-liter, inline six-cylinder engine and six-speed automatic transmission. The AWD system can be adjusted depending on the terrain type. The ride is firm but steady, and steering is good. In our accident-avoidance test, the LR2 disconcertingly lifted two wheels at its handling limits, reducing driver confidence. Outward visibility is excellent. The interior is nicely finished, but the controls are confusing.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Base, HSE, HSE LUX **Price:** \$35,700–\$40,650 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 3.2L 6 (230 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** SE 6 **CR mpg:** 18 **Accel.:** 9.1 **Braking:** 128 **Ratings p. 35**



# Speed up Savings

When it comes to car buying, why spend more than you have to?  
Consumer Reports is now offering magazine subscribers  
the benefits of our Build & Buy Program.



## BUILD YOUR CAR

Choose the new car make and model you are interested in, including the vehicle equipment options that work for you.



## SEE POTENTIAL SAVINGS

The Consumer Reports Build & Buy Report shows you what you can reasonably expect to pay for your new car from a network of pre-qualified dealers.



## GET GREAT SERVICE

Our program dealers are fully dedicated to providing subscribers with a friendly, helpful car buying experience, so you save time and money.

**With an average potential savings of \$3,729\*, you can't afford to pass up this special offer.**  
**Begin your better car buying experience at [www.ConsumerReports.org/carsavings](http://www.ConsumerReports.org/carsavings)**

\*Average potential savings off of MSRP of user-configured new vehicles as of 10/11. Your actual savings may vary based on multiple factors including the vehicle you select, region, dealer, and applicable manufacturer incentives.

SERVICE NOT AVAILABLE IN CANADA

ZAG0412S

## Land Rover LR4

The LR4's 5.0-liter V8 engine provides effortless acceleration and 15 mpg overall. The ride is supple but can get unsettled. The LR4 leans and lumbers when hustled through corners. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, partly because of the height-adjustable suspension and electronic adjustments for various terrain types.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●  
**Body style:** 4-door SUV **Trim lines:** Base, HSE, HSE LUX **Price:** \$48,900 **Drive wheels:** Permanent 4WD **Seating:** 2/3/2 **Engine:** 5.0L V8 (375 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** 4-door SUV V8 **CR mpg:** 15 **Accel.:** 7.1 **Braking:** 129 **Ratings p. 37**

## Land Rover Range Rover

The Range Rover comes with a host of high-end amenities, refinement, and safety features. It delivers smooth, strong acceleration from V8 engines that are shared with Jaguar. The Range Rover boasts a very comfortable ride, although handling isn't particularly agile. Even though it uses unibody construction with a fully independent suspension, it remains very capable off-road. The seats are very comfortable, and the wood and leather interior is tasteful. A redesign is around the corner.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●  
**Body style:** 4-door SUV **Trim lines:** HSE, HSE LUX, SC **Price:** \$79,425-\$94,820 **Drive wheels:** Permanent 4WD **Seating:** 2/3 **Engines:** 5.0L V8 (375 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium

## Land Rover Range Rover Evoque

The Evoque is available in two- and four-door versions, powered by a Ford-supplied 240-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic. Acceleration and fuel economy are commendable, but the ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking styling. Controls are a bit quirky. Routine handling is quite agile but becomes disconcerting at the limits. The Evoque's Terrain Response system allows for moderate off-road capability, uncommon in this class.



**Reliability:** New **Satisfaction:** New **Owner cost:** ●  
**Body styles:** 2-door SUV, 4-door SUV **Trim lines:** Pure, Prestige, Dynamic **Price:** \$41,145-\$44,145 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 2.0L 4 turbo (240 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** Pure 4 **CR mpg:** 21 **Accel.:** 7.2 **Braking:** 132 **Ratings p. 35**

## Land Rover Range Rover Sport

The LR4-based Sport is biased toward on-road handling and has suppressed body lean but lacks the truly sporty handling of some competitors. The ride is quite stiff. The 300-hp V8 we tested did the job, and the current V8 is more powerful yet no more thirsty. With a height-adjustable suspension and an advanced four-wheel-drive system, it does well off-road. Visibility is very good, and the rear seat is accommodating. The tasteful, wood- and leather-lined interior is lavish, but the controls are frustrating to use.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●  
**Body style:** 4-door SUV **Trim lines:** HSE, HSE LUX, SC **Price:** \$60,045-\$75,245 **Drive wheels:** Permanent 4WD **Seating:** 2/3 **Engines:** 5.0L V8 (375 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** HSE V8 **CR mpg:** 14 **Accel.:** 9.4 **Braking:** 131 **Ratings p. 38**

## Lexus CT 200h

The CT 200h hybrid is a small hatchback with excellent fuel economy. But its refinement isn't up to the Lexus standard. Using the same hybrid powertrain as the Prius, the CT gets 40 mpg—4 mpg less than the roomier Prius and with leisurely acceleration. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is nicely trimmed, but it is cramped and lets too much road noise in. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. First-year reliability has been impressive.



**Reliability:** ● **Satisfaction:** ● **Owner cost:** ●  
**Body style:** 4-door hatchback **Trim lines:** Base, Premium, F Sport **Price:** \$29,120-\$31,750 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 hybrid (134 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** Premium 4 **CR mpg:** 40 **Accel.:** 11.0 **Braking:** 133 **Ratings p. 27**

## Lexus ES

The Lexus ES 350 is a solid sedan. The V6 and six-speed automatic make a punchy powertrain that delivered 23 mpg overall. The ride is very comfortable. Handling is far from sporty but is ultimately secure. The front seats are very comfortable, but head room is just adequate for taller drivers. Rear-seat head room is tight. Fit and finish is impressive, and the car is very quiet. We suggest that buyers opt for the backup camera that is integrated with the optional navigation system, given the high rear deck. A redesign is imminent.



**Reliability:** ● **Satisfaction:** ● **Owner cost:** ○  
**Body style:** Sedan **Trim line:** 350 **Price:** \$36,725 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 3.5L V6 (268 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 350 V6 **CR mpg:** 23 **Accel.:** 6.4 **Braking:** 131 **Ratings p. 31**

## Lexus GS

A redesigned 2013 GS has just hit the showrooms. A 3.5-liter V6 with a six-speed automatic driving the rear wheels is the standard powertrain. All-wheel drive is optional. Interior space is improved over the previous, cramped GS, and the cabin is nicely furnished. A mouselike controller works the navigation system. Lexus claims the new GS is sportier to drive, a shortcoming of the outgoing car. Hybrid and F Sport versions will be introduced later.



**Reliability:** New **Satisfaction:** ○ **Owner cost:** ●  
**Body style:** Sedan **Trim lines:** 350, 450h **Price:** \$46,900-\$50,000 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (306 hp); 3.5L V6 hybrid (338 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Premium **Look for a full test in an upcoming issue.**

## Lexus GX

The GX 460 SUV is very quiet and quick. The body-on-frame design is capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets 17 mpg overall. Handling is ungainly but ultimately secure. The ride is very comfortable, and off-road ability is commendable. Inside, the cabin is plush and well finished. The third row seat is tiny but folds neatly into the floor when not in use, but the side-swinging rear door can be inconvenient at times.



**Reliability:** ● **Satisfaction:** ○ **Owner cost:** ●  
**Body style:** 4-door SUV **Trim lines:** 460, 460 Premium **Price:** \$53,245-\$58,040 **Drive wheels:** Permanent 4WD **Seating:** 2/3/2 **Engine:** 4.6L V8 (301 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium **Version tested:** 460 V8 **CR mpg:** 17 **Accel.:** 7.5 **Braking:** 136 **Ratings p. 37**



## Lexus HS

The HS hybrid uses the powertrain from the previous hybrid Camry. It comes with a lot of standard equipment. In our tests of the HS we got 31 mpg overall. The HS is well finished inside, but the cabin is narrow, and the protruding center console takes up room. The lack of refinement is un-Lexuslike, with a jiggly ride and intrusive wind and drivetrain noise. The steering feels vague, but handling is otherwise secure. Reliability is above average.



✓ Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** 250h, 250h Premium **Price:** \$37,030-\$39,800 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.4L 4 hybrid (187 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** 250h Premium 4 **CR mpg:** 31 **Accel.:** 8.9 **Braking:** 132 **Ratings p. 31**

## Lexus IS

The IS has a plush, quiet interior with simple controls, but the car lacks a sporty feel. Handling is secure, but the steering is short on feedback and the ride is jittery. The refined 2.5-liter V6 delivers decent acceleration and a good 24 mpg overall. The IS 350's 3.5-liter V6 is very strong. AWD is optional. The cabin is tight, and the rear seat is extremely cramped. The hard-top convertible version has little useful trunk space when the top is lowered. Reliability of the sedans has been well above average, and the convertible is average.



✓ Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Convertible, sedan **Trim lines:** 250, 350, F **Price:** \$33,595-\$61,300 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.5L V6 (204 hp); 3.5L V6 (306 hp); 5.0L V8 (416 hp) **Trans.:** 6-spd. man.; 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** 250 V6 **CR mpg:** 24 **Accel.:** 7.7 **Braking:** 131 **Ratings pp. 31, 34**

## Lexus LS

The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin, and even with all of its electronic features the controls are user friendly. Fit and finish is excellent. Handling is competent, but the LS is not an engaging driver's car. The eight-speed automatic is very smooth and responsive. The extended-length version has generous rear-seat room. Reliability has been above average.



✓ Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** 460, 460L, Sport, 600h L **Price:** \$67,630-\$112,750 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 4.6L V8 (357 hp); 4.6L V8 (380 hp); 5.0L V8 hybrid (438 hp) **Trans.:** CVT; 8-spd. auto. **Fuel:** Premium **Version tested:** 460L V8 **CR mpg:** 21 **Accel.:** 6.2 **Braking:** 140 **Ratings pp. 33, 34**

## Lexus LX

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. The LX uses the strong 5.7-liter V8 from the Tundra pickup. It has a comfortable ride and a quiet, nicely appointed cabin. Our tested Land Cruiser got only 14 mpg overall but was very impressive off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The power-folding third-row seat folds up to the sides of the interior, limiting cargo space.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim line:** 570 **Price:** \$80,930 **Drive wheels:** Permanent 4WD **Seating:** 2/3/3 **Engine:** 5.7L V8 (383 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium

## Lexus RX

The RX is refined, quiet, and plush. It rides comfortably and has a very well-finished interior. But handling is lackluster, and the steering gives little feedback. Emergency handling is ultimately secure. The 3.5-liter V6 provides strong acceleration and a commendable 21 mpg overall. The hybrid got an impressive 26 mpg overall. The optional navigation system includes a mouselike controller that is distracting to use. The rear seat is roomy. Rear visibility and cargo volume are impaired by the sloped rear styling.



✓ Recommended

Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** 350, 450h **Price:** \$39,075-\$40,475 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (276 hp); 3.5L V6 hybrid (295 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** 350 V6 **CR mpg:** 21 **Accel.:** 7.3 **Braking:** 136 **Ratings p. 37**

## Lincoln MKS

This large sedan has an unrefined 3.7-liter V6. The turbocharged V6 has plenty of power, with little loss in fuel economy. The ride is compliant but not always settled. Handling is secure but lacks agility. The interior is well finished and roomy, but the driving position is narrow. A small opening limits the usefulness of the huge trunk, and a high rear deck limits rear visibility. Crash-tests are impressive. Reliability of the base engine has been average; the turbo's reliability is unknown. A 2013 freshening includes the complicated MyLincoln Touch.



Reliability: NA Satisfaction: NA Owner cost:

**Body style:** Sedan **Trim lines:** Base, EcoBoost **Price:** \$42,810-\$49,800 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.7L V6 (300 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** EcoBoost V6 **CR mpg:** 18 **Accel.:** 6.0 **Braking:** 139 **Ratings p. 33**

## Lincoln MKT

This three-row SUV is based on the Ford Flex. Base models are powered by a lackluster 3.7-liter V6. The uplevel turbo V6 makes the SUV quick while returning 18 mpg overall. The ride is comfortable. Handling lacks agility, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet, but visibility and driving position are compromised. The third-row seats are best suited for kids. A wide turning circle hampers maneuverability. Reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** 3.7, 3.5 EcoBoost **Price:** \$45,285-\$50,780 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 3.7L V6 (300 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 3.5 EcoBoost V6 **CR mpg:** 18 **Accel.:** 6.4 **Braking:** 137 **Ratings p. 37**

## Lincoln MKX

This plusher version of the Ford Edge uses a strong 3.7-liter V6 that isn't particularly refined. Handling, though sound, isn't agile, and although the cabin is quiet, \$50,000 should buy more silence. Controls, dominated by an interface called MyLincoln Touch, using a touch screen and touch-sensitive buttons, make adjusting the climate, audio, and other functions distracting and tedious. The MKX scores too low to be recommended. IIHS crash-test results are impressive, but reliability is below average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim line:** – **Price:** \$39,525-\$41,375 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 3.7L V6 (305 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 4-door SUV V6 **CR mpg:** 18 **Accel.:** 7.6 **Braking:** 138 **Ratings p. 37**

## Lincoln MKZ

The MKZ rides well and has strong acceleration. Front- and all-wheel-drive versions are offered, and a gas-electric hybrid is available. We got 34 mpg overall in the similar Ford Fusion Hybrid. The V6 MKZ that we tested got 20 mpg. Handling is responsive, and the engine provides generous power. The cabin is quiet, but it should be roomier and better finished to match its direct competitors. Reliability of all versions is now better than average. IIHS crash-test results are impressive. A redesign arrives in the fall.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** Sedan **Trim lines:** 3.5, Hybrid **Price:** \$34,755-\$36,645 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.5L 4 hybrid (191 hp); 3.5L V6 (263 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** 3.5 V6 **CR mpg:** 20 **Accel.:** 7.3 **Braking:** 142 **Ratings p. 32**

## Mazda CX-7

The CX-7 has agile and secure handling, with good steering, but the ride is fairly stiff, and road noise is pronounced. The turbocharged, four-cylinder engine delivers ample midrange power but lags at low revs. Its 18 mpg overall is not particularly good. Despite some cheap touches, the interior is well put together. The front seats are supportive, but the low rear seat is not very roomy. A nonturbo, front-wheel-drive version is also available. Reliability has been above average, but the CX-7 scores too low to be recommended.



Reliability: ○ Satisfaction: NA Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** i SV, i Sport, i Touring, s Touring, s Grand Touring **Price:** \$22,190-\$33,540 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.5L 4 (161 hp); 2.3L 4 turbo (244 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Grand Touring 4 **CR mpg:** 18 **Accel.:** 9.1 **Braking:** 128 **Ratings p. 37**

## Lincoln Navigator

The Navigator is based on the Ford Expedition and offers a longer version with increased cargo space behind the third-row seat. A 310-hp, 5.4-liter V8 and six-speed automatic transmission are standard, but the big Lincoln feels sluggish, and fuel economy is a wallet-draining 13 mpg overall. The ride is compliant and controlled, and handling is a bit lumbering but ultimately secure. The power-operated third row folds flat into the floor and is as comfortable as the second row. A rear-view camera is standard.



✓ Recommended

Reliability: ○ Satisfaction: NA Owner cost: ●

**Body styles:** 4-door SUV, extended SUV **Trim lines:** Base, L **Price:** \$57,775-\$62,840 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **Engine:** 5.4L V8 (310 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Ultimate V8 **CR mpg:** 13 **Accel.:** 8.8 **Braking:** 149 **Ratings p. 37**

## Mazda CX-9

The three-row CX-9 is agile, comfortable, quiet, and nicely finished. The third-row seat is small but easy to access. Power comes from a smooth and refined 3.7-liter V6. Handling is taut and agile, and the ride is firm and steady yet comfortable. The interior is attractive and well assembled. Like many SUVs, the 60/40-split second-row seats slide fore and aft for greater second- or third-row leg room. The optional blind-spot detection system works well. Reliability has been above average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** Sport, Touring, Grand Touring **Price:** \$29,725-\$35,125 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engine:** 3.7L V6 (273 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Grand Touring V6 **CR mpg:** 16 **Accel.:** 8.2 **Braking:** 137 **Ratings p. 36**

## Lotus Evora

The Evora is designed for everyday use with some comfort and convenience. It's a four-seat coupe powered by a Toyota 3.5-liter V6 that drives the rear wheels. In the S trim a supercharged version of the engine cranks out more horsepower. The standard transmission is a clunky six-speed manual. A six-speed automatic with paddle shifters is optional. The engine is midmounted to optimize handling and braking. The Evora has impressive agility, excellent steering and body control, and a supple ride.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** Coupe **Trim lines:** Base, S **Price:** \$64,000-\$77,175 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 3.5L V6 (276 hp); 3.5L V6 supercharged (345 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium

## Mazda MX-5 Miata

The base Miata has a 2.0-liter, four-cylinder engine mated to a five-speed manual. The six-speed manual on our tested Grand Touring model felt crisp and precise. Handling is super agile, with quick, precise steering, and the Miata is balanced at its limits. The ride is relatively tolerable, but the car gets noisy. Interior space is extremely cramped, but the small trunk is usefully shaped. A power-retractable hard top is available, but the car is still loud with it raised. Operating the manual top is a breeze. Reliability is excellent.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ○

**Body style:** Convertible **Trim lines:** Sport, Touring, Grand Touring **Price:** \$23,470-\$30,050 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.0L 4 (158 hp); 2.0L 4 (167 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** Grand Touring 4 **CR mpg:** 28 **Accel.:** 7.0 **Braking:** 122 **Ratings p. 34**

## Mazda CX-5

Mazda's new CX-5 finally gives the company a competitive small SUV. On sale in March, the CX-5 has a roomy, well-finished cabin with a spacious rear seat. Handling is taut and agile. The four-cylinder, direct-injected 2.0-liter Skyactiv engine, new six-speed automatic, and a relatively low curb weight should provide good fuel economy. A comprehensive list of optional equipment includes blind-zone monitoring. Front-wheel drive and a manual transmission are also available.



Reliability: New Satisfaction: New Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** Sport, Touring, Grand Touring **Price:** \$20,695-\$28,295 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 2.0L 4 (155 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Mazda2

The Mazda2 is a subcompact hatchback about the size of the Honda Fit or Toyota Yaris. Power comes from a 100-hp, 1.5-liter four-cylinder engine. The standard manual transmission shifted slickly, but the optional four-speed automatic saps some zip. Handling is quite nimble, and the ride is tolerable, but the cabin is filled with road and engine noise. Rear-seat room is relatively good. It is related to the Ford Fiesta, but it trades some refinement and comfort for a lower price.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door hatchback **Trim lines:** Sport, Touring **Price:** \$14,530-\$16,860 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 (100 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** Touring 4 **CR mpg:** 30 **Accel.:** 11.1 **Braking:** 138 **Ratings p. 28**



## Mazda3

The pleasant, practical, fun-to-drive Mazda3 has a 2.0-liter engine that got some tweaks and is now called Skyactiv. It gets an impressive 32 mpg overall. The punchy 2.5-liter is a carryover. Handling is precise and responsive, and the ride is firm and comfortable. Road noise is pronounced. Interior quality is very good, but rear-seat room is tight. The hatchback increases versatility. The sporty turbocharged Mazdaspeed3 is very quick but has too much torque steer and a harsh ride, and is noisy. IIHS crash-test results are impressive.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

**Body styles:** 4-door hatchback, sedan **Trim lines:** i SV, i Sport, i Touring, i Grand Touring, s Sport, s Touring, s Grand Touring, Mazdaspeed3 **Touring** **Price:** \$15,200–\$24,200 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 (148 hp); 2.0L 4 (155 hp); 2.5L 4 (167 hp); 2.3L 4 turbo (263 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 5-spd. auto.; 6-spd. auto. **Fuel:** Reg. or prem. **Version tested:** i Touring 4 **CR mpg:** 32 **Accel.:** 9.1 **Braking:** 139 **Ratings pp. 28, 29, 33**

## Mazda5

The Mazda5 microvan is a compact wagon that seats six. Its 157-hp, 2.5-liter four-cylinder engine can be overtaxed on hills or when carrying a full load. Elevated noise levels make it feel less substantial than some larger alternatives. It is agile and fun to drive and has good visibility. The dual sliding rear doors give easy access to the back two rows of seats. It stands out in our testing by combining utility, sportiness, and affordability, making it a practical alternative to a larger minivan or a small SUV.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Wagon **Trim lines:** Sport, Touring, Grand Touring **Price:** \$19,625–\$24,025 **Drive wheels:** Front **Seating:** 2/2/2 **Engine:** 2.5L 4 (157 hp) **Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** Grand Touring 4 **CR mpg:** 23 **Accel.:** 9.6 **Braking:** 139 **Ratings p. 29**

## Mazda6

The Mazda6 is one of the sportier family sedans. The 2.5-liter four-cylinder engine got 24 mpg overall, and the powerful but thirsty 3.7-liter V6 returned 20 mpg. In our tests we found the car quite nimble, with nice steering and a supple and controlled ride, but road noise is a bit pronounced. Interior fit and finish is impressive. The rear seat is roomy, but the low roofline inhibits access. Reliability has been above average. A redesign is not too far off in the future.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** Sedan **Trim lines:** i Sport, i Touring, i Touring Plus, i Grand Touring, s Touring Plus, s Grand Touring **Price:** \$20,240–\$29,570 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 (170 hp); 3.7L V6 (272 hp) **Trans.:** 6-spd. man.; 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** i Sport 4 **CR mpg:** 24 **Accel.:** 9.0 **Braking:** 139 **Ratings pp. 30, 31**

## Mercedes-Benz C-Class

The 2012 C-Class got a mild refresh, with a turbo 1.8-liter four-cylinder in the C250, and the C350 has a more powerful V6. Braking performance was excellent on our tested C300. Handling is capable, and the ride is compliant and controlled. Luxury and Sport versions are offered, but the latter has a choppy ride at low speeds. Inside, the snug cabin is quiet, and the seats are supportive. The controls are improved, but some are still not logical. AWD is available only on the C300. A high-performance C63 AMG and a coupe are available.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body styles:** Coupe, sedan **Trim lines:** C250, C300, C350, C63 AMG **Price:** \$34,800–\$61,430 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 1.8L 4 turbo (201 hp); 3.0L V6 (228 hp); 3.5L V6 (302 hp); 6.3L V8 (451 hp) **Trans.:** 6-spd. man.; 7-spd. auto. **Fuel:** Premium **Version tested:** C300 V6 **CR mpg:** 21 **Accel.:** 6.8 **Braking:** 129 **Ratings p. 31**

## Mercedes-Benz CL

This coupe version of the S-Class is quick and luxurious. The CL comes with a standard active suspension that delivers a comfortable ride, yet handling is agile. The CL has the latest in safety and high-tech features. There is room in the back for two adults to sit comfortably. The V8 in the CL550 supplies an abundance of acceleration, never mind the twin-turbocharged V12 engine in the more powerful CL600. The CL550 comes with standard all-wheel drive.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** Coupe **Trim lines:** CL550, CL600, CL63 AMG, CL65 AMG **Price:** \$114,100–\$211,000 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 4.6L V8 twin-turbo (429 hp); 5.5L V12 twin-turbo (510 hp); 5.5L V8 twin-turbo (536 hp); 6.0L V12 twin-turbo (621 hp) **Trans.:** 5-spd. auto.; 7-spd. auto. **Fuel:** Premium

## Mercedes-Benz CLS

The CLS has been extensively freshened for 2012 and now has a 4.6-liter twin-turbo V8. An AMG version with a 5.5-liter delivers ferocious acceleration. The coupelike styling results in a low roof, small windows, and reduced interior space that limits access, visibility, and rear-seat room. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** Sedan **Trim lines:** CLS550, CLS63 AMG **Price:** \$71,300–\$94,900 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 4.6L V8 twin-turbo (402 hp); 5.5L V8 twin-turbo (518 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium

## Mercedes-Benz E-Class

The E-Class is a well-finished, substantial-feeling luxury car. Handling is agile and secure. Luxury versions have a smooth ride, but the Sport is stiffer. The quiet 3.5-liter V6, mated to a seven-speed automatic, returned 19 mpg overall in our testing. The diesel version gets 26 mpg overall and has a healthy midrange punch, but engine noise is noticeable. The interior is plush, with excellent seats and fit and finish. The coupe is based on the C-Class. Reliability of RWD nondiesel versions has been average, but the AWD version is below average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body styles:** Convertible, coupe, sedan, wagon **Trim lines:** E350, E350 BlueTec, E550, E63 AMG **Price:** \$49,800–\$91,500 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (210 hp); 3.5L V6 (302 hp); 4.6L V8 twin-turbo (402 hp); 5.5L V8 twin-turbo (518 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** E350 V6 **CR mpg:** 19 **Accel.:** 6.8 **Braking:** 139 **Ratings p. 32**

## Mercedes-Benz GL-Class

This luxury SUV has a roomy interior, and a third-row seat big enough for adults. The smooth 4.6-liter V8 delivers strong performance and 15 mpg overall. The diesel returned 19 mpg in our tests but is a bit sluggish. Handling is relatively responsive, with good steering feel, and the GL proved secure at its limits. The ride is comfortable, and the interior is very quiet. Fit and finish is excellent, but some controls are overly complicated. The GL can tackle mild off-road situations, and towing capacity is impressive. Reliability remains below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** GL350 BlueTec, GL450, GL550 **Price:** \$61,570–\$85,300 **Drive wheels:** Permanent 4WD **Seating:** 2/3/2 **Engines:** 3.0L V6 turbodiesel (210 hp); 4.6L V8 (335 hp); 5.5L V8 (382 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** GL320 BlueTec V6 **CR mpg:** 19 **Accel.:** 9.8 **Braking:** 137 **Ratings p. 37**

## Mercedes-Benz GLK

Based on the C-Class, the GLK is powered by a smooth, 3.5-liter V6 that delivers quick acceleration and a so-so 18 mpg overall. Ride comfort is good when cruising, but the low-speed ride is a bit unsettled. Handling is nimble, but the GLK doesn't shine at its limits. The high seating position gives a good view out. The front seats are firm and well shaped. Leg room in the rear is stingy, and the wide door sills impede access. The controls are better than in some Mercedes models but aren't exactly logical. Reliability has improved to average.



**Recommended**

Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim line:** GLK350 **Price:** \$35,880-\$37,880 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engine:** 3.5L V6 (268 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** GLK350 V6 **CR mpg:** 18 **Accel.:** 7.0 **Braking:** 131 **Ratings p. 35**

## Mercedes-Benz M-Class

The new M-Class shares a platform with the redesigned Jeep Grand Cherokee. Its gasoline V6 delivers smooth and powerful acceleration; a turbodiesel is also available. Handling is responsive but let down by vague steering, and the ML doesn't shine at its cornering limits. There's an underlying firmness to the ride, but it's steady and supple. The ML is very refined, with an impressively quiet cabin, meticulous fit and finish, and excellent seats. Some controls have improved, but others remain complicated. Towing capacity is impressive.



Reliability: New Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** ML350, ML350 BlueTec **Price:** \$48,990-\$50,490 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.5L V6 (302 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** ML350 V6 **CR mpg:** 18 **Accel.:** 6.8 **Braking:** 138 **Ratings p. 37**

## Mercedes-Benz R-Class

The three-row R-Class has a comfortable and quiet ride, with secure handling. A 3.5-liter V6 and a turbodiesel are the only engines. The seven-speed automatic sometimes hesitates to downshift. There is room for six or seven passengers, cabin access is very easy, and the interior is flexible, but the long rear doors are awkward in tight parking spaces. The third-row seats are tight. Fit and finish is excellent, but some controls are confusing. IIHS crash-test results are excellent.



Reliability: NA Satisfaction: NA Owner cost:

**Body style:** 4-door SUV **Trim lines:** R350, R350 BlueTec **Price:** \$52,690-\$53,840 **Drive wheels:** AWD **Seating:** 2/3/2 **Engines:** 3.0L V6 turbodiesel (210 hp); 3.5L V6 (302 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium

## Mercedes-Benz S-Class

The S-Class is quick, quiet, luxurious, and a delight to drive. A more powerful and fuel efficient 4.6-liter V8 arrived for 2012. The cushy ride is extremely comfortable and the best we've tested, yet handling, steering, and ride control are also first class. The vast cabin is luxurious, comfortable, and very quiet, with plenty of room in the rear seat. The driver-interaction system can be frustrating to use. An optional night-vision system works well but can be distracting. Diesel and hybrid versions are also available. Reliability has dropped to below average.



Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** S400 Hybrid, S350 BlueTec, S550, S63 AMG, S600, S65 AMG **Price:** \$91,850-\$210,900 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.5L V6 hybrid (295 hp); 4.6L V8 (429 hp); 5.5L V12 twin-turbo (510 hp); 5.5L V8 twin-turbo (536 hp); 6.0L V12 twin-turbo (621 hp) **Trans.:** 5-spd. auto.; 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** S550 V8 **CR mpg:** 17 **Accel.:** 6.0 **Braking:** 141 **Ratings p. 33**

## Mercedes-Benz SL

The new SL has grown longer and wider but is made almost entirely of aluminum to save weight. Power comes from a 429-hp, 4.6-liter V8 that employs a start-stop system to save fuel. The car looks a lot like the old two-seat roadster, but its retractable hard top has adjustable opacity to let sun in even when the top is raised. It is full of new high-tech features and safety equipment: Pre-Safe collision mitigation, adaptive brakes and cruise control, active head restraints, and head-curtain air bags.



Reliability: New Satisfaction: New Owner cost:

**Body style:** Convertible **Trim line:** SL550 **Price:** \$110,000E **Drive wheels:** Rear **Seating:** 2 **Engine:** 4.6L V8 twin-turbo (429 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium

## Mercedes-Benz SLK

The freshened 2012 SLK comes with a new V6 engine mated to a seven-speed automatic. It drives nicely, and the V6 has a good exhaust note. The SLK delivers top-down motoring without the usual convertible compromises of poor rear visibility and pronounced wind noise. Like the SL it features a retractable hard top with adjustable opacity to let sun in even when raised. The seats are very comfortable, and the head restraints feature optional neck-level vents that blow warm air for top-down motoring in chilly weather.



Reliability: New Satisfaction: New Owner cost:

**Body style:** Convertible **Trim lines:** SLK250, SLK350, SLK55 AMG **Price:** \$54,800 **Drive wheels:** Rear **Seating:** 2 **Engines:** 1.8L 4 turbo (201 hp); 3.5L V6 (302 hp); 5.5L V8 (415 hp) **Trans.:** 6-spd. man.; 7-spd. auto. **Fuel:** Premium

## Mini Cooper

The Mini has agile handling and quick, precise steering, but the ride is choppy. The base four-cylinder engine has adequate response; the turbocharged engine in the Cooper S is quicker. The cabin has plenty of front leg room, but the rear is very tight, and many controls are confusing. The convertible top has a partial-sunroof position. Fuel economy ranges from 29 to 33 mpg depending on the version. Standard versions have average reliability, but the S is below average. A two-seat coupe and roadster are new.



**Recommended**

Reliability: Satisfaction: Owner cost:

**Body styles:** 2-door hatchback, convertible, coupe, wagon **Trim lines:** Base, S, Clubman, Clubman S, JCW **Price:** \$19,500-\$35,100 **Drive wheels:** Front **Seating:** 2/2 **Engines:** 1.6L 4 (121 hp); 1.6L 4 turbo (181 hp); 1.6L 4 turbo (208 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** 2-door hatchback 4 **CR mpg:** 33 **Accel.:** 9.1 **Braking:** 125 **Ratings pp. 29, 31, 33, 34**

## Mini Cooper Countryman

The four-door Countryman is larger than other Minis but is still small. The quirky interior has well shaped and comfortable seats. It is fun to drive, with the quick steering and fantastic agility of other Minis. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar downsides carry over, including frustrating controls, a stiff ride, and a noisy cabin. Only the S version offers all-wheel drive. Typical options drive the price for an AWD model up past \$32,000. First-year reliability has been average.



**Recommended**

Reliability: Satisfaction: NA Owner cost:

**Body style:** 4-door SUV **Trim lines:** Base, S **Price:** \$21,750-\$27,050 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 1.6L 4 (121 hp); 1.6L 4 turbo (184 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** S 4 **CR mpg:** 26 **Accel.:** 8.3 **Braking:** 135 **Ratings p. 35**



## Mitsubishi Galant

The Galant is a sound car that competes with better ones, and by now it is quite outdated. It has a spirited powertrain, but we were not overly impressed with the two versions we tested. Handling is secure but not agile. The ride is a bit choppy and stiff, even on smooth pavement. A wide turning circle makes parking awkward. The 2.4-liter, four-cylinder engine is responsive enough but noisy, and it returns 23 mpg. 2012 is the last year for the Galant.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body style:** Sedan **Trim lines:** ES, SE **Price:** \$21,899-\$24,299 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.4L 4 (160 hp) **Trans.:** 4-spd. auto. **Fuel:** Regular **Version tested:** ES 4 CR **mpg:** 23 **Accel.:** 9.1 **Braking:** 139 **Ratings p. 30**

## Mitsubishi Lancer

The Lancer is fairly agile and has a decent ride. The 2.0-liter four-cylinder has good acceleration but is sluggish from a stop. The CVT works well. The cabin is furnished with drab plastics, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile but is noisier and has a stiff ride, and its automated manual transmission is annoying. The Ralliart is milder than the high-performance Evolution, which excels on the track, but it is too frenetic to use as a daily driver. Standard curtain air bags are a plus.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body styles:** 4-door hatchback, sedan **Trim lines:** DE, ES, Ralliart, GT, Evolution GSR, Evolution MR **Price:** \$15,695-\$37,695 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 (143 hp); 2.0L 4 (148 hp); 2.4L 4 (168 hp); 2.0L 4 turbo (237 hp); 2.0L 4 turbo (291 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; CVT **Fuel:** Reg. or prem. **Version tested:** ES 4 CR **mpg:** 25 **Accel.:** 9.8 **Braking:** 144 **Ratings pp. 30, 33, 34**

## Mitsubishi Outlander

The Outlander is a competitive small SUV. Its standard four-cylinder engine is mated to a CVT and delivers modest acceleration and good 22 mpg overall. The uplevel 3.0-liter V6 is smooth, punchy, and refined but returns just 19 mpg overall. Handling is agile, with restrained body lean and quick, well-weighted steering. The ride is fairly stiff, and road noise is pronounced, especially in the GT. Interior fit and finish is so-so. The optional third-row seat is tiny, but cargo capacity is generous.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** ES, SE, GT **Price:** \$22,345-\$27,895 **Drive wheels:** Front or selectable AWD **Seating:** 2/3 **Engines:** 2.4L 4 (168 hp); 3.0L V6 (230 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** LS 4 CR **mpg:** 22 **Accel.:** 10.1 **Braking:** 137 **Ratings p. 35**

## Mitsubishi Outlander Sport

This shortened version of the small Outlander SUV has reduced rear-seat and cargo space. Despite the name, it's not a fun car to drive. Handling isn't that nimble, and acceleration from the 148-hp, 2.0-liter engine is just adequate. Its choppy ride and a very noisy cabin further undermine the experience. Still, it retains the Outlander's high seating position and some of its passenger-and-cargo versatility. AWD comes only with the pricey top-trim version, where the Outlander Sport competes with sportier and roomier SUVs.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** ES, SE **Price:** \$18,795-\$23,295 **Drive wheels:** Front or selectable AWD **Seating:** 2/3 **Engine:** 2.0L 4 (148 hp) **Trans.:** 5-spd. man.; CVT **Fuel:** Regular **Version tested:** SE 4 CR **mpg:** 23 **Accel.:** 9.6 **Braking:** 137 **Ratings p. 36**

## Mitsubishi i

Formerly known as the i-MiEV, the i is Mitsubishi's electric car. It uses a 16-kWh lithium-ion battery. It takes 6 hours to charge on a 240-volt, Level 2 charger, or 22 hours on a standard 110-volt charger. Mitsubishi claims its range is 80 miles, but the EPA says it is just 62. The motor puts out 63 hp. At \$29,125 before tax credits, it is the cheapest all-electric car available. It's currently for sale only in Hawaii and on the West Coast. With its roomier interior and more comfortable ride, the Nissan Leaf might be worth the extra few thousand dollars.



Reliability: New Satisfaction: New Owner cost: NA

**Body style:** 4-door hatchback **Trim lines:** ES, SE **Price:** \$29,125-\$31,125 **Drive wheels:** Rear **Seating:** 2/2 **Engine:** Electric (63 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric **Look for a full test in an upcoming issue.**

## Nissan Altima

The Altima is one of our top-scoring family sedans. The 2.5-liter four-cylinder delivers an impressive 26 mpg overall, and the powerful 3.5-liter V6 got 24 mpg overall. The Altima is pleasant to drive. The 2.5 S has responsive and secure handling and absorbs bumps better than the SR V6, which is a bit jittery. The cabin is one of the quietest among family sedans, and the interior quality is very good, but rear-seat head room is a bit tight. A redesigned Altima will debut this summer.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body styles:** Coupe, sedan **Trim lines:** 2.5, 2.5 S, 3.5 SR **Price:** \$20,410-\$30,760 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 (175 hp); 3.5L V6 (270 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** 2.5 S 4 CR **mpg:** 26 **Accel.:** 8.3 **Braking:** 129 **Ratings pp. 30, 31**

## Nissan Armada

The Armada is a large, truck-based SUV with seating for eight. It features an independent rear suspension. Power comes from a smooth-revving but noisy 5.6-liter, V8 engine coupled with a slick five-speed automatic. The Armada is quick but not that refined. Handling is relatively responsive, but the ride is quite stiff. Interior quality is so-so. It is difficult for children to reach the high-mounted exterior rear-door handles. Rear cargo space and towing capacity are generous. Reliability has been average.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** SV, SL, Platinum **Price:** \$38,790-\$54,250 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **Engine:** 5.6L V8 (317 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular

## Nissan Cube

The tall and boxy Cube has an enormous amount of interior space and easy access. Acceleration is slow from the 122-hp, 1.8-liter four-cylinder. We got 28 mpg with the continuously variable transmission. The ride is comfortable, but handling is rather clumsy and the steering is vague. Wind and road noise are pronounced. Stopping distances are long. Fit and finish is on the cheap side. Overall, the Cube trails its direct competitors. Reliability has improved to above average, but the Cube scores too low to recommend.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Wagon **Trim lines:** 1.8, 1.8 S, 1.8 SL **Price:** \$14,740-\$21,640 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 (122 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** 1.8 S 4 CR **mpg:** 28 **Accel.:** 10.0 **Braking:** 149 **Ratings p. 29**

## Nissan Frontier

The Frontier shares a platform with the Pathfinder, Xterra, and larger Titan pickup. We found the Frontier quick and nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revs smoothly and feels like a V8; expect 15 mpg. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is still tight in the crew cab. A model with a longer bed is available, but the tailgate is very heavy on all models. Side and curtain air bags are standard.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body styles:** Extended cab, crew cab **Trim lines:** S, SV, PRO-4X, SL **Price:** \$18,500-\$32,380 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engines:** 2.5L 4 (152 hp); 4.0L V6 (261 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** LE V6 **CR mpg:** 15 **Accel.:** 7.9 **Braking:** 142 **Ratings p. 39**

## Nissan Maxima

The highlight of the Maxima is its smooth, powerful 3.5-liter V6 that gives it very quick acceleration and 22 mpg overall, but on premium fuel. The steering is oddly weighted. It's overly light at low speeds but then firms up rather abruptly, which takes away from the car's handling. The ride is comfortable enough, and the cabin is quiet. A low roofline inhibits rear access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive, but interior materials and rear-seat room aren't as impressive.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** Sedan **Trim lines:** 3.5 S, 3.5 SV **Price:** \$31,850-\$34,550 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 3.5L V6 (290 hp) **Trans.:** CVT **Fuel:** Premium **Version tested:** 3.5 SV V6 **CR mpg:** 22 **Accel.:** 6.2 **Braking:** 128 **Ratings p. 31**

## Nissan GT-R

The GT-R is the latest generation of Nissan's premium sports car. For 2012, the twin-turbo V6 engine was upgraded to 530 hp. It drives all four wheels through a six-speed automated manual gearbox that is very jerky when driving at parking-lot speeds. The car is blisteringly quick and laden with electronic gadgets, including launch control. Handling is super sharp despite the car's considerable size and weight, and the ride is quite stiff.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** Coupe **Trim lines:** Premium, Black Edition **Price:** \$96,820-\$106,320 **Drive wheels:** AWD **Seating:** 2/2 **Engine:** 3.8L V6 twin-turbo (530 hp) **Trans.:** 6-spd. seq. **Fuel:** Premium

## Nissan Murano

The pleasant and well-rounded Murano has a nice interior and a comfortable ride. The 3.5-liter V6 is powerful and refined and delivers strong performance with a respectable 19 mpg overall. The CVT transmission is one of the best on the market. Handling is responsive and secure. Roomy, comfortable rear seats and easy access are pluses. The interior is stylish and functional. Limited rear visibility is the only notable drawback. The CrossCabriolet is an odd-looking convertible version. IIHS crash-test results are impressive.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body styles:** Convertible, 4-door SUV **Trim lines:** S, SV, SL, LE, CrossCabriolet **Price:** \$29,290-\$44,540 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (260 hp); 3.5L V6 (265 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** SL V6 **CR mpg:** 19 **Accel.:** 7.6 **Braking:** 136 **Ratings p. 36**

## Nissan Juke

The funky-looking Juke is derived from the small Nissan Versa. It has the raised ride height and optional AWD of an SUV, but the steeply raked rear quarter makes for lousy rear visibility. The rear seat is tight, and the trifling cargo space limits practicality. Nimble handling and the punchy 188-hp, 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. First-year reliability has been average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** S, SV, SL **Price:** \$19,770-\$25,550 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 1.6L 4 turbo (188 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Premium **Version tested:** SV 4 **CR mpg:** 24 **Accel.:** 7.9 **Braking:** 139 **Ratings p. 36**

## Nissan Pathfinder

The Pathfinder's smooth, strong V6 returned only 15 mpg overall in our testing. A more-powerful V8 engine is optional. The independent rear suspension contributes to responsive handling, but the ride is stiff. The second-row seats are tight for adults. The rear-door handles are too high for small children to reach, and the small third-row seat is best suited for kids. Generous towing capacity and ample cargo room are pluses. Reliability has dropped to below average. A redesign based on the new Infiniti JX is due out this fall.



Reliability: ○ Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** S, SV, Silver, LE **Price:** \$28,570-\$43,250 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/2 **Engines:** 4.0L V6 (266 hp); 5.6L V8 (310 hp) **Trans.:** 5-spd. auto. **Fuel:** Premium **Version tested:** LE V6 **CR mpg:** 15 **Accel.:** 8.0 **Braking:** 143 **Ratings p. 37**

## Nissan Leaf

The Leaf is a five-seat, electric-powered hatchback with a 75-mile typical range. A full charge takes 6 hours using a 240-volt outlet or 16 hours using a 120 volts. It qualifies for a \$7,500 federal tax credit. The Leaf feels quick at low speeds, is quiet, and rides comfortably. Cabin access is easy, and the rear is fairly roomy. We measured 3.16 miles per kWh, the equivalent of 106 mpg. Running costs are extremely low: 3.5 cents per mile at the national average of 11 cents per kWh. 2012 brings standard heated seats and steering wheel.



Reliability: NA Satisfaction: NA Owner cost: NA

**Body style:** 4-door hatchback **Trim lines:** SV, SL **Price:** \$35,200-\$37,250 **Drive wheels:** Front **Seating:** 2/3 **Engine:** Electric (107 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric **Version tested:** SL electric **CR mpg:** 106 **Accel.:** 10.3 **Braking:** 136 **Ratings p. 27**

## Nissan Quest

The Quest is powered by an eager 3.5-liter V6 mated to a continuously variable transmission. It is the most luxurious minivan on the market, with a plush and quiet interior and a smooth, compliant ride. Just don't expect sporty handling. Unlike most other minivans, the seats fold flat to form a flush load floor. But the Quest seats only seven at most, not eight. Its covered cargo bay behind the third-row seat can hide luggage, an uncommon feature in a minivan.



Reliability: NA Satisfaction: NA Owner cost: ○

**Body style:** Minivan **Trim lines:** S, SV, SL, LE **Price:** \$27,750-\$41,350 **Drive wheels:** Front **Seating:** 2/2/3 **Engine:** 3.5L V6 (260 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** SL V6 **CR mpg:** 19 **Accel.:** 8.4 **Braking:** 143 **Ratings p. 35**



## Nissan Rogue

Based on the Sentra, the compact Rogue is enjoyable and competitive in the small-SUV class. The 170-hp, 2.5-liter engine is raspy at high revs but gets 22 mpg overall. The standard continuously variable transmission works well. The ride is supple, and handling is fairly nimble and secure. Convenience features include a removable, foldable cargo organizer for the rear storage area. Fit and finish is very good. Cargo capacity is modest, and rear visibility is poor because of the thick roof pillars and small rear windows.



✓ Recommended

Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** S, SV **Price:** \$21,580-\$29,170 **Drive wheels:** Front or AWD  
**Seating:** 2/3 **Engine:** 2.5L 4 (170 hp) **Trans.:** CVT  
**Fuel:** Regular **Version tested:** SL 4 **CR mpg:** 22  
**Accel.:** 8.9 **Braking:** 137 **Ratings p. 35**

## Nissan Xterra

The Xterra feels crude but is very capable off-road. Although the ride is stiff, handling is relatively responsive. The strong V6 delivers good power but returns just 17 mpg. The automatic is smooth, but the rudimentary 4WD is a part-time system. The basic interior looks rugged and is well assembled. Side and curtain air bags are standard. The off-road trim line has a hill-descent control that maintains a very low speed on slippery downhill grades. Reliability has been above average, but the Xterra scores too low to be recommended.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** X, S, PRO-4X **Price:** \$24,560-\$31,020 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engine:** 4.0L V6 (261 hp) **Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** S V6 **CR mpg:** 17 **Accel.:** 7.7 **Braking:** 135 **Ratings p. 37**

## Nissan Sentra

Although it's in its twilight, the current Sentra is a one of the better small sedans. But it is ho-hum to drive. It's powered by a 140-hp, 2.0-liter, four-cylinder engine that gets 27 mpg overall. The rear seat is relatively roomy, with good head room and easy cabin access. Controls are simple to use. The ride is civilized and relatively quiet, and handling is sound but unexceptional. The sporty SE-R and Spec V versions are quicker, but handling isn't much more nimble than in the standard car.



✓ Recommended

Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Sedan **Trim lines:** 2.0, 2.0 S, 2.0 SR, 2.0 SL, SE-R, SE-R Spec V **Price:** \$16,060-\$20,620 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 (140 hp); 2.5L 4 (177 hp); 2.5L 4 (200 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular or premium **Version tested:** 2.0 SL 4 **CR mpg:** 27 **Accel.:** 9.7 **Braking:** 135 **Ratings pp. 29, 34**

## Nissan Z

The Z shares mechanical components with the Infiniti G coupe, including a wonderfully strong and smooth V6. Acceleration is very quick, and fuel economy is respectable. The six-speed manual is a bit notchy. It can match revs on downshifts, a neat touch. Handling is very agile, with direct steering and lots of grip. But 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. A convertible is also available. Reliability has been well below average.



Reliability: ⚡ Satisfaction: NA Owner cost: ⚡

**Body styles:** Convertible, coupe **Trim lines:** Base, Touring, Nismo **Price:** \$31,450-\$43,500 **Drive wheels:** Rear **Seating:** 2 **Engines:** 3.7L V6 (332 hp); 3.7L V6 (350 hp) **Trans.:** 6-spd. man.; 7-spd. auto. **Fuel:** Premium **Version tested:** Touring V6 **CR mpg:** 23 **Accel.:** 5.3 **Braking:** 120 **Ratings p. 34**

## Nissan Titan

Nissan's full-sized truck has an impressively large cabin and is relatively agile. It has a decent ride and a punchy engine with a very smooth transmission. The damped-action tailgate is a nice touch. The muscular V8 provides strong acceleration, but engine drone can become tiresome. The crew-cab version offers standard- and extended-length beds, but a standard cab is not available. Interior fit and finish is lackluster. Safety features include standard curtain air bags.



✓ Recommended

Reliability: ⚡ Satisfaction: NA Owner cost: ⚡

**Body styles:** Extended cab, crew cab **Trim lines:** S, SV, PRO-4X, SL **Price:** \$27,710-\$40,510 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engine:** 5.6L V8 (317 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** SV V8 **CR mpg:** 14 **Accel.:** 7.2 **Braking:** 142 **Ratings p. 39**

## Porsche 911

The redesigned 911 keeps its iconic shape, but the wheelbase has grown and the car delivers more power and better fuel economy. The base model gets a 350-hp, 3.4-liter six-cylinder engine; the Carrera S uses a 400-hp, 3.8-liter six-cylinder, both matched with the first-ever seven-speed manual transmission. The seven-speed PDK automated manual is optional. Other changes include automatic engine start-stop to conserve fuel and electro-hydraulic power steering.



Reliability: New Satisfaction: ⚡ Owner cost: ⚡

**Body styles:** Convertible, coupe **Trim lines:** Carrera, Carrera S, Carrera 4, Carrera 4S, Targa 4, Targa 4S, Turbo, GT3, GT2 RS **Price:** \$79,000-\$245,000 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 3.6L 6 (345 hp); 3.4L 6 (350 hp); 3.8L 6 (385 hp); 3.8L 6 (400 hp); 3.8L 6 (435 hp); 3.8L 6 (450 hp); 3.8L 6 turbo (500 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 7-spd. man. **Fuel:** Premium

## Nissan Versa

Nissan's subcompact Versa sedan is redesigned for 2012, but it's disappointing. In a departure from its predecessor, the small car is now noisy, and the interior is blatantly cheap. The car drones as it gathers speed, and the continuously variable transmission accentuates engine noise. Handling, though secure, lacks agility. The ride is compliant but jumpy. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. The old Versa hatchback carries over for now and is the better of the two.



Reliability: New Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Sedan **Trim lines:** S, SV, SL **Price:** \$10,990-\$15,560 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.6L 4 (109 hp) **Trans.:** 5-spd. man.; CVT **Fuel:** Regular **Version tested:** SV 4 **CR mpg:** 32 **Accel.:** 10.6 **Braking:** 140 **Ratings pp. 28, 29**

## Porsche Boxster

The Boxster has super agile handling, with excellent tire grip and precise, communicative steering. Braking is top-notch. The ride is firm and well controlled yet not punishing. The six-speed manual transmission is crisp and easy to shift. Throttle response is sharp, and the engine sound is a thrill. The power top is easy to operate and works at speeds up to 30 mph. Some controls are confusing. A redesigned Boxster will arrive soon.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body style:** Convertible **Trim lines:** Base, S, Spyder **Price:** \$48,100-\$65,200 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.9L 6 (255 hp); 3.4L 6 (310 hp); 3.4L 6 (320 hp) **Trans.:** 7-spd. seq.; 6-spd. man. **Fuel:** Premium **Version tested:** Convertible 6 **CR mpg:** 22 **Accel.:** 6.5 **Braking:** 112 **Ratings p. 34**

## Porsche Cayenne

The midsize Cayenne is one of the sportiest, most agile SUVs on the market. Even the base V6 provides good power, the V8 and hybrid engines more so. The eight-speed automatic is very smooth. The ride is supple and steady but stiff at low speeds. The seats are comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but controls are confusing. The stop/start feature shuts the engine off at idle to save fuel but is slow to restart at times. First-year reliability has been well below average.



**Reliability:** ● **Satisfaction:** NA **Owner cost:** ●

**Body style:** 4-door SUV **Trim lines:** Base, S, S Hybrid, Turbo **Price:** \$48,200–\$107,100 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.6L V6 (300 hp); 3.0L V6 hybrid (380 hp); 4.8L V8 (400 hp); 4.8L V8 turbo (500 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Premium **Version tested:** 4-door SUV V6 **CR mpg:** 19 **Accel.:** 7.8 **Braking:** 134 **Ratings p. 37**

## Porsche Cayman

The Cayman coupe uses a midmounted, 2.9-liter, flat-six engine that produces 265 hp. The higher-performance S gets a 320-hp version. A six-speed manual is standard, and a quick-shifting seven-speed automated manual is optional. This Boxster-based coupe seats two passengers and uses a hatchback design that increases the rear storage area compared with the Boxster. The new Cayman R does away with some interior amenities and has a lower ride height and even sportier handling.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●

**Body style:** Coupe **Trim lines:** Base, S, R **Price:** \$51,900–\$67,500 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.9L 6 (265 hp); 3.4L 6 (320 hp); 3.4L 6 (330 hp) **Trans.:** 7-spd. seq.; 6-spd. man. **Fuel:** Premium

## Porsche Panamera

Porsche's large, four-door luxury car has a coupe silhouette and a hatchback body. It delivers strong performance, with comfort for four adults. Handling is agile, with excellent steering and a supple ride. Normally aspirated and turbocharged V8s are offered, along with a V6. The quick-shifting seven-speed automated manual isn't very smooth at low speeds. The beautifully finished interior is fitted with a button-dominated center console that can be intimidating at first. A hybrid version is new.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●

**Body style:** 4-door hatchback **Trim lines:** Base, S, 4, 4S, Hybrid, Turbo, Turbo S **Price:** \$75,200–\$173,200 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 3.6L V6 (300 hp); 3.0L V6 hybrid (380 hp); 4.8L V8 (400 hp); 4.8L V8 turbo (500 hp) **Trans.:** 7-spd. seq.; 8-spd. auto. **Fuel:** Premium

## Scion FR-S

Jointly developed with Subaru, the FR-S rear-drive coupe will be Toyota's first sports car since the MR2 Spyder and Celica were retired. It features a Subaru-supplied 200-hp, 2.0-liter four-cylinder teamed with a choice of a six-speed manual or a six-speed automatic transmission with paddle shifters. The car emphasizes handling agility over sheer power with its light weight, low center of gravity, and high-revving engine. The cabin is roomy for two, but the rear seat is tiny.



**Reliability:** New **Satisfaction:** New **Owner cost:** ●

**Body style:** Coupe **Trim line:** – **Price:** \$25,000 **Drive wheels:** Rear **Seating:** 2/2 **Engine:** 2.0L 4 (200 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Look for a full test in an upcoming issue.**

## Scion iQ

The iQ is about the size of a Smart car, but our initial experience shows that it's a much better car. Power comes from a 1.3-liter, four-cylinder engine. The only transmission is a continuously variable type that mimics a conventional one. The ride is choppy and stiff. The front cabin is roomy for such a tiny car, but the rear seats are extremely tight. Rear-seat crash protection includes an unusual rear-curtain air bag that covers the hatchback glass.



**Reliability:** New **Satisfaction:** New **Owner cost:** ●

**Body style:** 2-door hatchback **Trim line:** – **Price:** \$15,265 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.3L 4 (94 hp) **Trans.:** CVT **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Scion tC

The tC is a well-equipped, small, affordable coupe. The 180-hp, 2.5-liter engine provides good acceleration. We got a very good 28 mpg overall with the manual. A six-speed automatic is available. The tC is fairly nimble and pleasing to drive. It also benefits from the versatility of a hatchback, and the cabin, particularly the rear seat, is quite spacious for a coupe. But a jittery ride and noisy cabin detract from the overall experience. Interior fit and finish is unimpressive, and the thick rear roof pillars and small windows block outward visibility.



**Reliability:** NA **Satisfaction:** NA **Owner cost:** ●

**Body style:** Coupe **Trim lines:** Base, RS **7.0 Price:** \$18,575–\$21,905 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.5L 4 (180 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** coupe 4 **CR mpg:** 28 **Accel.:** 8.8 **Braking:** 139 **Ratings p. 34**

## Scion xB

The xB has a 2.4-liter, four-cylinder engine that delivers good performance but returns only 23 mpg overall. The ride is compliant, and handling is responsive. The interior is quiet, but the gauges mounted in the center of the dash are annoying, and the radio controls are a bit confusing. The rear seat is enormous, and cabin access is very easy. The cargo area is generous, but low windows and thick roof pillars make the cabin dark and impair visibility. Crash-test results are impressive. Reliability has been outstanding.



**Reliability:** ● **Satisfaction:** ○ **Owner cost:** ●

**Body style:** Wagon **Trim line:** Base **Price:** \$16,300–\$19,060 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.4L 4 (158 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** Wagon 4 **CR mpg:** 23 **Accel.:** 9.4 **Braking:** 137 **Ratings p. 29**

## Scion xD

The xD's ride suffers from short, jumpy motions, and it feels jittery on the highway. Its 1.8-liter, four-cylinder engine delivers adequate performance but is miserly with fuel. We averaged 29 mpg overall with the automatic and 34 with the manual. The cabin is noisy, and the driving position is awkward. Some taller drivers found the seat cushion too short. The front seats are comfortable enough for people who fit them. The rear has plenty of room for a small car, and cabin access is easy. The xD has a lot of standard features for its low price.



**Reliability:** ● **Satisfaction:** ○ **Owner cost:** ●

**Body style:** 4-door hatchback **Trim lines:** Base, RS **3.0 Price:** \$15,345–\$17,050 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 (128 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** 4-door hatchback 4 **CR mpg:** 29 **Accel.:** 9.7 **Braking:** 136 **Ratings p. 28**



## Smart ForTwo

This tiny two-seater is good on gas and a snap to park. It features a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the car is very slow when starting from a stop. We've measured 39 mpg overall, but it requires premium fuel. It has a harsh ride, clumsy handling, and a transmission with extremely jerky and jarring gear changes. Access to the cabin is very easy, and the seats are comfortable. Reliability has improved to average. An electrically powered version is available, but only for lease.



Reliability: ○ Satisfaction: NA Owner cost: ●

**Body styles:** 2-door hatchback, convertible **Trim lines:** Pure, Passion **Price:** \$12,490-\$17,690 **Drive wheels:** Rear **Seating:** 2 **Engine:** 1.0L 3 (70 hp) **Trans.:** 5-spd. seq. **Fuel:** Premium **Version tested:** Passion 3 **CR mpg:** 39 **Accel.:** 14.6 **Braking:** 139 **Ratings p. 27**

## Subaru BRZ

Jointly developed with Toyota, the BRZ rear-drive coupe will be Subaru's first rear-wheel-drive sports car. Similar to the Scion FR-S, the BRZ is more about agile handling than outright power. It features a 2.0-liter four-cylinder teamed with a choice of a six-speed manual or a six-speed automatic transmission with paddle shifters. The car's light weight and optimal weight distribution should contribute to its handling. The BRZ is sufficiently roomy up front, but the rear seat is tiny.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** Coupe **Trim line:** -- **Price:** \$25,000E **Drive wheels:** Rear **Seating:** 2/2 **Engine:** 2.0L 4 (200 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Look for a full test in an upcoming issue.**

## Subaru Forester

With perhaps the most comfortable ride of any small SUV, the Forester handles well in everyday driving. The spacious cabin has straightforward controls and a great view out. The base engine is neither exciting nor very fuel-efficient. The turbocharged engine is punchier but sacrifices 2 mpg and requires premium fuel. The four-speed automatic transmission is dated. We found that the front seats in the base model lack lumbar support. IIHS crash tests are impressive, and reliability with the standard engine has been outstanding.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** 2.5X, 2.5X Premium, 2.5X Limited, 2.5X Touring, 2.5XT Premium, 2.5XT Touring **Price:** \$20,595-\$29,895 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (170 hp); 2.5L 4 turbo (224 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular or premium **Version tested:** 2.5X Premium 4 **CR mpg:** 22 **Accel.:** 10.2 **Braking:** 139 **Ratings p. 35**

## Subaru Impreza

The redesigned 2012 Impreza is a particularly well-rounded package and is now our Top Pick among small sedans. The ride is very absorbent and controlled. Handling is responsive and secure. At 27 mpg overall, fuel economy is impressive given the standard AWD. The rear seat is spacious for the class, controls are simple, and visibility is good. The CVT transmission exacerbates engine noise, and road noise is pronounced, too, our only complaint. Sedan and hatchback versions are available, and a raised-hatch version will arrive later.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body styles:** Sedan, wagon **Trim lines:** 2.0i, Premium, Limited, Sport Premium, Sport Limited **Price:** \$17,495-\$29,095 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 2.0L 4 (148 hp) **Trans.:** 5-spd. man.; CVT **Fuel:** Regular **Version tested:** Premium 4 **CR mpg:** 27 **Accel.:** 9.2 **Braking:** 129 **Ratings p. 29**

## Subaru Impreza WRX/STI

Still based on the old Impreza, the WRX's turbocharged engine provides quick and effortless acceleration, and its well-tuned suspension delivers a supple ride with agility. Its steering is sharp, but more demanding cornering elicits a bit too much body lean for a sports sedan. The STI is more powerful and much harder riding. It is a fierce performer, although not as agile as the Mitsubishi Lancer Evo. The base WRX has STI-like styling and some of the STI's suspension updates. Reliability has been average.

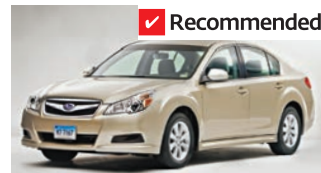


Reliability: ○ Satisfaction: ● Owner cost: ○

**Body styles:** Sedan, wagon **Trim lines:** WRX, WRX Premium, WRX Limited, WRX STI, WRX STI Limited **Price:** \$34,095-\$37,445 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 turbo (265 hp); 2.5L 4 turbo (305 hp) **Trans.:** 5-spd. man.; 6-spd. man. **Fuel:** Premium **Version tested:** WRX 4 **CR mpg:** 24 **Accel.:** 5.3 **Braking:** 125 **Ratings p. 33**

## Subaru Legacy

This roomy, all-wheel-drive family sedan has a nice interior, very comfortable ride, and good fuel economy. The standard four-cylinder with the CVT is a bit sluggish and noisy when revved, but it attains a good 25 mpg overall. The six-cylinder is quieter and quicker but less fuel efficient. The turbocharged GT comes only with a manual transmission. The ride is cushy and composed and the cabin is quiet. Handling is less crisp than the previous-generation Legacy, though it's sound and responsive. The stability control kicks in a bit late.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Sedan **Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R, 3.6R Premium, 3.6R Limited, 2.5GT Limited **Price:** \$19,995-\$31,595 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (170 hp); 3.6L 6 (256 hp); 2.5L 4 turbo (265 hp) **Trans.:** 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Regular or premium **Version tested:** 2.5i Premium 4 **CR mpg:** 25 **Accel.:** 9.7 **Braking:** 139 **Ratings pp. 30, 31**

## Subaru Outback

The Outback is a rugged-looking Legacy wagon with ground clearance comparable to an SUV's. The cabin is quiet, and rear-seat and cargo space are generous. Handling is responsive in routine driving but becomes sloppy when pushed to the limits. The ride is very comfortable. Acceleration is just adequate with the four-cylinder engine, which can be noisy when pressed. Fuel economy is quite good thanks to the CVT transmission. The optional six-cylinder engine is quieter and quicker but not as fuel efficient.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Wagon **Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R, 3.6R Premium, 3.6R Limited **Price:** \$23,295-\$31,695 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (170 hp); 3.6L 6 (256 hp) **Trans.:** 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Regular **Version tested:** 2.5i Limited 4 **CR mpg:** 24 **Accel.:** 10.7 **Braking:** 136 **Ratings p. 29**

## Subaru Tribeca

The Tribeca has an impressive ride and handling balance. The six-cylinder engine and automatic transmission make a decent powertrain, but it returns just 16 mpg overall. Handling is quite agile, with nice steering feel and restrained body lean. The ride is supple and very well controlled. Fit and finish is very good, but the second- and third-row seats are cramped. It's a long reach to the navigation system's touch screen. The styling of the dashboard makes some controls difficult to see.



Reliability: ○ Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Premium, Limited, Touring **Price:** \$30,595-\$35,895 **Drive wheels:** AWD **Seating:** 2/3/2 **Engine:** 3.6L 6 (256 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** Limited 6 **CR mpg:** 16 **Accel.:** 8.6 **Braking:** 139 **Ratings p. 36**

## Suzuki Grand Vitara

Our tested Grand Vitara, with the 2.4-liter four-cylinder, was noisy and sluggish and yielded just 19 mpg overall, worse than some V6 competitors. The optional V6 has been dropped. Steering is somewhat vague, and handling is reluctant though ultimately very secure. The ride is stiff and jittery. We found the rear seat fairly roomy. Unlike its direct competitors, the two-wheel-drive versions power the rear wheels. The side-hinged rear hatch requires lots of room to open. Side and curtain air bags are standard.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** Base, Premium, Limited **Price:** \$19,499-\$25,249 **Drive wheels:** Rear, permanent 4WD, or AWD **Seating:** 2/3 **Engine:** 2.4L 4 (166 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** Premium 4 **CR mpg:** 19 **Accel.:** 11.0 **Braking:** 137 **Ratings p. 36**

## Suzuki Kizashi

The Kizashi is a sound and capable car. It has a snug cabin and tight rear seat. The ride is taut and controlled but a little stiff. Handling is capable and secure but not particularly sporty. The front seats are well shaped and comfortable. Fuel economy is pretty good, but acceleration is rather leisurely, and the CVT makes the 2.4-liter four-cylinder engine work hard and noisily to keep up the pace. Features such as keyless ignition and seat-position memory are rare at this price. All-wheel drive is available.



Reliability: NA Satisfaction: NA Owner cost: ⚡

**Body style:** Sedan **Trim lines:** S, SE, GTS, SLS **Price:** \$18,999-\$27,549 **Drive wheels:** Front or selectable AWD **Seating:** 2/3 **Engines:** 2.4L 4 (180 hp); 2.4L 4 (185 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** SE 4 **CR mpg:** 25 **Accel.:** 9.3 **Braking:** 131 **Ratings p. 30**

## Suzuki SX4

The SX4 is available as a small sedan or hatchback. The engine drones on the highway and delivers slow acceleration. We got 24 mpg overall in our AWD hatchback and 26 in our FWD sedan. All versions use a continuously variable transmission. The AWD system can be deactivated, but doing so doesn't save any fuel. Cabin access and visibility are quite good. Handling is fairly nimble, but the ride is stiff and the cabin is noisy. Curtain air bags are standard. Reliability has been above average.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door hatchback, sedan **Trim lines:** Base, LE, Premium, S, Technology, SE **Price:** \$13,699-\$19,649 **Drive wheels:** Front or selectable AWD **Seating:** 2/3 **Engines:** 2.0L 4 (148 hp); 2.0L 4 (150 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** Technology 4 **CR mpg:** 24 **Accel.:** 10.3 **Braking:** 129 **Ratings p. 28**

## Tesla Model S

The Model S is an all-electric, roomy and luxurious hatchback that even has a rear-facing third-row seat. Buyers can choose from three battery packs offering a range of 160, 230, or 300 miles per charge. The car can be recharged through a 120- or 240-volt outlet or quick-charged in 45 minutes. A 17-inch touchscreen dominates the dash and allows users to access the in-car Internet connectivity. The Model S qualifies for a \$7,500 federal tax credit and is supposed to go on sale this fall.



Reliability: New Satisfaction: New Owner cost: NA

**Body style:** Hatchback **Trim lines:** Base, Signature **Price:** \$57,400-\$77,400 **Drive wheels:** Rear **Seating:** 2/3/2 **Engine:** Electric (300 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric

## Toyota 4Runner

The 4Runner is good for off-roading. The rough-sounding 4.0-liter V6 is powerful and relatively fuel-efficient. The ride is unsettled, and handling is clumsy. It leans in corners, and the bobbing and bouncing chips away at driver confidence. A high step-in and low ceiling compromise access and the driving position. Cabin fit and finish is unimpressive. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is above average, but it scores too low to be recommended.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** 4-door SUV **Trim lines:** SR5, Trail, Limited **Price:** \$31,090-\$40,630 **Drive wheels:** Rear, part-time, or permanent 4WD **Seating:** 2/3/2 **Engine:** 4.0L V6 (270 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** SR5 V6 **CR mpg:** 18 **Accel.:** 7.7 **Braking:** 131 **Ratings p. 37**

## Toyota Avalon

The Toyota Avalon has a punchy and fuel-efficient 268-hp, 3.5-liter V6 engine mated to a six-speed automatic. This smooth and refined powertrain delivers quick acceleration and fuel economy of 23 mpg overall, which is quite impressive for such a large car. The ride is very comfortable, and the cabin is quiet. Although handling isn't that agile, it is ultimately secure. The rear seat is extremely roomy. The interior is nicely finished with straightforward controls that are easy to use.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Sedan **Trim lines:** Base, Limited **Price:** \$33,195-\$36,435 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 3.5L V6 (268 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V6 **CR mpg:** 23 **Accel.:** 7.1 **Braking:** 141 **Ratings p. 31**

## Toyota Camry

The redesigned Camry is refined, comfortable, and roomy. Handling is a bit more responsive, and the interior is nicer. The three impressive powertrain choices are the base 2.5-liter, four-cylinder engine; a 3.5-liter V6; and the Hybrid, which gets an amazing 38 mpg overall. The four-cylinder engine returned 27 mpg overall, topping the class. The V6 version is very quick and delivers 26 mpg overall. Drawbacks include touch-screen radio controls that could be better designed. Toyota's Entune smart-phone integration is available.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Sedan **Trim lines:** L, LE, SE, Hybrid LE, Hybrid XLE, XLE **Price:** \$21,955-\$29,845 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 (173 hp); 2.5L 4 (178 hp); 2.5L 4 hybrid (200 hp); 3.5L V6 (268 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** LE 4 **CR mpg:** 27 **Accel.:** 8.4 **Braking:** 130 **Ratings pp. 30, 31**

## Toyota Corolla

The Corolla is a good small sedan, although it is rather bland. The 1.8-liter engine is relatively quiet and responsive. By the standards of the small-car class the Corolla has a comfortable ride. Handling is sound and secure. The interior is put together well, although hard plastic panels and trim are abundant. We got a very impressive 32 mpg overall in our test of the 1.8-liter equipped with both automatic and manual transmissions, one of the most frugal among nonhybrids or nondiesel sedans.



Reliability: ⚡ Satisfaction: ⚡ Owner cost: ⚡

**Body style:** Sedan **Trim lines:** Base, LE, S **Price:** \$16,130-\$18,820 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 (132 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** LE 4 **CR mpg:** 32 **Accel.:** 9.9 **Braking:** 136 **Ratings p. 29**



## Toyota FJ Cruiser

The FJ's off-road prowess is superb, but otherwise this SUV is very flawed. Visibility is horrendous, and the rear-hinged rear doors provide poor cabin access and are difficult to close. The FJ has clumsy handling and can be disconcerting at its limits, although the stability control keeps it secure enough. The ride is compliant but jiggly. The V6 powertrain is smooth and punchy but returned just 17 mpg overall. Reliability is average, but the FJ scores too low in our testing to be recommended.



Reliability: ○ Satisfaction: ● Owner cost: ○

**Body style:** 4-door SUV **Trim line:** – **Price:** \$26,115–\$27,705 **Drive wheels:** Rear, part-time, or permanent 4WD **Seating:** 2/3 **Engine:** 4.0L V6 (258 hp) **Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Regular **Version tested:** 4-door SUV V6 **CR mpg:** 17 **Accel.:** 8.0 **Braking:** 138 **Ratings p. 37**

## Toyota Highlander

The Highlander has a cushy ride, comfortable cabin, and smooth powertrain. It has roomy second-row seats and a tight but usable, third-row seat. The 3.5-liter V6 delivers solid performance and 18 mpg overall. A 2.7-liter four-cylinder and six-speed automatic are available on FWD versions. The Hybrid's 3.5-liter V6 returns an impressive 27 mpg overall. Handling is sound and secure but not particularly agile, and the steering feels vague. The controls are easy to use, fit and finish is very good, and cabin access is easy.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Base, Sport, SE, Limited, Hybrid, Hybrid Limited **Price:** \$28,240–\$44,195 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.7L 4 (187 hp); 3.5L V6 (270 hp); 3.5L V6 hybrid (280 hp) **Trans.:** CVT; 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V6 **CR mpg:** 18 **Accel.:** 8.0 **Braking:** 139 **Ratings p. 36**

## Toyota Land Cruiser

The Land Cruiser uses a powerful 5.7-liter V8. It is quick, quiet, comfortable, and refined, but it's neither agile nor sparing with fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well finished. It is terrific off-road, partly because its crawl mode helps it ascend and descend steep slopes without the driver touching the throttle. A 50/50-split third-row seat folds up against the side of the cargo area rather than into the floor, which takes up cargo room. The full-time 4WD system is standard.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim line:** – **Price:** \$77,995 **Drive wheels:** Permanent 4WD **Seating:** 2/3/3 **Engine:** 5.7L V8 (381 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 4-door SUV V8 **CR mpg:** 14 **Accel.:** 7.3 **Braking:** 140 **Ratings p. 37**

## Toyota Matrix

Practical and economical, the Matrix has easy cabin access, a roomy rear seat, and good cargo versatility. The 1.8-liter base engine has adequate power and gets an impressive 29 mpg overall, and the 158-hp, 2.4-liter engine improves acceleration and returns 27 mpg overall. Engine and road-noise levels are high for both. The ride is absorbent but a bit unsettled. The Matrix isn't engaging to drive, but handling is responsive enough, and it's secure overall. The driving position is awkward, and fit and finish is unimpressive.



Reliability: ● Satisfaction: NA Owner cost: ●

**Body style:** Wagon **Trim lines:** Base, S **Price:** \$18,845–\$21,715 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 1.8L 4 (132 hp); 2.4L 4 (158 hp) **Trans.:** 5-spd. man.; 4-spd. auto.; 5-spd. auto. **Fuel:** Regular **Version tested:** S 4 **CR mpg:** 27 **Accel.:** 8.3 **Braking:** 132 **Ratings p. 29**

## Toyota Prius

The Prius is the most economical five-passenger car on the road that doesn't have to be plugged in. In our tests it averaged 44 mpg overall, and 55 mpg on the highway. With light throttle input it can quietly propel itself on electric power up to 25 mph. The ride is firm yet steady, and handling is sound and secure although not particularly agile. Road noise is pronounced. The interior is roomy, with a spacious rear seat and easy access, but some controls take a bit of getting used to. Reliability is well above average.



Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** 4-door hatchback **Trim lines:** Two, Three, Four, Five, Plug-in, Plug-in Advanced **Price:** \$24,000–\$39,525 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 hybrid (134 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** IV 4 **CR mpg:** 44 **Accel.:** 10.6 **Braking:** 133 **Ratings p. 27**

## Toyota Prius C

The smallest member of the new Prius family, the Prius C is designed to compete with the Honda Insight as an affordable hybrid. Unlike the Insight, the Prius C uses a full-hybrid system. Toyota claims it will be EPA-rated at 50 mpg in the city, thanks in part to a smaller gas engine than the one in the regular Prius. The Prius C will adopt Toyota's Entune infotainment system, giving drivers access to Microsoft's Bing search engine and Internet radio, as well as fuel prices, weather, and traffic information.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** 4-door hatchback **Trim line:** – **Price:** \$19,000 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 hybrid (100 hp) **Trans.:** CVT **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Toyota Prius V

This wagon version of the Prius offers a very roomy rear seat and a generous cargo area. It's about the size of a Mazda5 but seats just five. The extra weight and a less aerodynamic shape take a small toll on fuel economy, but the V still got an excellent 41 mpg overall in our tests. Despite lower gearing, the electric motor and engine have to work fairly hard, especially when the car is loaded. It drives similarly to the standard Prius, with secure handling and a fairly comfortable ride. Rear visibility is also better.



Reliability: ● Satisfaction: New Owner cost: ●

**Body style:** Wagon **Trim lines:** Two, Three, Five **Price:** \$26,400–\$29,990 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 hybrid (134 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** Three 4 **CR mpg:** 41 **Accel.:** 10.7 **Braking:** 138 **Ratings p. 29**

## Toyota RAV4

Our top-rated small SUV, the RAV4 has a flexible, well-designed interior. The cabin is reasonably quiet, the ride is fairly comfortable, and fuel economy is good. Handling is agile and secure. The 2.5-liter four-cylinder gets 23 mpg overall. The optional 3.5-liter V6 is quick and returns only 1 mpg less than the four-cylinder. The controls are simple to use, the rear seat is roomy, and a tiny third-row seat is optional. The rear tailgate swings open to the side, requiring a lot of space behind the vehicle for cargo access.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** Base, Sport, Limited **Price:** \$22,650–\$28,650 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.5L 4 (179 hp); 3.5L V6 (269 hp) **Trans.:** 4-spd. auto.; 5-spd. auto. **Fuel:** Regular **Version tested:** 4-door SUV 4 **CR mpg:** 23 **Accel.:** 10.0 **Braking:** 130 **Ratings p. 35**

## Toyota Sequoia

The big, eight-passenger Sequoia has a standard 4.6-liter V8. We got 15 mpg overall with the optional 5.7-liter V8 and six-speed automatic. Both powertrains are refined. Rear- and selectable full-time four-wheel drive are available. The independent rear suspension allows the third-row seat to be folded into a well, improving cargo space. The ride is firm, and handling is clumsy but secure. The interior is very roomy, but the high step-in is a drawback. The power-retractable rear window is a nice touch. Reliability has been average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** SR5, Limited, Platinum **Price:** \$40,930-\$61,805 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **Engines:** 4.6L V8 (310 hp); 5.7L V8 (381 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V8 CR **mpg:** 15 **Accel.:** 7.1 **Braking:** 146 **Ratings p. 38**

## Toyota Sienna

The Sienna is sensible but isn't as nice as the last generation. It rides very comfortably, but handling is lackluster. The 3.5-liter V6 is lively and returns a respectable 20 mpg. The AWD version sacrifices just 1 mpg. The 2.7-liter four-cylinder costs less but is slower and noisier and gets a similar 20 mpg. Interior fit and finish is mediocre, and the cabin is a bit noisy. An eighth seat cleverly stores in the back when not installed in the center of the middle row. Reliability of the FWD version is average, but that of the AWD version is below average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ○

**Body style:** Minivan **Trim lines:** Base, LE, SE, XLE, XLE AWD, Limited **Price:** \$25,060-\$40,570 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engines:** 2.7L 4 (187 hp); 3.5L V6 (266 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** XLE V6 CR **mpg:** 20 **Accel.:** 8.8 **Braking:** 134 **Ratings p. 35**

## Toyota Tacoma

The freshened Tacoma remains a workhorse compact pickup. Fuel economy is competitive, and handling is secure but not agile. The 4.0-liter V6 provides strong performance and sounds polished. The ride is not as comfortable as that of some competitors and is particularly stiff with the TRD suspension package. We found the driving position to be too low. Our tested Tacoma was an off-road ace with its optional suspension. Payload capacity is relatively small. Crash-test results are very good.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body styles:** Regular cab, extended cab, crew cab **Trim lines:** Base, PreRunner, V6, X-Runner **Price:** \$16,875-\$27,835 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engines:** 2.7L 4 (159 hp); 4.0L V6 (236 hp) **Trans.:** 5-spd. man.; 6-spd. man.; 4-spd. auto.; 5-spd. auto. **Fuel:** Regular **Version tested:** Crew cab V6 CR **mpg:** 17 **Accel.:** 7.6 **Braking:** 131 **Ratings p. 39**

## Toyota Tundra

The Tundra offers a standard two-door regular cab and two sizes of crew cabs. Three engines are available, including a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is relatively responsive, but the ride with the TRD package is stiff. The cabin is very roomy, but it's a long reach to some controls. The damped tailgate is very slick. Towing performance is extremely capable. Reliability has been above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body styles:** Regular cab, extended cab, crew cab **Trim lines:** Base, SR5, Limited **Price:** \$25,155-\$43,595 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engines:** 4.0L V6 (270 hp); 4.6L V8 (310 hp); 5.7L V8 (381 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** SR5 V8 CR **mpg:** 15 **Accel.:** 6.7 **Braking:** 153 **Ratings p. 39**

## Toyota Venza

The Highlander-based Venza fits in between a station wagon and an SUV. Assets include easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large cargo floor aid cargo flexibility. The strong 3.5-liter V6 engine gets 20 mpg overall. Handling is secure, but the steering is short on feedback and the ride is stiff. The styling impairs visibility. A small screen on the dash displays the rear-view-camera image, unless you get the optional navigation system. IIHS crash-test results are impressive.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ○

**Body style:** 4-door SUV **Trim lines:** LE, XLE, Limited **Price:** \$27,425-\$37,915 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.7L 4 (182 hp); 3.5L V6 (268 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** V6 V6 CR **mpg:** 20 **Accel.:** 6.9 **Braking:** 137 **Ratings p. 29**

## Toyota Yaris

Redesigned for 2012, the Yaris hatchback is Toyota's least expensive car. The sedan version is now sold only for fleet use. Our initial impressions are that despite some improvements to the driving position and seat comfort, the Yaris remains very spartan in this increasingly competitive segment. The car is noisy, with a choppy ride. Handling is ho-hum. The radio is needlessly awkward.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body styles:** 2-door hatchback, 4-door hatchback **Trim lines:** L, LE, SE **Price:** \$14,115-\$17,200 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 (106 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

## Volkswagen Beetle

The latest Beetle is longer, wider, and roomier inside than the previous generation. Gone are the domed roofline and long dashboard, replaced by more conventional proportions. The rear seat is slightly roomier. Three engines are available: a lackluster 2.5-liter five-cylinder; a punchy and smooth-revving 2.0-liter, four-cylinder turbo gas engine; and a frugal 2.0-liter turbodiesel. The gas turbo model, with its better rear suspension, is the choice for sporty driving. Both of the turbocharged engines use an automated manual.



Reliability: New Satisfaction: New Owner cost: ●

**Body style:** 2-door hatchback **Trim lines:** 2.5L, TDI, 2.0T, 2.0T Black **Price:** \$18,995-\$29,095 **Drive wheels:** Front **Seating:** 2/2 **Engines:** 2.0L 4 turbodiesel (140 hp); 2.5L 5 (170 hp); 2.0L 4 turbo (200 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular or diesel **Look for a full test in an upcoming issue.**

## Volkswagen CC

Style trumps function in this four-door coupe, with its snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling. The taut ride is compliant and composed, particularly on the highway. The 2.0-liter turbocharged four-cylinder engine is strong and returns 24 mpg; a 3.6-liter V6 and AWD are optional. The interior is very well finished, and a recent freshening added a third rear-seating position. Reliability has dropped to below average.



Reliability: ● Satisfaction: ● Owner cost: ○

**Body style:** Sedan **Trim lines:** Sport, R-line, Luxury, Luxury Plus, Luxury Limited, VR6 4Motion **Price:** \$28,515-\$31,560 **Drive wheels:** Front or AWD **Seating:** 2/2 **Engines:** 2.0L 4 turbo (200 hp); 3.6L V6 (280 hp) **Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Premium **Version tested:** Luxury 4 CR **mpg:** 24 **Accel.:** 7.7 **Braking:** 131 **Ratings p. 31**



## Volkswagen Eos

This four-seater has a folding metal hard top with a clever sunroof setting. Open-top motoring is relatively free of wind buffeting. Interior fit and finish are impressive, and the seats are comfortable. Handling is fairly agile, and the ride is comfortable. Wind noise with the top up is pronounced. Power comes from a punchy 2.0-liter, turbocharged four-cylinder, which delivers a good 25 mpg overall. The automated manual transmission is smooth and shifts quickly. IIHS crash-test results are impressive. Reliability remained below average.



Reliability: Satisfaction: Owner cost:

**Body style:** Convertible **Trim lines:** Komfort, Lux, Executive **Price:** \$34,350-\$39,585 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 2.0L 4 turbo (200 hp) **Trans.:** 6-spd. seq. **Fuel:** Premium **Version tested:** Lux 4 **CR mpg:** 25 **Accel.:** 7.9 **Braking:** 135 **Ratings p. 34**

## Volkswagen GTI

The GTI is one of the best performing and most practical sporty cars. It is agile and quick, with a gutsy, turbocharged 2.0-liter, four-cylinder that sounds good. It is fun to drive but not at the expense of comfort or practicality. Handling is taut and precise, with good steering. The ride is fairly civilized and relatively quiet, and the hatchback adds versatility. Fit and finish is very good, and the seats are comfortable. Clutch-pedal travel is a bit long, which affects the driving position. Two- and four-door versions are available.



Reliability: Satisfaction: Owner cost:

**Body styles:** 2-door hatchback, 4-door hatchback **Trim lines:** Base, Autobahn **Price:** \$23,995-\$31,695 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 2.0L 4 turbo (200 hp) **Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Premium **Version tested:** 4-door hatchback **4 CR mpg:** 27 **Accel.:** 7.2 **Braking:** 133 **Ratings p. 33**

## Volkswagen Golf

The excellent Golf has a responsive 2.5-liter, five-cylinder engine that gets a mediocre 24 mpg overall. We got an impressive 38 mpg overall in the diesel with a manual transmission. It has responsive and quick steering and well-suppressed body lean. The ride is supple and controlled. Interior quality is impressive and feels solid. The front seats are supportive, but the rear is cramped. Curtain air bags are standard. Reliability has been above average. A high-performance AWD Golf R version is even stronger than the GTI.



Reliability: Satisfaction: Owner cost:

**Body styles:** 2-door hatchback, 4-door hatchback **Trim lines:** 2.5, TDI, R **Price:** \$17,995-\$36,090 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbodiesel (140 hp); 2.5L 5 (170 hp); 2.0L 4 turbo (256 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular, diesel, or premium **Version tested:** 2.5 5 **CR mpg:** 24 **Accel.:** 8.6 **Braking:** 131 **Ratings pp. 27, 28**

## Volkswagen Jetta

The Jetta sedan has a spacious rear seat and trunk, but handling lacks agility, and interior fit and finish is low-rent in most versions. The coarse-sounding 2.5-liter five-cylinder gets a mediocre 25 mpg overall. The four-cylinder diesel gets an impressive 34 mpg overall, but the automated manual transmission is not smooth at very low speeds. The sporty GLI is quick, agile, and enjoyable to drive and has a nicer interior. First-year reliability of the diesel version is below average; the five-cylinder is average but scores too low to recommend.



Reliability: Satisfaction: Owner cost:

**Body style:** Sedan **Trim lines:** S, SE, SEL, TDI, GLI, GLI Autobahn **Price:** \$15,515-\$29,220 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 (115 hp); 2.0L 4 turbodiesel (140 hp); 2.5L 5 (170 hp); 2.0L 4 turbo (200 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular, diesel, or premium **Version tested:** SE 5 **CR mpg:** 25 **Accel.:** 9.7 **Braking:** 144 **Ratings pp. 29, 30, 33**

## Volkswagen Jetta SportWagen

Basically a Golf wagon, the Jetta SportWagen has a quiet, composed ride and responsive handling. Acceleration is a bit leisurely with the diesel, but it has adequate thrust. We got an outstanding 36 mpg overall and 49 mpg on the highway with the manual transmission. The 2.5-liter version returned 23 mpg overall. The automated manual works well but gets slightly worse mileage. The high-quality interior packs a lot of usable space into a modest footprint. Reliability of the five-cylinder and diesel has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** Wagon **Trim lines:** S, SE, TDI **Price:** \$20,195-\$28,120 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 turbodiesel (140 hp); 2.5L 5 (170 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular or diesel **Version tested:** TDI 4 **CR mpg:** 36 **Accel.:** 9.7 **Braking:** 139 **Ratings p. 29**

## Volkswagen Passat

The new Passat offers lots of room and has an enticingly low base price, but most versions cost at least \$25,000. The spacious cabin has a very roomy rear seat, but fit and finish took a step back. The base engine is a lackluster 170-hp, 2.5-liter five-cylinder that gets 25 mpg overall. The turbodiesel version gets an impressive 37 mpg. High-end versions use the smooth, powerful 280-hp, 3.6-liter V6. The Passat is quiet and rides comfortably. Handling is responsive, but the car falls short on cornering grip.



Reliability: New Satisfaction: New Owner cost:

**Body style:** Sedan **Trim lines:** S, SE, TDI SE, SEL, SEL Premium, TDI SEL Premium **Price:** \$19,995-\$32,950 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 turbodiesel (140 hp); 2.5L 5 (170 hp); 3.6L V6 (280 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular, diesel, or premium **Version tested:** SE 5 **CR mpg:** 25 **Accel.:** 9.7 **Braking:** 136 **Ratings pp. 30, 31**

## Volkswagen Routan

Despite its name, the Routan is a version of the Chrysler Town & Country. High points include a pleasant ride, Chrysler's new smooth and refined V6, and a quiet cabin. Handling should benefit from Chrysler's recent tweaks to its minivans. But the VW doesn't offer the Chrysler's handy fold-in-the-floor second-row seats. The power-folding third-row seat and rear hatch operate slowly. Reliability has been well below average.



Reliability: Satisfaction: NA Owner cost:

**Body style:** Minivan extended **Trim lines:** S, SE, SEL, SEL Premium **Price:** \$27,020-\$44,280 **Drive wheels:** Front **Seating:** 2/2/3 **Engine:** 3.6L V6 (283 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular

## Volkswagen Tiguan

The Tiguan is a solid small SUV. It offers a roomy rear seat and has excellent fit and finish. Handling is agile and secure at its limits, and the steering is sharp. The ride is stiff in the SEL with low-profile tires, but it's more comfortable and has less tire noise in lower trims. The 2.0-liter, turbocharged four-cylinder engine is smooth and punchy, and it yielded 21 mpg overall in our tests of the mildly freshened 2012 model. A well-equipped Tiguan can get pricey. Crash-test results are impressive. Reliability has been average.



Reliability: Satisfaction: Owner cost:

**Body style:** 4-door SUV **Trim lines:** S, SE, SEL **Price:** \$22,840-\$35,930 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 2.0L 4 turbo (200 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** SEL 4 **CR mpg:** 21 **Accel.:** 8.5 **Braking:** 140 **Ratings p. 35**

## Volkswagen Touareg

The Touareg is an agile, solid, well-finished SUV with comfortable seats and a plush interior. The V6 turbodiesel, mated to an eight-speed automatic transmission, pulls effortlessly and returned 24 mpg overall in our tests. Its towing capacity is generous. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet, and access is easy. The hybrid is the top-of-the-line version. It is quick and shuts off the engine when coasting, even at highway speeds.



Reliability: NA Satisfaction: NA Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** V6, TDI, Hybrid  
**Price:** \$43,375-\$61,995 **Drive wheels:** AWD  
**Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (225 hp); 3.6L V6 (280 hp); 3.0L V6 hybrid (380 hp)  
**Trans.:** 8-spd. auto. **Fuel:** Diesel or premium  
**Version tested:** TDI V6 **CR mpg:** 24 **Accel.:** 8.4  
**Braking:** 135 **Ratings p. 37**

## Volvo S80

The S80 doesn't deliver the level of performance or luxury expected in this class. FWD versions get a 3.2-liter six-cylinder, which delivered 20 mpg overall in our testing. A turbocharged six-cylinder with AWD is available. The optional blind-spot-monitoring system works well. Rear seat room is cramped, and access is compromised. The interior is well finished, and the front seats are comfortable. Handling is sound and predictable, but the ride remains stiff. Reliability is average, but the S80 scores too low to be recommended.



Reliability: ○ Satisfaction: NA Owner cost: ●

**Body style:** Sedan **Trim lines:** 3.2, T6 **Price:** \$37,950-\$45,650 **Drive wheels:** Front or AWD  
**Seating:** 2/3 **Engines:** 3.2L 6 (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium **Version tested:** 3.2 6 **CR mpg:** 20 **Accel.:** 8.6 **Braking:** 139 **Ratings p. 33**

## Volvo C30

The Volvo C30 is a pleasant two-door, four-seat hatchback. Power comes from a turbocharged 2.5-liter, five-cylinder engine that delivered good performance and 25 mpg overall. The manual transmission shifts easily and smoothly. The C30 steers nicely, but handling isn't particularly sporty. The ride is compliant, and the cabin is relatively quiet. It comes equipped with standard curtain air bags; Volvo's blind-spot warning system is optional. Reliability is average.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 2-door hatchback **Trim lines:** T5, R-Design **Price:** \$24,950-\$31,850 **Drive wheels:** Front  
**Seating:** 2/2 **Engine:** 2.5L 5 turbo (227 hp)  
**Trans.:** 6-spd. man.; 5-spd. auto. **Fuel:** Regular  
**Version tested:** T5 1.0 5 **CR mpg:** 25 **Accel.:** 7.2  
**Braking:** 143 **Ratings p. 33**

## Volvo XC60

The XC60 is enjoyable to drive but isn't as involving as the Audi Q5 or BMW X3. The ride is a little stiff, but handling is responsive and secure. The 3.0-liter turbocharged six-cylinder performs well but gets just 17 mpg overall. A 3.2-liter six-cylinder and FWD are also available. Wind and road noise are well suppressed. The interior is nicely finished with high-quality materials. The seats are well-shaped and comfortable, but rear leg room is a bit tight. Opting for the array of safety systems gets pricey. Reliability has been average.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** 3.2, T6, T6 R-Design **Price:** \$33,300-\$48,150 **Drive wheels:** Front or AWD  
**Seating:** 2/3 **Engines:** 3.2L 6 (240 hp); 3.0L 6 turbo (300 hp); 3.0L 6 turbo (325 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** T6 6 **CR mpg:** 17 **Accel.:** 7.4 **Braking:** 132 **Ratings p. 35**

## Volvo C70

The C70 convertible has a hard top that's power operated and works well. It comes with a turbocharged 2.5-liter, five-cylinder engine and an automatic transmission. Acceleration feels a bit lethargic. Handling is sound but unexceptional, and the ride is rather stiff. The interior is well finished. The C70 features the standard assortment of Volvo safety features, including curtain air bags that deploy from the doors. Crash-test results are excellent. Reliability has been above average.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

**Body style:** Convertible **Trim line:** T5 **Price:** \$40,450-\$44,050 **Drive wheels:** Front  
**Seating:** 2/2 **Engine:** 2.5L 5 turbo (227 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** T5 5 **CR mpg:** 21 **Accel.:** 8.3 **Braking:** 133 **Ratings p. 34**

## Volvo XC70

The XC70 is a wagon with a raised ride height. It features many of Volvo's safety features, including a blind-spot warning system that works well. The powertrain is a pleasant 3.2-liter six-cylinder mated to a six-speed automatic, with available all-wheel drive. The XC70 delivers adequate performance, but it returns just 18 mpg overall. A more powerful, turbocharged T6 engine is available. The ride is fairly stiff, and handling is secure. Inside, the cabin is quiet and nicely trimmed. Reliability has been average.



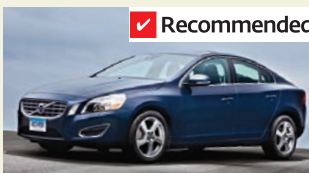
Recommended

Reliability: ○ Satisfaction: NA Owner cost: ●

**Body style:** Wagon **Trim lines:** 3.2, T6 **Price:** \$32,950-\$43,650 **Drive wheels:** Front or AWD  
**Seating:** 2/3 **Engines:** 3.2L 6 (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 3.2 6 **CR mpg:** 18 **Accel.:** 8.5 **Braking:** 135 **Ratings p. 29**

## Volvo S60

The S60 T5's five-cylinder engine can sound gruff, but it provides lively acceleration and respectable fuel economy. The ride is taut and steady. Handling is agile, and the car steers well. The top-level T6 trim with all-wheel drive is quick and refined. The interior is quiet and nicely laid out, and the front seats are comfortable, although the rear is tight and the trunk is small. The City Safe system can activate the brakes if a low-speed collision is imminent. Reliability has been above average.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ○

**Body style:** Sedan **Trim lines:** T5, T6, R-Design **Price:** \$31,300-\$42,950 **Drive wheels:** Front or AWD  
**Seating:** 2/3 **Engines:** 2.5L 5 turbo (250 hp); 3.0L 6 turbo (300 hp); 3.0L 6 turbo (325 hp)  
**Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** T5 5 **CR mpg:** 23 **Accel.:** 6.7 **Braking:** 134 **Ratings p. 31**

## Volvo XC90

The XC90 is an aging design, and a replacement is still a few years away. Its best features include a flexible interior, seven-passenger seating, and impressive safety gear. An adequately powerful 3.2-liter six-cylinder is standard. The smooth, strong, Yamaha-built 4.4-liter V8 version that we tested got 16 mpg overall but has been dropped. The ride is a bit stiff at low speeds. Handling is responsive and secure. Reliability of the six-cylinder version, the only one available, is below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

**Body style:** 4-door SUV **Trim lines:** 3.2, 3.2 R-Design **Price:** \$38,400-\$44,300 **Drive wheels:** Front or AWD  
**Seating:** 2/3/2 **Engine:** 3.2L 6 (240 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular



# Safety

## Crash ratings and more



**T**HE BIG SAFETY NEWS for 2012 is that electronic stability control, a key safety feature, is now standard on all cars. ESC helps prevent a vehicle from skidding or sliding and can help keep it from getting into a situation where it could roll over. Recognizing the lifesaving potential of ESC, the National Highway Traffic Safety Administration (NHTSA) has mandated that it come as standard equipment on all passenger vehicles and light-duty trucks, starting with the 2012 model year.

If you're considering a 2011 or older model, we feel that ESC is worth getting, even if you have to pay extra money. We also recommend curtain air bags, which protect occupants' heads in a side crash and help prevent ejection in a rollover.

Another advance is in vehicle compatibility, or how well the energy-absorbing crumple zones of SUVs and pickups align with those in cars. A recent study by the Insurance Institute for Highway Safety (IIHS) found that in 2008 and 2009, fatalities of car and minivan occupants who had been in a crash with an SUV had dropped almost two-thirds from 2000 and 2001. Much of the decline is due to newer vehicle designs.

Still, even a small car with good crash-test ratings will bear the brunt of a crash with a larger sedan, SUV, or pickup. That's why, when assessing crash protection, compare vehicles in the same class.

In the following charts we list accident-avoidance scores from our testing, IIHS and NHTSA crash- and rollover-test results, and which vehicles come with side and curtain air bags.

Key

### CR ACCIDENT AVOIDANCE RATINGS

Score is for tested model; a range of scores is given if multiple versions are tested.

### NHTSA SAFETY TESTS

Ratings for overall crash protection and front- and side-crash protection.



### NHTSA ROLLOVER RATINGS

- Risk is less than 10%
- ◐ Risk is between 10 and 20%
- Risk is between 20 and 30%
- ◑ Risk is between 30 and 40%
- Risk is greater than 40%

## Safety ratings, features, and crash-test results

GUIDE TO THE CHARTS SEE PAGE 76

Make & model			CR tests	IIHS safety tests				NHTSA safety tests			Safety features	
	Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results.	Curb weight (lb.)	Accident avoidance	Offset-frontal crash	Side-crash w/wo side air bags	Rear crash	Roof crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD	Side air bags front/rear	Curtain air bags
CARS: SUBCOMPACT	Chevrolet Sonic	2,765	●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Chevrolet Spark	2,335	—	—	—	—	—	—	—	—	std./no	std.
	Fiat 500	2,415	●	Good	Good	Good	Good	○	●/●	●/—	std./no	std.
	Ford Fiesta	2,665	●—●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Honda Fit	2,450	●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Hyundai Accent	2,550	●	Good	Accept.	Good	Good	●	●/●	●/—	std./no	std.
	Kia Rio	2,565	—	—	—	—	—	—	—	—	std./no	std.
	Mazda2	2,390	●	Good	Accept.	Accept.	Good	—	—	—	std./no	std.
	Mini Cooper	2,535	●	Good	Accept.	Good	Accept.	—	—	●/—	std./no	opt.
	Mitsubishi i	2,600	—	—	—	—	—	—	—	—	std./no	std.
	Scion iQ	2,160	—	—	—	—	—	—	—	—	std./std.	std.
	Smart ForTwo	1,805	○	Good	—	Accept.	Good	—	—	○/—	std./no	opt.
	Toyota Prius C	2,500	—	—	—	—	—	—	—	—	std./no	std.
Toyota Yaris	2,385	—	Good	Good	Good	Good	●	●/●	●/—	std./no	std.	
CARS: SMALL	Buick Verano	3,465	—	Good	Good	Good	Good	—	—	—	std./std.	std.
	Chevrolet Cruze	3,140	●	Good	Good	Good	Good	●	●/●	●/—	std./std.	std.
	Chevrolet Volt	3,750	●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Coda EV	3,680	—	—	—	—	—	—	—	—	std./no	std.
	Dodge Dart	3,175	—	—	—	—	—	—	—	—	std./std.	std.
	Ford Focus	2,990	●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Honda Civic	2,725	○—●	Good	Good	Good	Good	—	—	—	std./no	std.
	Honda Insight	2,725	○	Good	Good	Good	Good	—	—	●/—	std./no	std.
	Hyundai Elantra	2,770	●	Good	Good	Good	Good	●	○/●	●/—	std./no	std.
	Kia Forte	2,875	●—●	Good	Good	Good	Good	●	●/●	●/—	std./no	std.
	Kia Soul	2,950	●	Good	Good	Good	Good	—	—	●/—	std./no	std.

	Make & model		CR tests	IIHS safety tests				NHTSA safety tests			Safety features	
	Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results.	Curb weight (lb.)	Accident avoidance	Offset-frontal crash	Side-crash w/wo side air bags	Rear crash	Roof crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD	Side air bags front/rear	Curtain air bags
CARS: SMALL continued	Mazda3	2,925	●-●	Good	Good	Good	Good	●	●/○	●/-	std./no	std.
	Mitsubishi Lancer	3,015	○	Good	Good	Good	Good	-	-	●/●	std./no	std.
	Nissan Cube	2,855	○	Good	Good	Good	Good	-	-	●/-	std./no	std.
	Nissan Leaf	3,360	●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Nissan Sentra	2,965	●	Good	Accept.	Accept.	Accept.	●	○/○	●/-	std./no	std.
	Nissan Versa	2,430	○	-	-	-	-	-	-	-	std./no	std.
	Scion tC	3,095	●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Scion xB	3,120	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Scion xD	2,645	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Subaru Impreza	3,015	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Suzuki SX4	2,990	●	Good	Good	Marg.	Marg.	●	●/○	●/●	std./std.	std.
	Toyota Corolla	2,850	●	Good	Good	Good	Good	-	●/-	●/-	std./no	std.
	Toyota Matrix	3,000	●	Good	Good	Accept.	-	-	-	●/●	std./no	std.
	Toyota Prius	3,115	●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Volkswagen Golf	3,045	●	Good	Good	Good	Good	-	-	●/-	std./opt.	std.
	Volkswagen Jetta	3,090	○-●	Good	Good	Good	Good	●	●/●	●/-	std./opt.	std.
	Volvo C30	3,175	●	Good	Good	Good	Good	-	-	-	std./no	std.
CARS: FAMILY	Audi A3	3,305	●	Good	Good	Good	Good	-	-	-	std./opt.	std.
	Chevrolet Malibu	3,605	-	-	-	-	-	-	-	-	std./opt.	std.
	Chrysler 200	3,590	○	Good	Good	Good	Good	●	●/○	●/-	std./no	std.
	Dodge Avenger	3,440	○	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Ford Fusion	3,365	●	Good	Good	Good	Good	●	○/●	●/●	std./no	std.
	Honda Accord	3,285	○-●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Hyundai Sonata	3,210	○-●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Kia Optima	3,260	●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Mazda6	3,185	●-●	Good	Good	Marg.	Accept.	●	○/●	●/-	std./no	std.
	Mitsubishi Galant	3,430	●	Good	Good	Marg.	Accept.	-	-	●/-	std./no	std.
	Nissan Altima	3,155	●	Good	Good	Accept.	Accept.	●	●/●	●/-	std./no	std.
	Nissan Maxima	3,555	●	Good	Good	Marg.	Accept.	●	○/●	●/-	std./no	std.
	Subaru Legacy	3,390	●-●	Good	Good	Good	Good	-	●/-	-/●	std./no	std.
	Subaru Outback	3,795	○	Good	Good	Good	Good	●	●/●	-/●	std./no	std.
	Suzuki Kizashi	3,330	●	Good	Good	Good	Accept.	-	-	●/●	std./std.	std.
	Toyota Camry	3,155	●	Good	Good	Good	Good	●	●/●	●/-	std./std.	std.
	Toyota Prius V	3,280	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Volkswagen Jetta SportWagen	3,430	○-●	Good	Good	Good	Good	-	-	●/-	std./opt.	std.
	Volkswagen Passat	3,270	●	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
CARS: UPSCALE	Acura ILX	NA	-	-	-	-	-	-	-	-	std./no	std.
	Acura TL	3,695	●	Good	Good	Good	Good	○	●/●	●/●	std./no	std.
	Acura TSX	3,440	●	Good	Good	Good	Good	-	-	●/-	std./no	std.
	Audi A4	3,665	●	Good	Good	Good	Good	●	●/●	●/●	std./opt.	std.
	BMW 3 Series (wagon)	3,775	●	-	-	-	-	-	-	●/●	std./no	std.
	Buick LaCrosse	3,815	●	Good	Good	Good	Good	●	●/●	●/●	std./opt.	std.
	Buick Regal	3,685	●	Good	Good	Good	Good	-	-	-	std./opt.	std.
	Infiniti G	3,555	●	Good	Good	Marg.	Accept.	-	-	●/●	std./no	std.
	Lexus CT 200h	3,225	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Lexus ES	3,670	●	Good	Good	Marg.	Good	-	-	●/-	std./std.	std.
	Lexus HS Hybrid	3,705	●	Good	Good	Marg.	Accept.	-	-	-	std./std.	std.
	Lexus IS	3,510	●	Good	Good	Accept.	Accept.	-	-	●/●	std./no	std.
	Lincoln MKZ	3,640	●	Good	Good	Good	Good	●	○/●	●/●	std./no	std.
	Mercedes-Benz C-Class	3,565	●	Good	Good	Good	Good	-	-	●/●	std./no	std.
	Volkswagen CC	3,370	●	Good	Good	Good	Good	-	-	●/●	std./opt.	std.
	Volvo S60	3,560	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
CARS: LARGE/LUXURY	Acura RL	4,085	●	Good	Good	Good	Marg.	-	-	-/●	std./no	std.
	Audi A6	4,075	●	Good	Good	Good	Good	-	-	-	std./opt.	std.
	Audi A7	4,270	-	-	-	-	-	-	-	-	std./opt.	std.
	Audi A8	4,420	●	-	-	-	-	-	-	-	std./std.	std.
	BMW 5 Series	4,035	●	Good	Good	Good	Good	●	●/●	●/●	std./opt.	std.
	BMW 5 Series Gran Turismo	4,995	-	-	-	-	-	●	●/●	●/●	std./opt.	std.
	BMW 7 Series	4,600	●	-	-	-	-	-	-	-	std./opt.	std.



	Make & model	Curb weight (lb.)	CR tests	IIHS safety tests				NHTSA safety tests			Safety features	
	Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results.		Accident avoidance	Offset-frontal crash	Side-crash w/wo side air bags	Rear crash	Roof crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD	Side air bags front/rear	Curtain air bags
CARS: LARGE/LUXURY continued	Cadillac CTS	4,040	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Cadillac XTS	3,995	-	-	-	-	-	-	-	-	std./no	std.
	Chevrolet Impala	3,635	○	Good	Good	Accept.	Accept.	●	●/●	●/-	std./no	std.
	Chrysler 300	4,350	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Dodge Charger	4,015	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Fisker Karma	5,600	-	-	-	-	-	-	-	-	std./no	std.
	Ford Taurus	4,040	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Hyundai Azera	3,825	-	-	-	-	-	-	-	-	std./std.	std.
	Hyundai Equus	4,570	○	Good	Good	Good	Good	-	-	-	std./std.	std.
	Hyundai Genesis	3,955	●	Good	Good	Good	Good	-	-	●/-	std./std.	std.
	Infiniti M	3,895	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Jaguar XF	4,000	●	-	-	-	-	-	-	-	std./no	std.
	Jaguar XJ	4,200	●	-	-	-	-	-	-	-	std./no	std.
	Lexus GS	3,795	-	-	-	-	-	-	-	-	std./std.	std.
	Lexus LS	4,515	●	Good	-	Good	-	-	-	-	std./opt.	std.
	Lincoln MKS	4,515	●	Good	Good	Good	Good	-	-	●/●	std./no	std.
	Mercedes-Benz CLS	4,160	-	-	-	-	-	-	-	-	std./opt.	std.
	Mercedes-Benz E-Class	4,020	●-●	Good	Good	Good	Good	-	-	●/-	std./opt.	std.
	Mercedes-Benz S-Class	4,490	●	-	-	-	-	-	-	-	std./std.	std.
	Porsche Panamera	4,430	-	-	-	-	-	-	-	-	std./std.	std.
	Tesla Model S	3,825	-	-	-	-	-	-	-	-	std./no	std.
	Toyota Avalon	3,615	○	Good	Good	Good	Good	-	-	●/-	std./no	std.
	Volvo S80	3,850	●	Good	Good	Good	Good	-	-	-	std./no	std.
	Volvo XC70	4,170	●	-	-	-	-	-	-	-	std./no	std.
CARS: SPORTY/CONVERTIBLES	Audi A5 (convertible)	4,050	●	-	-	-	-	-	-	-	std./no	std.
	Audi TT	2,965	-	-	-	-	-	-	-	-	std./no	no
	BMW 1 Series	3,360	●	-	-	-	-	-	-	-	std./no	opt.
	BMW 3 Series (convertible)	3,900	●	Good	Marg.	-	-	-	-	●/-	std./no	no
	BMW 6 Series	4,530	-	-	-	-	-	-	-	-	std./no	no
	BMW Z4	3,520	-	-	-	-	-	-	-	-	std./no	no
	Chevrolet Camaro	3,900	●-●	-	-	-	-	●	●/●	●/-	std./no	std.
	Chevrolet Corvette	3,280	●	-	-	-	-	-	-	-	std./no	no
	Dodge Challenger	4,195	●	-	-	-	-	-	-	●/-	std./no	std.
	Ford Mustang (convertible)	3,935	●	Good	Good	Good	-	-	-	●/-	std./no	no
	Ford Mustang (coupe)	3,720	●	Good	Accept.	Good	-	●	●/●	●/-	std./no	no
	Honda Civic Si	2,890	●	-	-	Good	-	-	-	-	std./no	std.
	Honda CR-Z	2,635	○	Good	Good	Good	Good	-	-/○	●/-	std./no	std.
	Hyundai Genesis (coupe)	3,460	●	-	-	-	-	-	-	●/-	std./no	std.
	Hyundai Veloster	2,765	-	-	-	-	-	-	-	-	std./no	std.
	Jaguar XK	3,890	●	-	-	-	-	-	-	-	std./no	std.
	Lotus Evora	2,975	-	-	-	-	-	-	-	-	no/no	no
	Mazda MX-5 Miata	2,610	●	-	-	-	-	-	-	-	std./no	no
	Mercedes-Benz CL	4,650	-	-	-	-	-	-	-	-	std./std.	std.
	Mercedes-Benz SL	3,945	-	-	-	-	-	-	-	-	std./no	std.
	Mercedes-Benz SLK	3,395	-	-	-	-	-	-	-	-	std./no	std.
	Mitsubishi Lancer Evolution/ Ralliart	3,610	●	-	-	-	-	-	-	-	std./no	std.
	Nissan GT-R	3,835	-	-	-	-	-	-	-	-	std./no	std.
	Nissan Z	3,385	●	-	-	-	-	-	-	-	std./no	std.
	Porsche 911	3,075	-	-	-	-	-	-	-	-	std./no	std.
	Porsche Boxster	3,015	●	-	-	-	-	-	-	-	std./no	std.
	Porsche Cayman	2,955	-	-	-	-	-	-	-	-	std./no	std.
	Scion FR-S	2,960	-	-	-	-	-	-	-	-	std./no	std.
	Subaru BRZ	2,690	-	-	-	-	-	-	-	-	std./no	std.
	Subaru Impreza WRX/WRX STi	3,365	●	-	-	-	-	-	-	-/●	std./no	std.
	Volkswagen Beetle	3,195	-	-	-	Good	-	●	●/●	●/-	std./no	std.
	Volkswagen Eos	3,580	●	Good	Good	Good	-	-	-	-	std./no	no
	Volkswagen GTI	3,175	●	Good	Good	Good	Good	-	-	●/-	std./opt.	std.
	Volvo C70	3,820	●	Good	Good	Good	-	-	-	-	std./no	std.

	Make & model	Curb weight (lb.)	CR tests	IIHS safety tests				NHTSA safety tests			Safety features	
	Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results.		Accident avoidance	Offset-frontal crash	Side-crash w/wo side air bags	Rear crash	Roof crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD	Side air bags front/rear	Curtain air bags
MINIVANS	Chrysler Town & Country	4,685	○	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Dodge Grand Caravan	4,685	○	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Honda Odyssey	4,500	○	Good	Good	Good	Good	●	●/●	●/-	std./no	std.
	Kia Sedona	4,550	○	—	Good	Good	Poor	—	—	●/-	std./no	std.
	Mazda5	3,495	●	—	—	—	—	—	—	—	std./no	std.
	Nissan Quest	4,570	○	Good	Good	Good	Accept.	—	—	—	std./no	std.
	Toyota Sienna	4,445	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Volkswagen Routan	4,495	—	Good	Good	Good	Good	—	—	●/-	std./no	std.
SUVs: SMALL	Ford Escape	3,685	—	—	—	—	—	—	—	—	std./no	std.
	Honda CR-V	3,450	●	Good	Good	Good	Good	—	—	—	std./no	std.
	Hyundai Tucson	3,355	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Jeep Compass	3,590	○	—	Good/Marg.	Good	—	—	—	●/●	opt./no	std.
	Jeep Patriot	3,350	○	Good	Good/Marg.	Good	Good	—	—	—	opt./no	std.
	Kia Sportage	3,375	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Mazda CX-5	3,305	—	—	—	—	—	—	—	—	std./no	std.
	Mini Cooper Countryman	3,305	●	Good	Good	Good	Good	—	—	—	std./no	std.
	Mitsubishi Outlander	3,505	●	Good	Good	Accept.	Accept.	—	—	●/●	std./no	std.
	Mitsubishi Outlander Sport	3,290	●	Good	Good	—	—	—	—	—	std./no	std.
	Nissan Juke	3,170	●	Good	Good	Good	Good	—	—	—	std./no	std.
	Nissan Rogue	3,535	●	Good	Good	Good	Accept.	●	●/●	●/●	std./no	std.
	Subaru Forester	3,330	●	Good	Good	Good	Good	●	●/○	-/●	std./no	std.
	Suzuki Grand Vitara	3,655	●	Good	Accept.	Marg.	Accept.	—	—	●/●	std./no	std.
	Toyota RAV4	3,590	●	Good	Good	Good	Accept.	—	—	●/●	std./no	std.
	Volkswagen Tiguan	3,785	●	Good	Good	Good	Good	—	—	●/●	std./opt.	std.
SUVs: MIDSIZED/LUXURY	Acura MDX	4,595	●	Good	Good	Good	Good	—	●/-	-/●	std./no	std.
	Acura RDX	4,015	—	—	—	—	—	—	—	—	std./no	std.
	Acura ZDX	4,460	—	Good	—	Good	—	●	●/●	-/●	std./no	std.
	Audi Q5	4,320	●	Good	Good	Good	Good	—	—	-/●	std./opt.	std.
	Audi Q7	5,260	○	Good	Good	Good	—	—	—	-/●	std./opt.	std.
	BMW X3	4,125	●	Good	Good	Good	Good	—	—	—	std./opt.	std.
	BMW X5	5,265	●	Good	Good	Good	—	—	—	-/●	std./no	std.
	BMW X6	4,895	—	—	—	—	—	—	—	—	std./no	std.
	Buick Enclave	5,100	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Cadillac SRX	4,525	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Chevrolet Equinox	4,185	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Chevrolet Traverse	4,975	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Dodge Durango	5,525	○	Good	Good	Good	Good	●	●/●	○/○	std./no	std.
	Dodge Journey	4,410	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Ford Edge	4,385	●	Good	Good	Good	Good	●	○/●	●/●	std./no	std.
	Ford Explorer	4,780	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Ford Flex	4,805	○-●	Good	Good	Good	Good	—	—	●/●	std./no	std.
	GMC Acadia	4,975	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	GMC Terrain	3,945	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Honda Crosstour	4,030	●	Good	Good	Good	Marg.	—	—	●/●	std./no	std.
	Honda Pilot	4,550	○	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Hyundai Santa Fe	3,810	●	Good	Good	Good	Good	○	●/●	●/●	std./no	std.
	Infiniti EX	4,015	●	Good	Good	Good	Good	—	—	●/●	std./no	std.
	Infiniti FX	4,225	●	Good	—	Good	—	—	—	—	std./no	std.
	Infiniti JX	NA	—	—	—	—	—	—	—	—	std./no	std.
	Jeep Grand Cherokee	4,930	○-●	Good	Good	Good	Good	●	●/●	○/●	std./no	std.
	Jeep Liberty	4,220	●	Good	Marg.	Accept.	Good	○	●/●	○/○	no/no	std.
	Jeep Wrangler	4,570	●	Good	-/Marg.	Marg.	—	—	—	-/○	opt./no	no
	Kia Sorento	3,815	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Land Rover LR2	4,325	○	—	—	—	—	—	—	—	std./no	std.
	Land Rover Range Rover Evoque	3,940	○	—	—	—	—	—	—	—	std./no	std.
	Lexus GX	5,170	○	—	—	Good	—	—	—	—	std./std.	std.
	Lexus RX	4,455	●	Good	Good	Good	Good	●	●/●	●/●	std./std.	std.
	Lincoln MKT	4,980	○	Good	Good	Good	Good	—	—	●/●	std./no	std.



	Make & model	Curb weight (lb.)	CR tests	IIHS safety tests				NHTSA safety tests			Safety features	
	Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results.		Accident avoidance	Offset-frontal crash	Side-crash w/wo side air bags	Rear crash	Roof crush	Combined overall crash protection	Overall crash protection front/side	Rollover 2WD/4WD	Side air bags front/rear	Curtain air bags
SUVs: MIDSIZED/LUXURY continued	Lincoln MKX	4,525	●	Good	Good	Good	Good	●	○/●	●/●	std./no	std.
	Mazda CX-7	4,025	●	Good	Good	Marg.	Marg.	—	—	●/●	std./no	std.
	Mazda CX-9	4,585	●	Good	Good	Marg.	Marg.	—	—	●/●	std./no	std.
	Mercedes-Benz GLK-Class	4,180	●	Good	Good	Good	Good	—	—	—	std./no	std.
	Mercedes-Benz M-Class	4,915	○	Good	Good	Good	Good	—	—	—	std./std.	std.
	Mercedes-Benz R-Class	5,120	—	Good	Good	Good	—	—	—	—	std./std.	std.
	Nissan Murano	4,190	●	Good	Good	Good	Marg.	●	●/●	●/●	std./no	std.
	Nissan Pathfinder	4,875	○	Good	Good	Marg.	Marg.	—	—	○/○	std./no	std.
	Nissan Xterra	4,480	○	Good	Good	Marg.	Accept.	—	—	○/○	std./no	std.
	Porsche Cayenne	4,795	●	—	—	—	—	—	—	—	std./opt.	std.
	Subaru Tribeca	4,280	○	Good	Good	Good	Good	—	—	—/●	std./no	std.
	Toyota 4Runner	4,665	○	Good	Good	Good	Accept.	—	—	○/○	std./no	std.
	Toyota FJ Cruiser	4,350	○	Good	Good	Good	Accept.	—	—	○/○	std./no	std.
	Toyota Highlander	4,490	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Toyota Venza	4,125	●	Good	Good	Good	Good	●	○/●	●/●	std./no	std.
	Volkswagen Touareg	5,060	●	Good	Good	Good	Good	—	—	—	std./opt.	std.
	Volvo XC60	4,275	●	Good	Good	Good	Good	●	●/●	●/●	std./no	std.
	Volvo XC90	4,750	—	Good	Good	Good	Good	—	—	●/●	std./no	std.
SUVs: LARGE	Cadillac Escalade	5,810	○	—	—	—	—	●	●/●	○/○	std./no	std.
	Chevrolet Suburban	5,935	○	—	—	—	—	●	●/●	○/○	std./no	std.
	Chevrolet Tahoe	5,900	●—○	—	—	—	—	●	●/●	○/○	std./no	std.
	Ford Expedition	6,325	○	—	—	—	—	—	—	○/●	std./no	std.
	GMC Yukon	5,900	●—○	—	—	—	—	●	●/●	○/○	std./no	std.
	GMC Yukon XL	5,935	○	—	—	—	—	●	●/●	○/○	std./no	std.
	Infiniti QX	5,990	○	—	—	—	—	—	—	—	std./no	std.
	Land Rover LR4	5,710	●	—	—	—	—	—	—	—	std./no	std.
	Land Rover Range Rover	5,670	—	—	—	—	—	—	—	—	std./std.	std.
	Land Rover Range Rover Sport	5,500	●	—	—	—	—	—	—	—	std./no	std.
	Lexus LX	5,995	—	—	—	—	—	—	—	—	std./std.	std.
	Lincoln Navigator	6,245	○	—	—	—	—	—	—	○/●	std./no	std.
	Mercedes-Benz GL-Class	5,655	○—●	—	—	—	—	—	—	—	std./std.	std.
	Nissan Armada	5,715	—	—	—	—	—	—	—	○/○	std./no	std.
	Toyota Land Cruiser	5,855	○	—	—	—	—	—	—	—	std./std.	std.
	Toyota Sequoia	6,025	○	—	—	—	—	—	—	●/●	std./no	std.
PICKUPS: COMPACT	Chevrolet Colorado/GMC Canyon	4,270	●	Accept.	Poor	Marg.	Marg.	—	—	●/●	no/no	std.
	Honda Ridgeline	4,540	○	Good	Good	Good	Good	—	—	—/●	std./no	std.
	Nissan Frontier	4,655	○	Good	Good	Accept.	Good	—	—	○/●	std./no	std.
	Toyota Tacoma	4,115	●	Good	Good	Good	Marg.	●	○/●	●/●	std./no	std.
PICKUPS: FULL-SIZED	Chevrolet Avalanche	6,045	○	—	—	—	—	—	—	○/○	std./no	std.
	Chevrolet Silverado 1500	5,370	○	Good	Accept.	Accept.	Marg.	●	●/●	●/●	std./no	std.
	Dodge Ram 1500	5,480	○	Good	Marg.	Good	Marg.	●	●/●	●/○	no/no	std.
	Ford F-150	5,725	○	Good	Good	Good	Good	●	○/●	●/○	std./no	std.
	GMC Sierra 1500	5,370	○	Good	Accept.	Accept.	Marg.	●	●/●	●/●	std./no	std.
	Nissan Titan	5,275	○	Good	—	Good	Accept.	—	—	●/○	std./no	std.
	Toyota Tundra	5,740	○	Good	Good	Good	Good	●	○/●	○/●	std./no	std.

## GUIDE TO THE CHARTS

**Curb weight** is the weight of our test vehicle, or data from the manufacturer, in pounds.

**Accident avoidance** is a composite derived from our track tests, including braking and emergency handling and, to a lesser extent, driving position, visibility, acceleration, and seat comfort. When multiple versions of the same model have different accident-avoidance scores, we give a range, such as ○—●. For individual **crash tests**,

the IIHS tests for offset front-impact, side-impact, rear-crash, and roof-strength evaluations, and scores the results Good, Acceptable, Marginal, or Poor. The NHTSA tests measure full-frontal and side-impact performance and are displayed as a combined overall rating and an overall front and side rating. (Note that current NHTSA crash-test results can't be compared with the ones from 1990 to 2010.)

The **NHTSA rollover** rating denotes the risk of a rollover in a single-vehicle crash. The score is largely based on a static measure of a vehicle's center of gravity. A dynamic driving test is used for light trucks. **Safety features** notes the availability of side and curtain air bags, which we recommend. **Opt.** means optional equipment, **std.** means standard, and **no** means the feature isn't available. A dash (—) denotes no Rating.

# Get Ratings and Buying Advice with **Consumer Reports®** Publications.

**From kitchens to cars  
we've got you covered:**



- Kitchen Planning & Buying Guide
- Consumer Reports® Buying Guide
- New Car Buying Guide
- Used Car Buying Guide
- Electronics Buying Guide
- Best & Worst New Cars
- Auto Ratings & Pricing Guides
- New Car Preview
- Best Cars, SUVs & Trucks
- New Car Ratings & Reviews
- Food & Fitness

**Make sure you buy  
only the best!**

**At bookstores nationwide  
or online at:**

**[www.ConsumerReports.org/books](http://www.ConsumerReports.org/books)**

The Consumer  
Reports  
Bottom Line  
Price



The  
bottom line  
in new car  
negotiations

The Consumer Reports  
Bottom Line Price is the one  
number you need to be a  
smart negotiator.

We've taken the invoice  
price and figured in  
available national rebates,  
unadvertised dealer  
incentives and holdbacks.

You can get your report  
online for just \$14.  
With online delivery,  
you'll get an extra benefit:  
access to report updates  
for 30 days.

**ConsumerReports®**  
**New Car Price Service**

**Call toll-free:**  
**1-800-933-5555**

For service in Canada go to:  
[www.ConsumerReports.org/canada27](http://www.ConsumerReports.org/canada27)

0412PD1

NCPS0412C



# Used cars

More vehicles are problem-free

## Inside

Reliability trends 78

Best of the best 80

Reliable used cars for every budget 82

Seven ways to avoid a lemon 84

Used cars to avoid 84



Volvo XC70

**B**UYING A USED CAR becomes less of a gamble with every passing year. Even the least reliable carmakers are gaining ground on the perennial reliability leaders, Toyota and Honda. Volvo has made the most dramatic improvement over the past decade, but almost all automakers have improved their products in recent years.

Those conclusions are based on a comparison of problem-free three-year-old models in our 2002 and 2011 Annual Auto Surveys (see below).

For each automaker, we calculated the percentage of its product output for which owners did not report any serious problems with their cars during the 12 months covered by each survey.

We chose three-year-old models because that's the point at which most vehicles come off warranty and the owner begins to assume the cost of ongoing repairs. By age three, most models also have the steepest part of depreciation behind them, so used-car buyers will find that's a good age on which to focus.

## What are the odds?

If you owned a three-year-old Volkswagen in 2002, your chances of having no problems that year were less than 60 percent, and your odds were only slightly better if you owned a Volvo, Mercedes-Benz, or GM model. You would have been much better off with a top Japanese brand: More than 80 percent of the Toyotas and Hondas, and about three-quarters of the Mazdas, Nissans, and Subarus were trouble-free.

Three-year-old Toyotas and Hondas have been the most consistently reliable

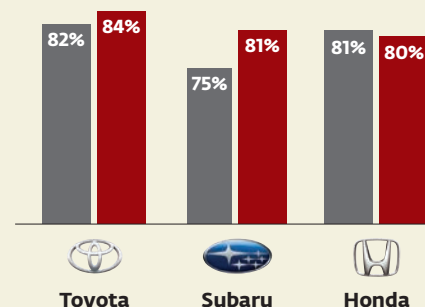
## Today's three-year-olds are better behaved

Used cars are holding up better. Though the most reliable brands have stayed steady over time, others are improving, with their models having fewer problems than same-age models of a decade ago.

For each of 13 automakers, we averaged the percentage of their models that were trouble-free during their third year on the road, starting with those that were three

years old in 2002 (2000 models) and ending with cars that were age three (2009 models) at the time of our 2011 survey.

The numbers come from our Annual Auto Surveys, in which subscribers tell us about their serious auto problems. Automakers are listed based on their percentage of problem-free vehicles in the 2011 survey, highest to lowest.



in our past surveys. But nowadays three-year-old models made by them aren't much more reliable than those of a decade ago. Meanwhile, the rest of the industry has improved a lot overall, with the biggest improvement coming from Volvo, which rose from 60 percent trouble-free to 78 percent, one point higher than the 2011 survey average.

In our latest survey, the lowest-ranking automaker was BMW, with about 70 percent of its cars being trouble-free. But that figure is better than the survey average in 2002, which was 68 percent.

## What's wrong now

Although newer automotive technologies have reduced some problems, they've sometimes created fresh ones. Audio systems now include GPS navigation, communications systems, and touch-screen displays, and such complex systems have more problems than a basic radio has. Notable are the MyFord Touch and MyLincoln Touch infotainment systems, for which many 2011 Ford Edge and Lincoln MKX owners reported problems.

Some troubles arise at certain stages of a model's life span. But there are other problems that are persistent, showing up in our survey year after year. For example, almost one in five owners of the 2009 Toyota Tacoma rear-wheel-drive, four-cylinder pickup reported a serious problem with the radio, and in last year's survey almost one in four Tacoma owners reported the problem.

Another example is the 2004 Volkswagen Touareg, a vehicle with many problems. The SUV's tire-pressure monitoring system, which has been cited year after year, was prominent among those gripes. In the 2011 survey alone, more than one in three owners complained about it.

Some newer cars develop problems at

## How models fare over time

All cars develop more problems as they get older, so the trick is to find those that will age more gracefully. Here we track extremes from the 2007 model year: five models that started out with few problems and stayed reliable as they turned five years old, and several models that started out with a few more problems and then got much worse over time. The numbers here represent problems per 100 vehicles at age one and at age five. This suggests that if reliability is a priority, a safe bet is choosing a model from the most reliable brands.



Toyota Prius

### HALE AND HEARTY

2007 MODELS	PROBLEMS PER 100 CARS	
	AGE 1	AGE 5
Toyota Prius	6	26
Acura TSX	7	30
Honda Fit	7	24
Toyota Highlander	8	20
Honda CR-V	8	24

### SHOWING THEIR AGE

2007 MODELS	PROBLEMS PER 100 CARS	
	AGE 1	AGE 5
Mini Cooper S hatchback	9	113
GMC Acadia/ Saturn Outlook (AWD)	15	106
BMW X5 (6-cyl.)	15	120
Audi Q7	17	91
Chrysler Town & Country/ Dodge Grand Caravan	17	100



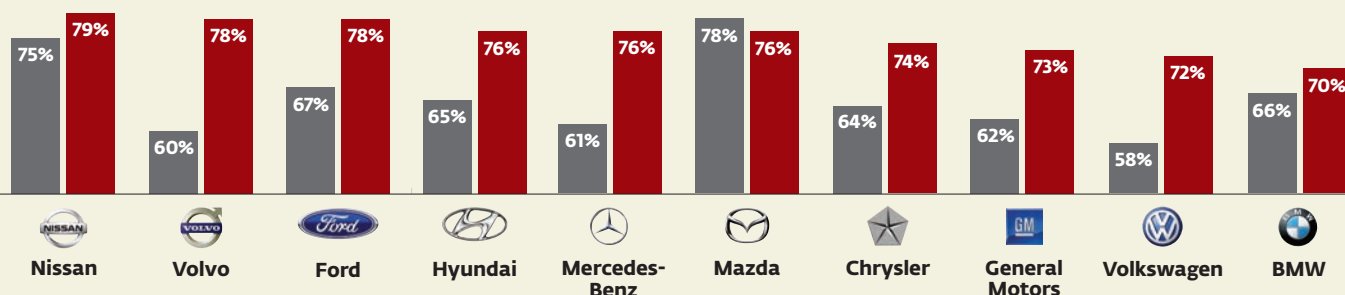
Mini Cooper S

rates we shouldn't see for many years. A quarter of owners of the supercharged 2010 Audi A6 had a water-pump problem. And 15 percent to 20 percent of some 2008 to 2010 BMW 135i, 335i, and 535i turbo-charged models had a fuel-pump problem.

Premature brake wear was cited as a problem for a third of owners of the 2009 Dodge Journey SUV and 2008 Chrysler Town & Country and Dodge Grand Caravan minivans, 15 to 20 times the rate for

all cars of the same age. Twenty to 25 percent of 2008 Honda Accord and 2009 Acura TSX owners also reported premature brake wear.

One of the most problematic models in the survey was the 2003 Kia Sedona minivan. Over three-quarters of its owners cited a serious problem last year, with many related to the climate-control system, the steering and suspension, the sliding doors, and the paint and trim.







2009 Toyota RAV4

# Best of the best

What are the top used cars for the price? Here we highlight the best sedan and SUV or wagon in four price ranges. Each model performed well in our testing when new and has an above-average used-car reliability verdict for the years shown (see page 86). All come with standard electronic stability control (ESC) during the model years listed.

## LESS THAN \$10,000

### SEDAN

#### Hyundai Sonata (4-cyl.) 2006

The Sonata's 2006 redesign gave it refinement and standard curtain air bags. In our tests, the 2.4-liter four-cylinder engine returned a respectable 23 mpg overall. The Sonata's standard safety gear makes this car a bargain and a great choice for teen drivers.



2004 Scion xB

### WAGON

#### Scion xB 2004-05

The first-generation xB is an extremely roomy and practical small wagon. The low floor and high roof give it near-minivan levels of access. Visibility is very good, and the nimble handling makes it a fine choice on the highway and in the city. We got 30 mpg overall with an automatic transmission.



2004 Infiniti G35

## \$10,000-\$15,000

### SEDAN

#### Infiniti G35 2004-05

The G35 has a strong V6 engine and a smooth automatic transmission, and it got 20 mpg overall in our tests. It provides agile handling, and its ESC keeps it in check at its limits. The ride is well controlled, and the cabin is quiet. It came with rear- or all-wheel drive.

### SUV

#### Toyota Highlander 2004-05

This quiet, comfortable, and refined car-based SUV was available in either front- or all-wheel drive and sold with four- and six-cylinder engines. The V6 got 19 mpg overall in our tests.



2004 Toyota Highlander

## Worst of the worst

These models, listed alphabetically, have had multiple years of much-worse-than-average reliability among 2002 to 2011 models.

Audi Q5 (V6)  
BMW 535i  
BMW X5 (6-cyl.)  
Cadillac STS

Chevrolet Aveo  
Chevrolet Blazer  
Chevrolet Uplander  
Chrysler PT Cruiser  
Chrysler Town & Country

Dodge Caravan  
Dodge Grand Caravan  
Dodge Journey  
Ford Thunderbird

GMC Acadia  
Jaguar S-Type, XF  
Kia Sedona  
Kia Sorento (V6)  
Mercedes-Benz GL-Class

Mini Cooper Clubman S  
Mini Cooper Hatchback S  
Pontiac Montana, Montana SV6  
Saturn Outlook  
Saturn Relay  
Volkswagen New Beetle convertible

The interior is roomy, and the controls are easy to use. A third-row seat and curtain air bags were optional.

## \$15,000-\$20,000

### SEDAN

#### Acura TL 2006-07

The TL offers a near ideal blend of comfort, convenience, and sportiness. This front-wheel-drive sedan has a firm but compliant ride, and its powerful 270-hp V6 returned 23 mpg overall. Reliability has been outstanding, and curtain air bags are standard.



2006 Acura TL

### SUV

#### Toyota RAV4 2008-10

The RAV4's 2006 redesign gave it a roomier interior, an available third-row seat, and an optional V6 engine. Its nimble handling, good fuel economy, and versatile, easy-to-access cabin helped make it one of our top-rated small SUVs. The V6 engine gets a very good 22 mpg overall, and the four-cylinder gets 23.

## \$20,000-\$25,000

### SEDAN

#### Infiniti M35 2006-07

This generation of the M35 provides a good blend of sportiness and luxury. Its strong V6 returned good overall gas mileage: 19 mpg with rear-wheel drive and 18 mpg with the optional AWD. The Infiniti has a comfortable and luxurious interior, and offers a full complement of safety gear.



2006 Infiniti M35

### SUV

#### Acura MDX 2006

The MDX is a well-rounded, family-friendly SUV with standard AWD. It has a strong and refined V6 powertrain that gets 17 mpg overall, a firm but pleasant ride, a well-appointed cabin, comfortable front seats, and a third-row seat. Curtain air bags are standard.

# Great for You Great for Us

**You receive income for life** through the Smart Consumer Gift Annuity program. With a charitable donation of \$10,000 or more to Consumers Union of U.S., Inc., the nonprofit publisher of Consumer Reports, you will receive high, fixed rate annuity payments that are unaffected by economic downturns.

Single Life	Yearly Rate
62	4.5%
73	5.5
81	7.0
90	9.0

Two Lives	Yearly Rate
76 / 73	5.0%
83 / 80	6.0

Ask us about additional rates and deferred annuities.

## Your charitable donation

is eligible for certain tax benefits and a portion of your annuity payments may be tax free. In addition, you will receive a lifetime subscription to Consumer Reports.

For more information, please return the no-obligation slip or call Rob Drucker for a confidential personal benefits profile:

**202-238-9258**

This is not legal advice. Any prospective donor should seek the advice of a qualified estate and/or tax professional to determine the consequences of his/her gift.

**We receive funding** to help us test products and services and inform consumers with our unbiased reports. Your contribution helps us to maintain our no-advertising policies.



Because of her generous gift, Leslie Winters receives lifetime income payments while supporting our mission.

## Tell me more about the Smart Consumer Gift Annuity®

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Date(s) of Birth \_\_\_\_\_

E-mail \_\_\_\_\_ Telephone \_\_\_\_\_

I am thinking of donating \_\_\_\_\_ to establish my Smart Consumer Gift Annuity

Mail to: Rob Drucker • Consumers Union • 1101 17th Street NW, Suite 500 • Washington, DC • 20036  
or e-mail to [rdruicker@consumer.org](mailto:rdruicker@consumer.org) or fax to: 202-719-5939

0412AFR



# Reliable used cars for every budget

As owners hold on to their vehicles longer, fewer late-model used cars are available for sale. The result: a limited supply and higher prices. But there are still good buys to be found.

To steer you to the best bets, these lists show 2002 through 2011 vehicles, in four price categories, that tested well when they were

new and have had above-average reliability.

Try to buy the newest vehicle that your budget allows, so that you can get the most up-to-date safety features. To help, we show the first year each model offered electronic stability control as a standard or optional feature. NA means ESC wasn't available.



Make and model	Under \$10,000	\$10,000 - \$15,000	\$15,000 - \$20,000	\$20,000 - \$25,000	ESC ('02-'11) Opt. from	Std. from
<b>SMALL CARS</b>						
Ford Focus	'05-'07	'08-'09	'10	—	'02-'03, '09	'10
Honda Civic	'02-'05	'06-'08	'09-'11	—	'09	—
Honda Civic Hybrid	'03-'05	'06-'07	'08	'10	—	'07
Honda Fit	—	'07-'11	—	—	'09	'11
Hyundai Elantra (sedan)	'05	'07-'10	—	—	'08	'11
Hyundai Elantra (wagon)	—	'09	—	—	—	all
Kia Forte	—	—	'10	—	—	all
Mazda3	'04-'05	'06-'08	'10-'11	—	'07	—
Nissan Sentra	—	—	'10	—	'10	'11
Nissan Versa	—	'08-'09	—	—	'10	—
Pontiac Vibe	'03-'06	'07-'09	'10	—	'05	'09
Scion xB	'04-'05	'06, '08	'09-'11	—	—	all
Scion xD	—	'08-'09	'10	—	'08	'10
Subaru Impreza (nonturbo)	'04-'05	'06-'07	'09-'11	—	'08	'09
Suzuki SX4	—	'08-'10	—	—	'07	—
Toyota Corolla	'02-'06	'07-'09	'10	—	'05	'10
Toyota Echo	'02-'03, '05	—	—	—	—	NA
Toyota Matrix	'03-'05	'06-'08	'09-'10	—	'05	'10
Toyota Prius	'02-'04	'05-'06	'07-'08	'09-'11	'04	'10
Volkswagen Golf	—	—	'10-'11	—	'03	'10
Volkswagen Rabbit	—	'07-'09	—	—	'07	'09

Make and model	Under \$10,000	\$10,000 - \$15,000	\$15,000 - \$20,000	\$20,000 - \$25,000	ESC ('02-'11) Opt. from	Std. from
<b>MIDSIZE &amp; LARGE SEDANS</b>						
Acura RL	'02	'04	'05-'06	'07-'08	—	all
Acura TL	—	'04-'05	'06-'07	'08	'02	'04
Acura TSX	—	'04-'06	'07-'08	—	—	all
Chevrolet Malibu (4-cyl.)	—	—	'09	—	'08	'09
Ford Fusion (4-cyl.)	'06	'07-'08	'09	—	'09	'10
Ford Fusion (V6, AWD)	—	'08	—	'11	'09	'10
Ford Fusion (V6, FWD)	—	'06-'08	'09-'10	'11	'09	'10
Ford Fusion Hybrid	—	—	—	'10-'11	—	all
Ford Taurus (FWD)	'04	—	'09	—	'08	'09
Honda Accord (4-cyl.)	'02-'04	'05-'07	'10	'11	—	'08
Honda Accord (V6)	'02-'03	'04-'07	—	—	—	'06
Honda Accord Hybrid	—	'05-'07	—	—	—	'06
Hyundai Azera	—	'07	—	—	—	all
Hyundai Sonata (4-cyl.)	'06	'08	'09-'10	—	—	'06
Hyundai Sonata (V6)	'03-'05	'07-'08	'10	—	—	'06
Hyundai XG350	'04-'05	—	—	—	—	NA
Infiniti G	—	'04-'05	'06	'07-'08	—	'03
Infiniti I35	'02-'04	—	—	—	—	NA
Infiniti M	—	—	—	'06-'07	—	all
Kia Optima	—	'08	'11	—	'06	'10
Lexus ES	—	'02-'05	'06	'07-'08	'02	'07
Lexus GS	—	'02-'05	—	'06	—	all
Lexus IS	'02	'03-'05	—	'06-'07	'02	'06
Lexus LS	—	—	'02-'04	'05	—	all
Lincoln MKZ (FWD)	—	—	'07-'08	'09-'10	—	'09
Lincoln Town Car	'02	'04, '06	—	'09	—	NA
Lincoln Zephyr	—	'06	—	—	—	NA
Mazda6	—	'07	'09-'10	—	'05	'09
Mercedes-Benz E-Class (RWD)	—	—	'03	—	—	all
Mercury Milan (4-cyl.)	'06	'07-'08	'09	—	'09	'10
Mercury Milan (V6, FWD)	—	'06-'08	'09-'10	'11	'09	'10



Suzuki SX4



Kia Optima



Nissan Rogue



Scion xD



Lexus SC



Toyota Matrix

Make and model	Under \$10,000	\$10,000 - \$15,000	\$15,000 - \$20,000	\$20,000 - \$25,000	ESC ('02-11)	
					Opt. from	Std. from

#### MINIVANS & WAGONS

Honda Accord Crosstour	—	—	—	'10	—	all
Honda Odyssey	'02	'03-04	—	—	—	'05
Mazda5	—	—	'10	—	—	'10
Subaru Outback (4-cyl.)	—	—	'07-08	'09-11	'07	'09
Subaru Outback (6-cyl.)	—	—	'06-07	'08	'02	'07
Toyota Sienna (FWD)	'02-03	'04-05	'06-07	'08-09	'02	'08
Toyota Venza (V6)	—	—	—	'09	—	all
Volvo XC70	—	'04	—	—	'02	'07

#### SMALL SUVs

Acura RDX	—	—	—	'07-08	—	all
Ford Escape (V6, AWD)	'04	'05	—	'11	'08	'09
Ford Escape Hybrid (AWD)	—	—	—	'10	—	'09
Honda CR-V	'02-03	'04-06	'07-08	'09-11	—	'05
Hyundai Tucson	—	'05, '07	'09	—	—	all
Kia Sportage	—	'06-07	—	'11	—	'05
Mazda Tribute (V6, AWD)	—	'04-05	—	'11	'08	'09
Mercury Mariner (V6, AWD)	—	'05	—	'11	'08	'09
Mercury Mariner Hybrid (AWD)	—	—	—	'10	—	'09
Mitsubishi Outlander	'03	'07	'08-10	—	—	'07
Nissan Rogue	—	—	'09-10	'11	—	all
Subaru Forester (nonturbo)	—	'05	'06-10	'11	'07	'09
Subaru Forester (turbo)	—	—	—	'10-11	'07	'09
Toyota RAV4	'02-03	'04-07	'08-10	'11	—	'04

#### MIDSIZED & LARGE SUVs

Acura MDX	—	'04	'05	'06	—	'03
Ford Expedition	'02	—	—	—	'03	'07
Honda Pilot	—	'03-05	'06-07	'08	'05	'06
Hyundai Santa Fe (V6)	'03-04	—	'07	'09	—	'07
Infiniti FX	—	—	'03-05	'06-07	—	all
Lexus GX	—	—	'03	'04-05	—	all
Lexus RX	—	'02-03	'04-05	'06-07	—	all
Lexus RX Hybrid	—	—	—	'06	—	all
Mazda CX-9	—	—	—	'08-10	—	all
Nissan Murano	—	—	—	'10	'03	'09
Nissan Xterra	—	—	'08	'09-10	'03	'06
Subaru B9 Tribeca	—	—	'06-07	—	—	'08
Toyota 4Runner (V6)	—	'02-04	'05-06	'07-08	—	all
Toyota Highlander (V6)	'02-03	'04-05	'06-07	'08	'02	'04
Toyota Highlander Hybrid	—	—	'06	'07	—	all
Toyota Sequoia	—	'02-04	—	—	—	all

#### PICKUP TRUCKS

Ford F-150 (V8, 4WD)	—	'02-03	—	—	—	'09
Honda Ridgeline	—	—	'06-07	'08	—	all
Nissan Frontier (4WD)	—	—	—	'09	'03	—
Nissan Titan	—	—	—	'10	'04	'10
Subaru Baja	—	'05	—	—	—	NA
Toyota Tacoma (V6, 4WD)	—	'05	'06-08	'09	'04	'09
Toyota Tundra (V8, 4WD)	—	'02-04	'05-06	'07-08	'04	'07

Make and model	Under \$10,000	\$10,000 - \$15,000	\$15,000 - \$20,000	\$20,000 - \$25,000	ESC ('02-11)	
					Opt. from	Std. from

#### MIDSIZED & LARGE SEDANS continued

Mercury Milan (V6, AWD)	—	'08	—	'11	'09	'10
Mercury Milan Hybrid	—	—	—	'10-11	—	all
Mercury Sable	'04	—	'09	—	'08	'09
Nissan Altima (4-cyl.)	'03-05	'06-07	'09-11	—	—	'10
Nissan Altima (V6)	'03	'04-06	—	'09-10	'07	'10
Nissan Altima Hybrid	—	—	'07-10	—	—	all
Subaru Legacy (4-cyl.)	—	'06	'07-08	'09-11	'07	'09
Subaru Legacy (6-cyl.)	—	—	—	'08-09	—	'08
Toyota Avalon	'02-04	'05-06	'07-08	'09	'02	'09
Toyota Camry (4-cyl.)	'02-04	'05-07	'08-11	—	'05	'10
Toyota Camry (V6)	'02-03	'04-06	'07-10	—	'02	'10
Toyota Camry Hybrid	—	—	'07-10	'11	—	all
Volvo S60	—	—	'07-08	—	'02	'07

#### SPORTS & SPORTY CARS

Acura RSX	'02-04	'05-06	—	—	—	NA
BMW Z4	—	'03	'05	'06	—	all
Chevrolet Corvette	—	—	—	'04	—	all
Dodge Challenger	—	—	—	'09	—	all
Ford Mustang (V6)	'04	'06	'09	—	—	'10
Ford Mustang (V8)	'02-04	'05	'06-07	'10	—	'10
Honda Civic Si	—	'06	'07-09	—	—	'07
Honda S2000	—	'02-04	'05-06	'07	—	'06
Lexus SC	—	—	'02-03	'04	—	all
Mazda MX-5 Miata	'02-03	'04, '06-07	'08-09	'10	'06	—
Mazdaspeed3	—	—	'08	—	—	all
Mini Cooper Hatchback	—	—	'08, '10	'11	'02	'09
Nissan 350Z	—	'03-04	—	—	'03	'10
Porsche Boxster	—	—	'03	'05	—	all
Subaru Impreza WRX/STi	'03	'05	—	—	—	'08
Toyota Camry Solara	'02-04	'05-07	'08	—	'04	—
Toyota Celica	'02-03	—	—	—	—	NA
Volvo C30	—	—	—	'08-09	—	all



Volvo C30



# Seven ways to avoid a lemon

**T**HE LISTS ON the previous pages can steer you to models that have reliable track records. But any vehicle can become a clunker if it has been neglected or has sustained accident or flood damage. You can protect yourself from buying someone else's problems by knowing what to look for.

**Check for signs of collision repair.** Those include mismatched body panels; a door, hood, or trunk that doesn't close properly; or paint overspray on chrome or rubber trim or in the vehicle's wheel wells. You can also test for the presence of body filler with a small magnet. If it doesn't stick well to a steel panel, the car may have filler under the paint, which could indicate that a dent has been repaired.

**Beware of flood damage.** It might be hard to spot, but water can permeate a car and cause ongoing problems. A moldy or mildew smell, discolored carpeting, or intermittent electrical problems may be signs.

**Check the fluids.** Wet spots in the engine compartment or under the vehicle can indicate leaking oil or fluids. Inspect the level and condition of the engine oil and transmission fluid. Gritty or gelatinous oil indicates that it hasn't been changed regularly. Thin, frothy oil that's the color of chocolate milk may point to a blown head gasket or to a severely dam-

aged block or cylinder head. Fine metal particles in the oil reflect internal damage or heavy wear. The transmission fluid should be bright red to light reddish brown, not dark brown, black, or mustard colored; those colors or a strong burned smell can indicate serious problems.

**Read the smoke signals.** If the tailpipe emits blue smoke after the car has warmed up, the engine may be burning



PHOTO: JOHN LUND/MARC ROMANELLI/ BLEND IMAGES/GETTY IMAGES

## Used cars to avoid

**These 2002 to 2011 models have records of below-average overall reliability. They are listed alphabetically by make and model.**

**Audi** A3 '06, '11; A4 (4-cyl.) '02-05, '09; A5/S5 '10; A6 (3.0T) '10; A6 (V6) '04; Q5 (V6) '09-11; Q7 '07, '11; S4 '11; TT '08

**BMW** 135i '08; 325i (AWD) '02-05; 325i (RWD) '02-03, '05; 330i (RWD) '02; 335i (AWD) '08-09; 335i (RWD) '07-10; 5 Series (6-cyl., nonturbo) '03, '06, '09, '11; 5 Series (V8) '02-03, '08, '11; 5 Series (V10) '08; 535i '08-11; 7 Series '06-08; X5 (6-cyl.) '02-05, '07-09, '11; X5 (V8) '08; X5 35d '10; Z4 '04

**Buick** Century '02; Enclave (AWD) '08-09, '11; Enclave (FWD) '08-09; LaCrosse (AWD) '10; LaCrosse (FWD) '08, '11; Lucerne '11; Rainier '06; Regal '11; Rendezvous '02-03, '06; Terraza '05

**Cadillac** CTS (V6, AWD) '08-09; CTS (V6, RWD) '05, '09; CTS Coupe '11; DeVille '02-04; DTS '06; Escalade '05, '07-09; Seville '02-03; SRX (V6) '04-08, '10; SRX (V8) '04; STS '05-09

**Chevrolet** Astro '02-03, '05; Avalanche '04-08; Aveo '05, '08-09; Blazer '02-04; Camaro '11; Cavalier '05; Cobalt '06-08, '10; Colorado '05, '07, '11; Corvette '02, '09; Cruze '11; Equinox '05-08; Express '02; HHR '06-08; Impala '02, '04-08, '11; Malibu (4-cyl.) '05; Malibu (V6) '02, '07-08, '11; Monte Carlo '02; S-10 Pickup '02; Silverado 1500 (V6, 2WD) '06-07; Silverado 1500 (V8, 2WD) '08-09; Silverado 1500 (V8, 4WD) '04-06, '09, '11; Silverado 2500 '03, '05, '11; Silverado 2500 (turbo) '06, '11; Suburban '04-05, '07-09, '11; Tahoe '07-08; Tahoe Hybrid '08; TrailBlazer (6-cyl.) '05-09; TrailBlazer (V8) '04, '06-08;

Traverse '09; Uplander; '05-08; Venture '02-05

**Chrysler** 300M '04; Concorde '04; Pacifica '04, '07-08; PT Cruiser (nonturbo) '02-08, '10; PT Cruiser (turbo) '03-06; Sebring Convertible '04-06, '08; Sebring Sedan '02-05, '07; Town & Country '02-09, '11; Voyager '02-03

**Dodge** Avenger '08; Caliber '07; Caravan '02-07; Charger '07; Dakota (4WD) '02, '04-08; Durango '02; Grand Caravan '02-09, '11; Intrepid '02, '04; Journey '09-11; Magnum '06; Neon '03; Nitro '07; Ram 1500 (2WD) '02; Ram 1500 (4WD) '02-03, '06, '10-11; Ram 2500 '03; Ram 2500 (turbo) '06-10; Stratus Sedan '02-05

**Ford** Crown Victoria '10; Edge '11; Escape (4-cyl., AWD) '09; Escape (V6, AWD) '09-10; Escape (V6, FWD) '09; Expedition '07; Explorer (V6, 2WD) '02, '04, '06-07, '11; Explorer (V6, 4WD) '02-04, '06, '11; Explorer (V8) '02-04, '06-08; Explorer Sport Trac '07; F-250 '10-11; F-250 (turbo) '04-09; Fiesta '11; Flex '09; Flex (EcoBoost) '10-11; Focus '02, '12; Freestar '04-05; Ranger (4WD) '08; Taurus (AWD) '08, '10; Taurus SHO '10; Thunderbird '02-03, '05; Transit Connect '10; Windstar '02-03

**GMC** Acadia (AWD) '07-09; Acadia (FWD) '07-10; Canyon '05, '07, '11; Envoy (6-cyl.) '05-09; Envoy (V8) '04, '06-08; S-15 Sonoma '02; Safari '02-03, '05; Savana '02; Sierra 1500 (V6, 2WD) '06-07; Sierra 1500 (V8, 2WD) '08-09; Sierra 1500 (V8, 4WD) '04-06, '09, '11; Sierra 2500 '03, '05, '11; Sierra 2500 (turbo) '06, '11; Yukon '07-08; Yukon Hybrid '08; Yukon XL '04-05, '07-08, '11

**Honda** Civic Si '10; Odyssey '11

**Hummer** H3 '06

**Hyundai** Accent '02; Elantra '02; Entourage '07-08; Santa Fe (4-cyl.) '11; Santa Fe (V6) '10-11; Sonata (4-cyl.) '05; Veracruz '08

**Infiniti** G Convertible '10

**Jaguar** S-Type '03; XF '09-10; XJ '11; X-Type '02

**Jeep** Commander '06, '08; Compass '07; Grand Cherokee (6-cyl., V6) '02-06; Grand Cherokee (V8) '02-05, '08, '10; Liberty '02, '06-07, '10; Patriot '07-08; Wrangler (2-door) '06, '08, '10; Wrangler (4-door) '07-10

**Kia** Forte '11; Optima '04; Sedona '02-11; Sorento (V6) '03-06, '08, '11

**Land Rover** LR3 '06

**Lexus** GS '10

**Lincoln** Aviator '03-05; LS '03-04; MKS '09; MKT '10; MKX '11; MKZ (FWD) '11; Navigator '03, '06

**Mazda** 626 '02; B-Series (4WD) '08; CX-7 '07; MPV '03; RX-8 '04-05; Tribute (4-cyl., AWD) '09; Tribute (V6, AWD) '09-10; Tribute (V6, FWD) '09; Mazda5 '06-07, '09

**Mercedes-Benz** C-Class (AWD) '11; E-Class (AWD) '09-10; E-Class (RWD) '06; GL-Class '07-09, '11; M-Class (V6) '02, '06-07, '09; R-Class '06; S-Class '04, '06-07, '09; SL '05

**Mercury** Grand Marquis '10; Mariner (4-cyl., AWD) '09; Mariner (V6, AWD) '09-10; Mariner (V6, FWD) '09; Monterey '04-05; Mountaineer (V6, 2WD) '02, '04, '06-07; Mountaineer (V6, 4WD) '02-04, '06; Mountaineer (V8) '02-04, '06-08; Sable (AWD) '08; Villager '04-08

**Mini** Cooper Clubman S '08-10; Convertible

oil—a bad sign. Billowing white smoke indicates water in the combustion chamber, usually because of a blown head gasket, damaged cylinder head, or even a cracked block—all expensive repairs.

**Step on the gas.** While driving, does the engine rev excessively before the car accelerates? That is a common sign of a misadjusted or worn-out clutch, or a damaged automatic transmission. Listen for knocks and pings while accelerating, which could reflect an overheating engine.

**Check the vehicle's history.** A vehicle-history report from CarFax ([www.carfax.com](http://www.carfax.com)) or Experian Automotive ([www.autocheck.com](http://www.autocheck.com)) can alert you to possible odometer fraud; reveal past fire, flood, and accident damage; or tell you whether a rebuilt or salvage title has ever been issued for the vehicle. But those services don't catch everything, so a clean report is no guarantee that a car is problem-free.

**Get it inspected.** Have any used car thoroughly inspected by a qualified mechanic. He should also check for any recalls related to the car and verify whether the work was done.

'05-'06, '09; Hatchback '04-'06; Hatchback S '03, '05-'09

**Nissan** 370Z '09-'10; Armada '04; Frontier (2WD) '05; Frontier (4WD) '05, '11; Maxima '06; Pathfinder '05-'06, '10; Quest '04-'08; Titan '04-'06, '08; Xterra '05-'06

**Oldsmobile** Alero '02; Silhouette '02-'04

**Pontiac** Bonneville '02, '05; G6 Coupe & Convertible '06-'07; G6 Sedan '06; G8 '09; Grand Am '02-'03; Grand Prix '02-'03; Montana '02-'04; Montana SV6 '05; Solstice '07; Sunfire '05; Torrent '06-'08

**Porsche** 911 '06; Cayenne '11; Cayman '07

**Saab** 9-3 '03, '10; 9-5 '02-'03, '05

**Saturn** Astra '08; Aura '07; Outlook '07-'09; Relay '05-'07; Sky '07; Vue (4-cyl.) '08; Vue (V6) '02, '07-'08

**Smart** ForTwo '08

**Subaru** Impreza WRX/STi '08; Legacy (4-cyl.) '02; Legacy (turbo) '05-'06; Outback (turbo) '05-'06

**Toyota** Sequoia '11; Sienna (AWD) '07, '11; Tacoma (V6) '11

**Volkswagen** CC '11; Eos '07-'08, '10; GTI (4-cyl.) '07, '09; Jetta Sedan (4-cyl.) '02, '05; Jetta Sedan (5-cyl.) '06; Jetta Sedan (turbo) '02-'03; Jetta Sedan (TDI) '02, '11; New Beetle Convertible '04-'07; New Beetle Hatchback '02-'03, '06; Passat (4-cyl.) '03-'07, '10; Passat (TDI) '05; Passat (V6) '02-'04, '06-'07; Routan '09-'10; Touareg '04

**Volvo** C30 '11; C70 '04; S40 '02; V40 '02; XC90 (6-cyl.) '04-'05, '10

# ConsumerReports<sup>mobile</sup>

## Get Ratings, Expert Advice and Reviews Wherever You Go!



### • Consumer Reports Mobile™

Get expert and unbiased buying advice and product Ratings while you shop! The mobile website is included with a subscription to ConsumerReports.org.

### • Consumer Reports App for iPad®

Read full issues of *Consumer Reports* on your iPad! Download our FREE preview issue first, then purchase single issues or a subscription.



### • Consumer Reports Mobile Apps

Search, browse, or scan a bar code to access product Ratings, and find the best deals locally and online. View our library of available apps for iPhone® and Android™.

### • FREE Apps from Consumer Reports

Get timely product information and advice with our FREE *News & Video* app (for iPhone® and Android™) and FREE *Safety News & Recalls* app (for iPhone®).



**To learn more about our mobile products and get links to download our apps:**

**Go to [www.ConsumerReports.org/gomobile](http://www.ConsumerReports.org/gomobile)**

— or —

**Text LINK5 to 76666 for more information.**

Standard data and messaging rates apply. Check your carrier for accessibility. Images simulated for clarity. iPhone® and iPad® are registered trademarks of Apple, Inc., BlackBerry® is a registered trademark of Research In Motion Limited, Motoraz™ V3 is a trademark of Motorola, Inc., and Android™ is a trademark of Google, Inc. No association, affiliation, sponsorship, or endorsement should be implied by the depiction of any manufacturers' product shown. App downloads subject to terms and conditions of respective mobile service providers. Restrictions apply.

NS0412M



# Reliability

## Detailed data on new and used models

**W**ITH THE PRICE of some one- and two-year-old used cars almost the same as a new model, today's used cars aren't always the value they were just three or four years ago. And if you end up spending more for a used car, there's less money left over to pay for non-warranty repairs.

You can minimize repairs on a new or used vehicle by buying a reliable model. Our detailed reliability Ratings, gleaned from the experiences of owners of some 1.3 million cars, minivans, SUVs, and trucks, show you the specific strengths and weaknesses of 248 vehicles.

For example, the Audi Q5 (V6) has one of the worst scores in our survey for new-car predicted reliability. But the Acura RDX has a far better reliability score, so you'll likely spend less money on repairs and less time at the repair shop.

Respondents to our Annual Auto Survey reported on problems they had with their vehicles in any of 16 trouble spots during the previous 12 months. The data here cover model years 2006 through 2011 and focus on problems that the respondents considered serious because of cost, failure, safety, or downtime. Because high-mileage vehicles tend to develop more problems than low-mileage ones, problem rates are standardized to minimize differences due to mileage. The 2011 models were generally less than six months old when we conducted our survey and were driven an average of about 3,000 miles.

### GUIDE TO THE CHARTS

**Trouble spots.** These Ratings reflect a model's strengths and weaknesses, based on the percentage of respondents who reported problems for that trouble spot, compared with the average of all vehicles for that year. Each Rating is based on a minimum of 100 responses.

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

For some trouble spots with very low problem rates, we do not assign a ● or ● unless a model's problem rate exceeds 3 percent. If the rate is between 1 and 2 percent, it is assigned a ○. If the rate is below 1 percent, it is assigned a ●. Model years with insufficient data are noted with a column of asterisks (\*). A blank column indicates the model wasn't produced that year.

**Used-car verdicts.** To check the reliability of a used car, look at Used-Car

Verdicts. They show whether the model had more or fewer problems overall than the average model of that year had. They are calculated from the total number of problems in all trouble spots reported by subscribers. Because problems with major engine and transmission components, engine cooling, and drive systems can be more serious and expensive to repair, our calculations give extra weight to them.

**New-car prediction.** This shows how a new model currently on sale is likely to hold up. We averaged a model's Used-Car Verdicts for the most recent three years, provided the vehicle didn't change significantly in that time and had not been redesigned for 2012 or 2013.

One or two years' data might be used if the model was redesigned in 2011 or 2010, or if there were insufficient data for some years. "NA" means there were insufficient data for a new-car prediction.

**Major redesigns.** A year in red shows when a model was introduced or had a major redesign.

A full 10 years of reliability data is available on the iPad edition of this issue and to [ConsumerReports.org](http://ConsumerReports.org) subscribers.

Acura MDX	Acura RDX	Acura RL	Acura TL (FWD)	TROUBLE SPOTS	Acura TSX	Audi A3	Audi A4 (4-cyl.)	Audi A5/S5
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Engine, major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Engine, minor	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Engine cooling	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Trans., major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Trans., minor	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Drive system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Fuel system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Electrical	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Climate system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Suspension	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Brakes	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Paint/trim	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Body integrity	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Body hardware	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Power equipment	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Audio system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	USED-CAR VERDICTS	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
Much better than avg. ●	Better than avg. ●	NA	Much better than avg. ●	NEW-CAR PREDICTION	Average ○	Average ○	Average ○	Average ○

Cadillac CTS (V6, RWD)	Cadillac DTS	Cadillac Escalade	Cadillac SRX (V6)	TROUBLE SPOTS	Cadillac STS	Chevrolet Avalanche	Chevrolet Aveo	Chevrolet Camaro	
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	
○ ○ ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Engine, major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
○ ○ ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Engine, minor	○ ○ ○ ○ ● ●	○ ○ ○ ○ ● ●	○ ○ ○ ○ ● ●	○ ○ ○ ○ ● ●
● ○ ● ● ● ●	○ ○ ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Engine cooling	● ● ● ● ● ●	○ ○ ○ ○ ● ●	● ● ● ● ● ●	○ ○ ○ ○ ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Trans., major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Trans., minor	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●		Drive system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●		Fuel system	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●		Electrical	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Climate system	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Suspension	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
● ○ ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Brakes	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Paint/trim	○ ○ ○ ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Body integrity	○ ○ ○ ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
○ ○ ○ ○ ○ ○	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Body hardware	○ ○ ○ ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
○ ○ ○ ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Power equipment	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
○ ○ ○ ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	Audio system	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	
○ ○ ○ ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	USED-CAR VERDICTS	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	
Average ○	Discontinued	Much worse than avg. ●	Worse than avg. ○	NEW-CAR PREDICTION	Discontinued	Better than avg. ●	Discontinued	Average ○	

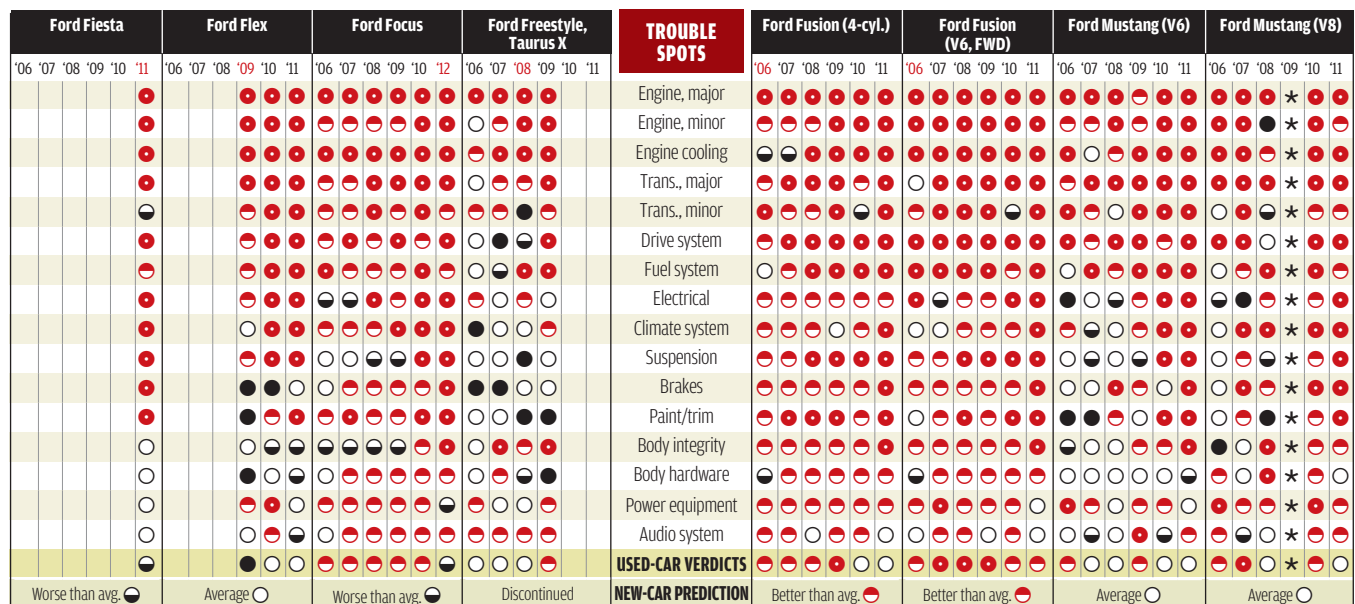


# 2012 CARS RELIABILITY HISTORY

Chevrolet Cobalt	Chevrolet Colorado	Chevrolet Corvette	Chevrolet Cruze (1.4T)	TROUBLE SPOTS	Chevrolet Equinox (V6)	Chevrolet HHR	Chevrolet Impala	Chevrolet Malibu sedan (4-cyl.)
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Discontinued	Average	Average	Much worse than avg.	NEW-CAR PREDICTION	Average	Average	Average	New

Chevrolet Malibu Sedan (V6)	Chevrolet Silverado 1500 (V8, 2WD)	Chevrolet Silverado 1500 (V8, 4WD)	Chevrolet Silverado 2500 (turbodiesel)	TROUBLE SPOTS	Chevrolet Suburban	Chevrolet Tahoe	Chevrolet TrailBlazer (6-cyl.)	Chevrolet Traverse (AWD)
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Average	Average	Worse than avg.	Much worse than avg.	NEW-CAR PREDICTION	Average	Average	Discontinued	Average

Chevrolet Volt	Chrysler 300 (V6)	Chrysler PT Cruiser (non-turbo)	Chrysler Sebring/200 sedan	TROUBLE SPOTS	Chrysler Town & Country	Dodge Caliber	Dodge Challenger	Dodge Charger
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Much better than avg.	NA	Discontinued	Much better than avg.	NEW-CAR PREDICTION	Much worse than avg.	Better than avg.	Better than avg.	NA





## 2012 CARS RELIABILITY HISTORY

[illegible]

GMC Terrain (4-cyl.)	GMC Yukon	GMC Yukon XL	Honda Accord Crosstour, Crosstour	TROUBLE SPOTS	Honda Accord sedan (4-cyl.)	Honda Accord sedan (V6)	Honda CR-V	Honda CR-Z
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Engine, major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Engine, minor	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Engine cooling	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Trans., major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Trans., minor	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	Drive system	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Fuel system	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Electrical	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Climate system	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Suspension	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Brakes	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Paint/trim	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Body integrity	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Body hardware	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Power equipment	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	Audio system	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	USED-CAR VERDICTS	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
Average ○	Average ○	Average ○	Better than avg. ●	NEW-CAR PREDICTION	Better than avg. ●	Average ○	Better than avg. ●	Much better than avg. ●

Honda Civic Hybrid	Honda Civic sedan	Honda Element	Honda Fit	TROUBLE SPOTS	Honda Insight	Honda Odyssey	Honda Pilot	Honda Ridgeline
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
★	★	★	★	Engine, major	★	★	★	★
★	★	★	★	Engine, minor	★	★	★	★
★	★	★	★	Engine cooling	★	★	★	★
★	★	★	★	Trans., major	★	★	★	★
★	★	★	★	Trans., minor	★	★	★	★
★	★	★	★	Drive system	★	★	★	★
★	★	★	★	Fuel system	★	★	★	★
★	★	★	★	Electrical	★	★	★	★
★	★	★	★	Climate system	★	★	★	★
★	★	★	★	Suspension	★	★	★	★
★	★	★	★	Brakes	★	★	★	★
★	★	★	★	Paint/trim	★	★	★	★
★	★	★	★	Body integrity	★	★	★	★
★	★	★	★	Body hardware	★	★	★	★
★	★	★	★	Power equipment	★	★	★	★
★	★	★	★	Audio system	★	★	★	★
★	★	★	★	USED-CAR VERDICTS	★	★	★	★
Better than avg.	Better than avg.	Discontinued	Much better than avg.	NEW-CAR PREDICTION	Better than avg.	Worse than avg.	Better than avg.	Better than avg.

Hyundai Accent	Hyundai Azera	Hyundai Elantra sedan	Hyundai Elantra Touring	TROUBLE SPOTS	Hyundai Genesis sedan (V6)	Hyundai Santa Fe (4-cyl.)	Hyundai Santa Fe (V6)	Hyundai Sonata (4-cyl.)
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
★	○	★	★	Engine, major	★	★	★	★
★	○	★	★	Engine, minor	★	○	○	★
★	○	★	★	Engine cooling	★	★	★	★
★	○	★	★	Trans., major	★	○	★	★
★	○	★	★	Trans., minor	★	★	★	★
★	○	★	★	Drive system	★	○	○	★
★	○	★	★	Fuel system	★	★	★	★
★	○	★	★	Electrical	★	★	★	★
★	○	★	★	Climate system	○	★	★	★
★	○	★	★	Suspension	○	★	★	★
★	○	★	★	Brakes	★	★	★	★
★	○	★	★	Paint/trim	★	○	★	★
★	○	★	★	Body integrity	★	○	○	★
★	○	★	★	Body hardware	★	○	★	★
★	○	★	★	Power equipment	★	★	★	★
★	○	★	★	Audio system	★	★	★	★
★	○	★	★	USED-CAR VERDICTS	★	★	★	★
New	New	Average ○	Better than avg. ★	NEW-CAR PREDICTION	Average ○	Average ○	Worse than avg. ●	Average ○

Hyundai Tucson	Hyundai Veracruz	Infiniti EX	Infiniti FX	TROUBLE SPOTS	Infiniti G sedan (AWD)	Infiniti G sedan (RWD)	Infiniti M	Jaguar XF
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
★	★	★	★	Engine, major	★	★	★	★
★	○	★	★	Engine, minor	★	★	★	★
★	★	★	★	Engine cooling	★	★	★	★
★	★	★	★	Trans., major	★	★	★	★
★	★	★	★	Trans., minor	★	★	★	★
★	★	★	★	Drive system	★	★	★	★
★	★	★	★	Fuel system	★	★	★	★
★	★	★	★	Electrical	★	★	★	★
★	★	★	★	Climate system	★	★	★	★
★	★	★	★	Suspension	★	★	★	★
★	★	★	★	Brakes	★	★	★	★
★	★	★	★	Paint/trim	★	★	★	★
★	★	★	★	Body integrity	★	★	★	★
★	★	★	★	Body hardware	★	★	★	★
★	★	★	★	Power equipment	★	★	★	★
★	★	★	★	Audio system	★	★	★	★
★	★	★	★	USED-CAR VERDICTS	★	★	★	★
Average ○	Average ○	Better than avg. ★	Better than avg. ★	NEW-CAR PREDICTION	Better than avg. ★	Better than avg. ★	Average ○	Much worse than avg. ●

Jeep Commander	Jeep Grand Cherokee (6-cyl., V6)	Jeep Grand Cherokee (V8)	Jeep Liberty	TROUBLE SPOTS	Jeep Patriot	Jeep Wrangler (2-door)	Jeep Wrangler (4-door)	Kia Forte
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
★	★	★	★	Engine, major	★	★	★	★
★	○	★	★	Engine, minor	★	★	★	★
★	★	★	★	Engine cooling	★	★	★	★
★	★	★	★	Trans., major	★	★	★	★
★	★	★	★	Trans., minor	★	★	★	★
★	★	★	★	Drive system	★	★	★	★
★	★	★	★	Fuel system	★	★	★	★
★	★	★	★	Electrical	★	★	★	★
★	★	★	★	Climate system	★	★	★	★
★	★	★	★	Suspension	★	★	★	★
★	★	★	★	Brakes	★	★	★	★
★	★	★	★	Paint/trim	★	★	★	★
★	★	★	★	Body integrity	★	★	★	★
★	★	★	★	Body hardware	★	★	★	★
★	★	★	★	Power equipment	★	★	★	★
★	★	★	★	Audio system	★	★	★	★
★	★	★	★	USED-CAR VERDICTS	★	★	★	★
Discontinued	Average ○	Average ○	Average ○	NEW-CAR PREDICTION	Average ○	Average ○	Average ○	Average ○

## 2012 CARS RELIABILITY HISTORY

Kia Optima	Kia Rondo	Kia Sedona	Kia Sorento (V6)	TROUBLE SPOTS	Kia Soul	Kia Sportage	Lexus CT 200h	Lexus ES
'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11		'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Engine, major	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Engine, minor	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Engine cooling	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Trans., major	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Trans., minor	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Drive system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Fuel system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Electrical	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Climate system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Suspension	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Brakes	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Paint/trim	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Body integrity	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Body hardware	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Power equipment	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Audio system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	USED-CAR VERDICTS	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
Better than avg. <div><div></div></div>	Discontinued	Worse than avg. <div><div></div></div>	Worse than avg. <div><div></div></div>	NEW-CAR PREDICTION	Average <div><div></div></div>	Better than avg. <div><div></div></div>	Much better than avg. <div><div></div></div>	Much better than avg. <div><div></div></div>

Lexus GS	Lexus GX	Lexus HS 250h	Lexus IS sedan (RWD)	TROUBLE SPOTS	Lexus LS	Lexus LX	Lexus RX	Lexus RX Hybrid
'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11		'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11	'06'07'08'09'10'11
●○●●●★	●●●●★●	■■■■●★	●●●●●●●●	Engine, major	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	○●●●●●●●	Engine, minor	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	○●●●●●●●	Engine cooling	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Trans., major	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Trans., minor	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Drive system	●●●●●●●●	○●○●★●★	●●●●●●●●	●●●●●●●●
○●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Fuel system	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Electrical	○●○●●●●●	●●●●★●★	●●○●○●●●	●●●●○●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Climate system	●●●●●●●●	●●●●★●★	●●●●●●●●	●●●●●●●●
●●●●●★	●●●●★●●	■■■■●★	●●●●●●●●	Suspension	●●●●●●●●	○●●●★●★	●●●●●●●●	●●●●●●●●
○●●●●★	●●●●★●●	■■■■●★	○●○●●●○●●	Brakes	●●○●●●○●	●●●●○●★	○●●●●●○●	●●●●●●○●
●●○●○★	●●●●○●★	■■■■●★	○●●●●●●●	Paint/trim	●●●●●●●●	○●●●★●★	○●●●○●○●	●●●●●●○●
○●●●○★	●●●●○●★	■■■■●★	●●○●●●●●	Body integrity	●●○●○●●●	●●○●★●★	○●○●●●●●	●●●●●●○●
○●●●○★	○●○●○●○●	■■■■●★	●●●●●●○●	Body hardware	○●●●○●●●	○●○●★●★	●●●●●●○●	●●●●●●○●
●●●●○★	●●○●○●○●	■■■■●★	●●●●○●○●	Power equipment	○●●●○●●●	○●○●★●★	●●●●○●○●	●●●●○●○●
●●○●○★	●●○●○●○●	■■■■●★	●●○●○●○●	Audio system	●●●●○●○●	○●●●○●○●	●●○●○●○●	●●○●○●○●
●●○●○★	●●○●○●○●	■■■■●★	●●○●○●○●	USED-CAR VERDICTS	●●○●○●○●	●●○●○●○●	●●○●○●○●	●●○●○●○●
New	Better than avg. ●	Better than avg. ●	Much better than avg. ●	NEW-CAR PREDICTION	Better than avg. ●	Much better than avg. ●	Better than avg. ●	Better than avg. ●

[illegible]



Mazda MX-5 Miata	Mazda Tribute (4-cyl., AWD)	Mazda3 sedan	Mazda5	TROUBLE SPOTS	Mazda6	Mercedes-Benz C-Class (RWD)	Mercedes-Benz CLK	Mercedes-Benz E-Class (RWD)
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '12		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Much better than avg.	Discontinued	Much better than avg.	Better than avg.	NEW-CAR PREDICTION	Better than avg.	Average	Discontinued	Average

Mercedes-Benz GL-Class	Mercedes-Benz GLK	Mercedes-Benz M-Class (V6)	Mercedes-Benz S-Class	TROUBLE SPOTS	Mercury Grand Marquis	Mercury Milan Hybrid	Mercury Mountaineer (V8)	Mini Cooper Countryman
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Worse than avg.	Average	New	Worse than avg.	NEW-CAR PREDICTION	Discontinued	Discontinued	Discontinued	Average

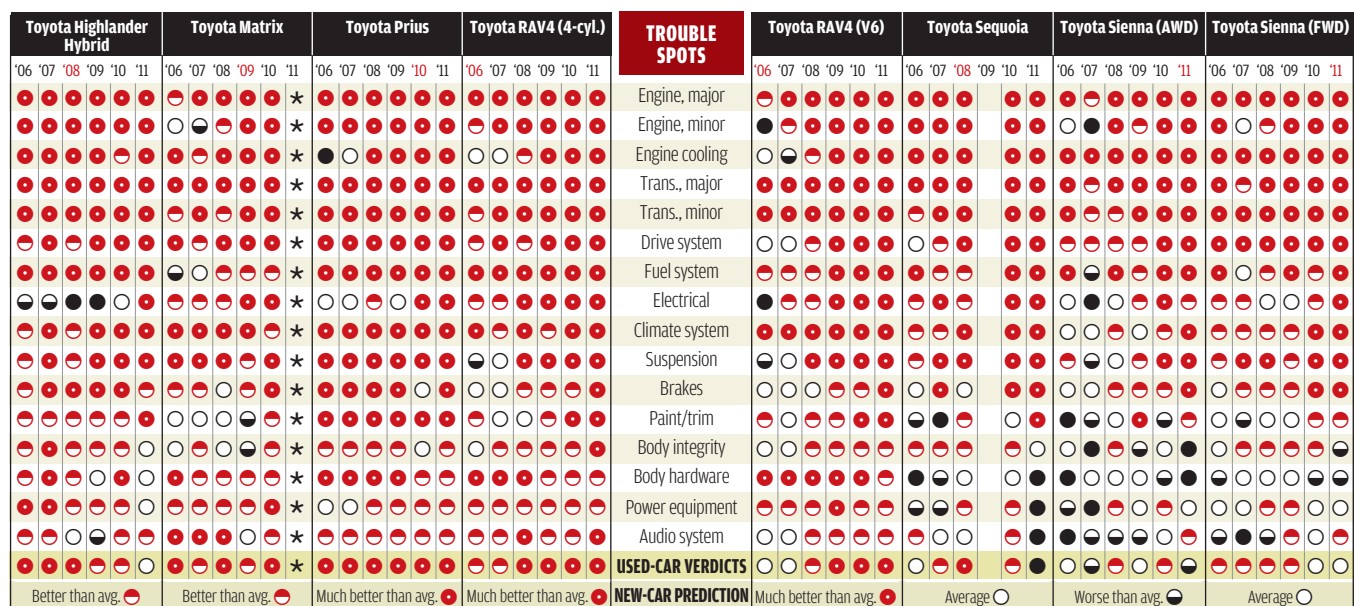
Mini Cooper Hatchback	Mini Cooper Hatchback S	Mitsubishi Outlander	Nissan 350Z, 370Z	TROUBLE SPOTS	Nissan Altima (4-cyl.)	Nissan Altima (V6)	Nissan Altima Hybrid	Nissan Cube
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
				Engine, major				
				Engine, minor				
				Engine cooling				
				Trans., major				
				Trans., minor				
				Drive system				
				Fuel system				
				Electrical				
				Climate system				
				Suspension				
				Brakes				
				Paint/trim				
				Body integrity				
				Body hardware				
				Power equipment				
				Audio system				
				USED-CAR VERDICTS				
Average	Worse than avg.	Better than avg.	Much worse than avg.	NEW-CAR PREDICTION	Better than avg.	Better than avg.	Discontinued	Better than avg.

## 2012 CARS RELIABILITY HISTORY

Nissan Frontier (4WD)	Nissan Juke	Nissan Maxima	Nissan Murano	TROUBLE SPOTS	Nissan Pathfinder	Nissan Quest	Nissan Rogue	Nissan Sentra
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11
○ ○ ○ ● ● ●		● ● ● ● ● ●	● ● ● ● ● ●	Engine, major	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
○ ○ ○ ● ● ●		● ● ● ● ● ●	● ● ● ● ● ●	Engine, minor	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ○ ○ ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Engine cooling	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Trans., major	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Trans., minor	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Drive system	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Fuel system	● ● ● ● ● ●	○ ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
○ ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Electrical	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
○ ○ ● ● ● ●		● ● ● ● ● ●	● ● ● ● ● ●	Climate system	○ ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	● ● ● ● ● ●	Suspension	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
○ ○ ○ ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Brakes	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●
○ ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Paint/trim	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Body integrity	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Body hardware	● ● ● ● ● ●	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
○ ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Power equipment	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
● ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	Audio system	● ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
○ ● ● ● ● ●		○ ● ● ● ● ●	○ ● ● ● ● ●	USED-CAR VERDICTS	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●	○ ● ● ● ● ●
Average ○	Average ○	Average ○	Better than avg. ●	NEW-CAR PREDICTION	Worse than avg. ○	NA	Better than avg. ●	Better than avg. ●

[illegible]

Saab 9-3	Saturn Aura	Saturn Vue (V6)	Scion tC	TROUBLE SPOTS	Scion xB	Scion xD	Smart ForTwo	Subaru B9 Tribeca, Tribeca	
'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11		'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	'06 '07 '08 '09 '10 '11	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Engine, major	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Engine, minor	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Engine cooling	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Trans., major	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Trans., minor	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Drive system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Fuel system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>		Electrical	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Climate system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Suspension	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Brakes	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Paint/trim	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Body integrity	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Body hardware	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Power equipment	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	Audio system	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	USED-CAR VERDICTS	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div></div>	
Average ○	Discontinued	Discontinued	NA	NEW-CAR PREDICTION	Much better than avg. ●	Much better than avg. ●	Average ○	Average ○	





## 2012 CARS RELIABILITY HISTORY

[illegible][illegible][illegible]

# BUYING? SELLING? TRADING IN?

Pinpoint the  
Real Value  
of that  
Used Car  
and Save with

**ConsumerReports®**  
**Used Car Price Service**



## Get Base Pricing... Options Costs... and Reliability Details on most used cars for the last 10 model years

How much is that used car really worth? Don't guess. Let the experts at Consumer Reports pinpoint the real market value price. Simply tell us the year, make, model, and trim line of the vehicle you want to buy, sell, or trade in (e.g., 2004 Honda Odyssey). Each report contains:

- ☒ Calculations and Prices — Discover the “Real Value” price including how to demystify the costs of additional equipment and options.
- ☒ Vehicle Overview — Find out how the car performed in real-world Consumer Reports road tests.
- ☒ Reliability Verdict — Are you about to make a big mistake and buy a clunker? Find out here before it's too late.
- ☒ Plus Successful Negotiating Strategies — Whether you're buying or selling privately, or negotiating a dealer trade-in.

Each report cost only \$12. We'll deliver your report to you by fax, mail or online.

**Call today and get the right car at the right price!**

**1-800-258-0249**

**Or go to: [www.ConsumerReports.org/UsedCarPrices](http://www.ConsumerReports.org/UsedCarPrices)**

# You benefit



# and we do, too



## Your contribution of appreciated property

— like real estate, stock, or tangible personal property — to a charitable remainder trust for the benefit of Consumers Union can result in significant financial benefits for you and can help us test thousands of products for effectiveness and reliability, inform consumers about product safety, and help protect all citizens by creating a fair and just marketplace.

Learn how you can receive lifetime income and eliminate capital gains taxes by donating appreciated property to Consumers Union.

Please contact us or mail the coupon below.

### Tell me more about donating appreciated property

My Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

E-mail (optional) \_\_\_\_\_

Telephone \_\_\_\_\_

I'm thinking of donating ☐ real estate ☐ securities ☐ other assets

Mail to: Ed Pitaro • Consumers Union • 101 Truman Avenue • Yonkers, NY 10703

E-mail to: [epitaro@consumer.org](mailto:epitaro@consumer.org) • (P) 914-378-2647

This is not legal advice. Any prospective donor should seek the advice of a qualified estate and/or tax professional to determine the consequences of his/her gift.

0412BFR

## ConsumerReports®

### Subscriptions

Visit us online at:  
[www.ConsumerReports.org/magazine](http://www.ConsumerReports.org/magazine)

Use the website to:

- Renew your current subscription
- Pay for your subscription
- Give a gift subscription
- Change your address
- Report a missing, duplicate, or damaged issue
- Cancel your subscription

You can also contact us about your subscription by phone at 800-666-5261.

Or write to us at:

Consumer Reports, P.O. Box 2109,  
Harlan, IA 51593-0298

Attach or copy address label from front cover.  
Allow four to six weeks for processing.

#### Save time, paper, and postage

Provide us your e-mail address at [www.ConsumerReports.org/magazine2](http://www.ConsumerReports.org/magazine2). We'll update you about Consumer Reports products and services.

**Price** In U.S., \$5.99 per issue, special issues \$6.99. In Canada, \$6.99 CAN per issue, special issues \$7.99 CAN (Goods and Services Tax included, GST #127047702).

All other countries add \$10 per year to the U.S. price for shipping and handling.

**Back issues** Single copies of preceding issues, \$7.95 each; Buying Guide, \$14.49 (includes shipping and handling) each. Please send payment and issue to Attn.: Customer Relations Dept., 101 Truman Ave., Yonkers, NY 10703-1057. Digital editions are available on Nook Color and Zinio Digital Newsstand. An iPad edition is available at the Apple Store.

**Permissions** Reproduction of Consumer Reports in whole or in part is forbidden without prior written permission (and is never permitted for advertising purposes). Address requests to CR Permissions Dept., 101 Truman Ave., Yonkers, NY 10703-1057.

**Mailing lists** We exchange or rent our customer postal mailing list so that it can be provided to other publications, companies, and nonprofit organizations. If you wish to have your name deleted from our list, please send your address label with a request for deletion from outside use to CONSUMER REPORTS, P.O. Box 2127, Harlan, IA 51593-0316. We do not exchange or rent customers' e-mail addresses. You can review our complete privacy policy regarding Consumer Reports information products, services, and programs at [www.ConsumerReports.org/privacy](http://www.ConsumerReports.org/privacy). If you participate in our advocacy activities, please see our Consumers Union Advocacy Privacy Policy at [www.ConsumersUnion.org/about/privacy.htm](http://www.ConsumersUnion.org/about/privacy.htm) regarding how your information is used and shared with our affiliate, the Consumers Union Action Fund.



**Consumer Reports** (ISSN 0010-7174) is published monthly, except twice in December, by Consumers Union of U.S., Inc., 101 Truman Ave., Yonkers, NY 10703-1057. Periodicals postage paid at Yonkers, NY, and at other mailing offices; Canadian postage, at Mississauga, Ontario (Canadian publications registration number 2665247, agreement number 40015148). Title Consumer Reports is a federally registered trademark in the U.S. Patent Office. Contents of this issue copyright © 2012 by Consumers Union of U.S., Inc. All rights reserved under International and Pan-American copyright conventions.

**Violations of CR's No Commercial Use policy** Our Ratings and reports may not be used in advertising. No other commercial use, including any use on the Internet, is permitted without our express written permission. Report any apparent violation at [ConsumerReports.org/violations](http://ConsumerReports.org/violations) or by mail to Consumer Reports, External Relations, 101 Truman Ave., Yonkers, NY 10703-1057.

**Voting** Paid subscribers may become voting members of CR by written request, by sending in a nomination for the board of directors, or by voting in the annual election of CR's directors; ballots are sent to paid subscribers.

**Contributions** are tax deductible in accordance with the law as Consumer Reports is a 501(c)(3) nonprofit organization. Persons who contribute \$10 to \$99 become Friends Circle Members. Contributors of \$100 to \$999 become Leadership Circle Members, and those who contribute \$1,000 or more become President's Circle Members. Donations of commonly traded securities or real estate will be accepted and immediately converted to cash. For information or to make a donation, please write to CR Foundation, 101 Truman Ave., Yonkers, NY 10703-1057 or e-mail [epitaro@consumer.org](mailto:epitaro@consumer.org).

**Planned giving** Bequests (please remember CR in your will) and Charitable Gift Annuities can help support CR's programs. For information, write to CR Fundraising, 101 Truman Ave., Yonkers, NY 10703-1057.

**Consumer Reports' staff** operates under contract between Consumer Reports and The Newspaper Guild of New York, Local 3, The Newspaper Guild, AFL-CIO.

**POSTMASTER** Send address changes to Consumer Reports, P.O. Box 2109, Harlan, IA 51593-0298. If the post office alerts us that your magazines are undeliverable, we have no further obligation to fulfill your magazines unless we have a corrected address within two years.

**CANADA POST** If copies are undeliverable, return to Consumer Reports, P.O. Box 1051, STN MAIN, Fort Erie ON L2A 6C7.



Consumer Reports is a member of Consumers International, a federation of more than 220 consumer organizations from more than 115 countries working to protect and empower consumers throughout the world. For information, go to [www.consumersinternational.org](http://www.consumersinternational.org).

#### Please remember CR in your will

For information on how to leave a bequest and become a Legacy Leader, please contact: Ed Pitaro at 914-378-2647 or [epitaro@consumer.org](mailto:epitaro@consumer.org).



# Annual auto ads-travaganza

A recent Harris Poll about the public's perception of 22 industries cited "a huge improvement in the number of people who think that the automobile industry is doing a good job of serving consumers." Still, there's no shortage of car-related goofs, plus strange signs. (Note that the parking spot for celery was meant to read "clergy.")



## Signs of the times



## Better get a GPS

As a 2011 Dodge Durango barreled down a rural lane in a TV ad last year, a voiceover said the vehicle had returned after a two-year absence during which it "toured around Europe getting handling and steering lessons on those sporty European roads." No, non, and nein. The reader who took the photo above noted that this sporty road was actually Birchim Lane, in Round Valley, Calif.



## Or not

**Dunning Toyota of Ann Arbor**  
www.dunningtoyota.com

**BUY 3 TIRES  
GET 4TH FOR \$100 OFF**

CALL OUR SERVICE DEPARTMENT  
FOR PRICES

COMPLIMENTARY  
ROAD HAZARD

**Thanks!**  
A free nail, pothole, or wayward deer? Can't wait.



## And this is a good thing?

Then a kid with an "I'm a Police Officer! Dashboard" pulls her over.



## Golden Cocoon Award

"I bought an Audi A3 TDI partly because this Audi seemed more environmentally sensitive," a reader wrote us after receiving these elaborately packaged promotional materials. "The car, yes. The company, no."

The Consumer Reports New Car Price Report includes access to the Build & Buy Service. Purchasers have saved over \$100 million vs MSRP using this program\*.



# Consumer Reports Holds the Key to Your New Car

Find the right price for the car you select with our New Car Price Report

We operate on the principle that an educated buyer gets the best deal. To that end, we provide you with extensive and essential information in our New Car Price Report.

Simply put, our New Car Price Report equips you with the information necessary to get a great price.

## Consumer Reports New Car Price Report

We offer a New Car Price Report for nearly every new car make and model. You can customize your Report

### Each Consumer Reports New Car Report Includes:

- Detailed Pricing of All Factory-Installed Options
- Unpublished Dealer Incentives and Holdbacks
- Equipment Cost and Recommendations
- Current Safety Ratings
- Negotiating Tips and Traps
- Reliability Ratings

by selecting vehicle equipment options that work for you. Not only do we supply you with key pricing information, but we also display it in an easy-to-read presentation.

### When it comes to pricing, we've got you covered:

- **Dealer Invoice Price.** It's the dealer's maximum cost to acquire the car from the manufacturer.
- **Incentives.** These include dealer incentives, customer cash incentives and finance incentives.
- **Consumer Reports Bottom Line Price.** This is the place to start negotiating, taking into account regional marketing fees, dealer incentives and holdbacks.

**ConsumerReports®**  
**New Car Price Service**

Call Now For Your \$14 Report. \$12 for each additional report.

**1-800-406-5461**

Or go to [www.ConsumerReports.org/greatdeal](http://www.ConsumerReports.org/greatdeal)

# Canada Extra

Information from CONSUMER REPORTS® for Canadian readers

## In this special section

The 2012 cars 50A

For more information 50D

## How to use the Canada Extra section

Every month, Canada Extra provides Canadian pricing and availability information about products tested for that issue. For the Annual Auto Issue of CONSUMER REPORTS, the section features prices for new cars in Canada. It also includes information on some recent recalls of vehicles in Canada, along with Canadian contact information for auto manufacturers.

## The 2012 cars

The prices below are for the models in this issue. They are the manufacturers' suggested retail prices in Canadian dollars.

For most models, the price range covers several trim lines (which differ mainly in their features) and body styles but doesn't include options or a destination charge.

Where only one price is listed, the vehicle is offered in only one version. "NA" indicates that the price was not announced in time to be included in this list.

For most vehicles, trim lines and specifications for the models sold in Canada closely resemble the U.S. information in the vehicle

profiles that begin on page 40 of this issue.

For some models, trim lines might be added or omitted for Canada, or the features offered for a trim line might differ somewhat from those for the U.S. version. For more information, contact the manufacturer.

Make & model	Price range
Acura ILX	NA
Acura MDX	\$52,690 - \$62,890
Acura RDX	40,490 - 42,490
Acura RL	64,690
Acura TL	39,490 - 48,990
Acura TSX	31,890 - 41,890
Acura ZDX	54,990
Audi A3	34,100 - 37,500
Audi A4/S4	37,800 - 59,400
Audi A5/S5	46,700 - 72,400
Audi A6	58,800 - 65,700
Audi A7	68,600 - 74,300
Audi A8	99,700 - 172,000
Audi Q5	41,200 - 49,900
Audi Q7	58,800 - 68,500
Audi TT	48,400 - 67,600
BMW 1 Series	36,000 - 48,700
BMW 3 Series	43,600 - 75,100
BMW 5 Series	54,500 - 75,900
BMW 5 Series Gran Turismo	69,950 - 80,150
BMW 6 Series	101,500 - 109,900
BMW 7 Series	110,300 - 186,500

Make & model	Price range
BMW X3	\$41,900 - \$46,900
BMW X5	61,800 - 98,300
BMW X6	66,650 - 100,900
BMW Z4	54,300 - 77,900
Buick Enclave	43,910 - 55,935
Buick LaCrosse	34,935 - 45,765
Buick Regal	30,085 - 42,490
Buick Verano	22,595 - 27,620
Cadillac CTS	42,210 - 75,110
Cadillac Escalade	85,260 - 112,655
Cadillac SRX	42,160 - 54,740
Cadillac XTS (2013)	NA
Chevrolet Avalanche	42,655 - 58,825
Chevrolet Camaro	27,965 - 58,000
Chevrolet Colorado	24,045 - 36,670
Chevrolet Corvette	60,050 - 128,790
Chevrolet Cruze	15,655 - 25,990
Chevrolet Equinox	26,445 - 35,810
Chevrolet Impala	28,125 - 34,270
Chevrolet Malibu	24,125 - 34,205
Chevrolet Silverado 1500	26,755 - 58,530
Chevrolet Sonic	14,495 - 20,995



Make & model	Price range
Chevrolet Spark	NA
Chevrolet Suburban	\$52,420 - \$73,415
Chevrolet Tahoe	49,745 - 71,990
Chevrolet Traverse	36,035 - 50,960
Chevrolet Volt	41,545
Chrysler 200	19,995 - 39,665
Chrysler 300	32,995 - 49,095
Chrysler Town & Country	40,095 - 46,095
Coda EV	NA
Dodge Avenger	19,995 - 29,095
Dodge Challenger	26,995 - 49,095
Dodge Charger	29,995 - 48,095
Dodge Dart (2013)	NA
Dodge Durango	37,995 - 50,295
Dodge Grand Caravan	27,995 - 38,895
Dodge Journey	20,995 - 31,595
Dodge Ram 1500	26,770 - 48,865
Fiat 500	15,995 - 23,995
Fisker Karma	NA
Ford Edge (2013)	27,999 - 43,499
Ford Escape (2013)	21,499 - 37,499
Ford Expedition	47,199 - 60,599
Ford Explorer (2013)	29,999 - 44,399
Ford F-150	19,999 - 64,699
Ford Fiesta	12,999 - 18,999
Ford Flex (2013)	30,499 - 44,399
Ford Focus	15,999 - 25,099
Ford Fusion	19,999 - 35,599
Ford Mustang (2013)	23,999 - 44,299
Ford Taurus (2013)	28,799 - 49,199
GMC Acadia	38,590 - 58,240
GMC Canyon	24,045 - 36,670
GMC Sierra 1500	26,755 - 58,530
GMC Terrain	28,395 - 37,270
GMC Yukon	49,745 - 81,065
GMC Yukon XL	52,420 - 77,255
Honda Accord	26,790 - 35,890
Honda Civic	14,990 - 27,350
Honda Crosstour	34,900 - 38,900
Honda CR-V	25,990 - 34,990
Honda CR-Z (2011)	23,490
Honda Fit	14,480 - 19,980
Honda Insight (2010)	23,900 - 27,500
Honda Odyssey	29,990 - 46,990
Honda Pilot	34,820 - 48,420
Honda Ridgeline	34,990 - 41,990
Hyundai Accent	13,199 - 18,399
Hyundai Azera	NA
Hyundai Elantra	15,849 - 24,699
Hyundai Equus	64,499 - 71,999
Hyundai Genesis	39,999 - 53,499
Hyundai Genesis Coupe	24,899 - 38,299
Hyundai Santa Fe	23,999 - 37,599

Make & model	Price range
Hyundai Sonata	\$22,699 - \$34,199
Hyundai Tucson	19,999 - 34,349
Hyundai Veloster	18,999 - 23,899
Infiniti EX	39,900 - 53,300
Infiniti FX	53,250 - 71,850
Infiniti G	36,390 - 61,600
Infiniti JX	NA
Infiniti M	52,400 - 73,800
Infiniti QX	73,100 - 81,250
Jaguar XF	59,800 - 86,900
Jaguar XJ	88,000 - 135,500
Jaguar XK	98,625 - 146,000
Jeep Compass	18,995 - 26,995
Jeep Grand Cherokee	37,995 - 55,095
Jeep Liberty	30,395 - 34,395
Jeep Patriot	17,995 - 26,595
Jeep Wrangler	22,695 - 34,595
Kia Forte	15,995 - 26,195
Kia Optima (2011)	21,995 - 33,695
Kia Rio	13,795 - 20,795
Kia Sedona	27,995 - 36,495
Kia Sorento	26,595 - 40,995
Kia Soul	16,595 - 25,395
Kia Sportage	21,995 - 34,995
Land Rover LR2	44,950 - 48,750
Land Rover LR4	59,900 - 70,790
Land Rover Range Rover	94,300 - 138,740
Land Rover Range Rover Evoque	46,995 - 52,595
Land Rover Range Rover Sport	73,650 - 100,650
Lexus CT 200h	30,950 - 39,350
Lexus ES	42,150 - 52,200
Lexus GS (2013)	51,900 - 58,950
Lexus GX	62,200 - 77,800
Lexus HS Hybrid (2011)	40,850
Lexus IS	32,900 - 72,650
Lexus LS	83,050 - 144,350
Lexus LX (2013)	87,000 - 94,350
Lexus RX	44,950 - 62,850
Lincoln MKS (2013)	47,700 - 52,200
Lincoln MKT (2013)	50,550 - 50,450
Lincoln MKX (2013)	47,650
Lincoln MKZ	38,400 - 42,200
Lincoln Navigator	61,200 - 73,500
Lotus Evora	NA
Mazda CX-5	22,995 - 33,890
Mazda CX-7	26,595 - 39,290
Mazda CX-9	36,395 - 49,790
Mazda MX-5 Miata	28,995 - 41,195
Mazda2	14,095 - 19,345
Mazda3	15,795 - 27,790
Mazda5	21,895 - 27,385
Mazda6	23,995 - 40,040
Mercedes-Benz C-Class	36,700 - 66,900

Make & model	Price range
Mercedes-Benz CL	\$135,900 - \$243,000
Mercedes-Benz CLS	84,500 - 109,900
Mercedes-Benz E-Class	57,900 - 102,100
Mercedes-Benz GL-Class	77,400 - 93,900
Mercedes-Benz GLK-Class	41,600 - 43,800
Mercedes-Benz M-Class	57,900 - 99,900
Mercedes-Benz R-Class	57,400 - 58,500
Mercedes-Benz S-Class	108,200 - 236,100
Mercedes-Benz SL	130,200 - 166,100
Mercedes-Benz SLK	66,500
Mini Cooper	23,950 - 42,900
Mini Cooper Countryman	26,450 - 32,400
Mitsubishi i	32,998
Mitsubishi Lancer	15,998 - 41,998
Mitsubishi Outlander	25,598 - 30,498
Mitsubishi Outlander Sport (RVR)	19,998 - 28,998
Nissan Altima	23,998 - 39,498
Nissan Armada	55,978 - 59,178
Nissan Cube (2011)	17,598 - 21,498
Nissan Frontier	24,478 - 40,278
Nissan GT-R (2013)	103,980 - 113,380
Nissan Juke	19,998 - 26,778
Nissan Leaf	38,395
Nissan Maxima	37,880 - 42,880
Nissan Murano	34,498 - 44,098
Nissan Pathfinder	37,998 - 52,598
Nissan Quest	29,998 - 50,578
Nissan Rogue	23,778 - 34,278
Nissan Sentra	15,478 - 25,578
Nissan Titan	33,898 - 55,548
Nissan Versa	11,798 - 20,878
Nissan Xterra	33,998 - 37,878
Nissan Z	40,978 - 47,478
Porsche 911	93,700 - 279,500
Porsche Boxster	56,500 - 69,500
Porsche Cayenne	55,900 - 120,000
Porsche Cayman	59,200 - 77,000
Porsche Panamera	87,500 - 198,100
Scion FR-S (2013)	NA
Scion iQ	16,760
Scion tC	20,940
Scion xB	18,360
Scion xD	17,280
Smart ForTwo	14,350 - 23,900
Subaru BRZ (2013)	NA
Subaru Forester	25,995 - 35,995

Make & model	Price range
Subaru Impreza	\$19,995 - \$26,795
Subaru Impreza WRX/STi	32,495 - 42,695
Subaru Legacy	23,995 - 26,795
Subaru Outback	28,995 - 39,495
Subaru Tribeca	38,995 - 45,495
Suzuki Grand Vitara (2011)	28,135 - 30,695
Suzuki Kizashi (2011)	25,995 - 30,495
Suzuki SX4 (2011)	17,895 - 23,195
Tesla Model S	NA
Toyota 4Runner	36,935 - 49,780
Toyota Avalon	41,195
Toyota Camry	23,700 - 34,510
Toyota Corolla	15,450 - 26,400
Toyota FJ Cruiser	32,725 - 41,995
Toyota Highlander	31,675 - 45,075
Toyota Matrix	16,795 - 28,070
Toyota Prius	25,995 - 34,080
Toyota Prius C	NA
Toyota Prius V	27,200 - 36,875
Toyota RAV4	24,865 - 37,300
Toyota Sequoia	48,935 - 66,570
Toyota Sienna	28,120 - 49,210
Toyota Tacoma	22,100 - 37,125
Toyota Tundra	26,210 - 36,695
Toyota Venza	29,425 - 41,125
Toyota Yaris	13,990 - 19,990
Volkswagen Beetle	21,975 - 30,425
Volkswagen CC	33,375 - 46,375
Volkswagen Eos	39,075 - 45,775
Volkswagen Golf	19,975 - 39,675
Volkswagen GTI	29,375 - 39,675
Volkswagen Jetta	15,875 - 28,875
Volkswagen Jetta SportWagen (Golf Wagon)	22,975 - 31,495
Volkswagen Passat	23,975 - 37,475
Volkswagen Routan	28,575 - 42,975
Volkswagen Tiguan	27,875 - 38,375
Volkswagen Touareg	48,875 - 63,685
Volvo C30	30,995 - 44,000
Volvo C70	54,500 - 59,375
Volvo S60	38,300 - 50,325
Volvo S80	49,100 - 69,995
Volvo XC60	39,995 - 59,095
Volvo XC70	43,995 - 53,445
Volvo XC90	48,900 - 60,025

# For more information

Whether you're looking for information about a specific car model or looking for more general automotive and transportation information, the Internet and your telephone provide access to a wide variety of sources.

**Automobile manufacturers.** Most manufacturers have a local phone number and a toll-free phone number for calls from anywhere in Canada. The table at right provides those numbers, along with each company's Web address. "NA" indicates that we could not obtain a phone number.

**Federal and provincial governments and organizations.** Transport Canada can provide general information on vehicle-safety standards, vehicle-restraint systems, fuel-consumption ratings, emissions, collision statistics, tires, and other topics. From Canada (except Ottawa), call 800-333- 0371; from Ottawa and from other countries, call 613-998-8616.

Transport Canada's website ([www.tc.gc.ca](http://www.tc.gc.ca)) has information on topics such as road safety and Canadian automotive regulations. You'll also find a number of other useful resources, including Natural Resources Canada (environmental information), Statistics Canada (information on a wide variety of subjects, including data derived from the national census), the Canadian Automobile Association (information on safety, travel, and other consumer topics), and the Transportation Association of Canada (technical and advocacy transportation issues).

You'll also find links to U.S. organizations and government agencies, including the National Highway Traffic Safety Administration ([www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)), the Transportation Research Board ([www.trb.org](http://www.trb.org)), and the Insurance Institute for Highway Safety ([www.iihs.org](http://www.iihs.org)).

**Automotive organizations.** A good source of information is [www.canadiandriver.com](http://www.canadiandriver.com). It has links to various groups, including the Canada Safety Council (for driving safety and other safety-related topics). The Canadian Council of Motor Transport Administrators ([www.ccmta.ca](http://www.ccmta.ca)), a transportation and highway-safety organization, is another resource.

MAKE	LOCAL NUMBER	TOLL-FREE NUMBER	WEB ADDRESS
Acura	416-284-8110	888-922-8729	<a href="http://www.acura.ca">www.acura.ca</a>
Audi	NA	800-822-2834	<a href="http://www.audi.ca">www.audi.ca</a>
BMW	905-683-1200	800-567-2691	<a href="http://www.bmw.ca">www.bmw.ca</a>
Buick	905-644-5000	800-263-3777	<a href="http://www.gm.ca">www.gm.ca</a>
Cadillac	905-644-5000	800-263-3777	<a href="http://www.gm.ca">www.gm.ca</a>
Chevrolet	905-644-5000	800-263-3777	<a href="http://www.gm.ca">www.gm.ca</a>
Chrysler	519-973-2000	800-465-2001	<a href="http://www.chrysler.ca">www.chrysler.ca</a>
Coda	855-464-2632	NA	<a href="http://www.codaautomotive.com">www.codaautomotive.com</a>
Dodge	519-973-2000	800-465-2001	<a href="http://www.dodge.ca">www.dodge.ca</a>
Fiat	NA	NA	<a href="http://www.fiatcanada.com">www.fiatcanada.com</a>
Fisker	NA	NA	<a href="http://www.fiskerautomotive.com">www.fiskerautomotive.com</a>
Ford	905-845-2511	800-565-3673	<a href="http://www.ford.ca">www.ford.ca</a>
GMC	905-644-5000	800-263-3777	<a href="http://www.gm.ca">www.gm.ca</a>
Honda	416-284-8110	888-946-6329	<a href="http://www.honda.ca">www.honda.ca</a>
Hyundai	NA	NA	<a href="http://www.hyundaicanada.com">www.hyundaicanada.com</a>
Infiniti	905-629-2888	800-361-4792	<a href="http://www.infiniti.ca">www.infiniti.ca</a>
Jaguar	905-792-9400	800-668-6257	<a href="http://www.jaguar.ca">www.jaguar.ca</a>
Jeep	519-973-2000	800-465-2001	<a href="http://www.jeep.ca">www.jeep.ca</a>
Kia	NA	NA	<a href="http://www.kia.ca">www.kia.ca</a>
Land Rover	905-792-1121	800-346-3493	<a href="http://www.landrover.ca">www.landrover.ca</a>
Lexus	416-438-6320	800-265-3987	<a href="http://www.lexus.ca">www.lexus.ca</a>
Lincoln	905-845-2511	800-565-3673	<a href="http://www.lincolncanada.com">www.lincolncanada.com</a>
Mazda	NA	NA	<a href="http://www.mazda.ca">www.mazda.ca</a>
Mercedes-Benz	416-425-3550	800-387-0100	<a href="http://www.mercedes-benz.ca">www.mercedes-benz.ca</a>
Mini Cooper	866-378-6464	866-378-6464	<a href="http://www.mini.ca">www.mini.ca</a>
Mitsubishi	NA	888-576-4878	<a href="http://www.mitsubishi-motors.ca">www.mitsubishi-motors.ca</a>
Nissan	905-629-2888	800-387-0122	<a href="http://www.nissan.ca">www.nissan.ca</a>
Porsche	770-290-3500	800-767-7243	<a href="http://www.porsche.com/canada">www.porsche.com/canada</a>
Scion	NA	NA	<a href="http://www.scion.ca">www.scion.ca</a>
Smart	NA	877-627-8004	<a href="http://www.thesmart.ca">www.thesmart.ca</a>
Subaru	905-568-4959	800-894-4212	<a href="http://www.subaru.ca">www.subaru.ca</a>
Suzuki	514-956-7986	NA	<a href="http://www.suzuki.ca">www.suzuki.ca</a>
Tesla	416-969-8800	NA	<a href="http://www.teslamotors.com">www.teslamotors.com</a>
Toyota	416-438-6320	888-869-6828	<a href="http://www.toyota.ca">www.toyota.ca</a>
Volkswagen	248-754-5000	800-822-8987	<a href="http://www.vw.ca">www.vw.ca</a>
Volvo	416-493-3700	800-663-8255	<a href="http://www.volvocars.com">www.volvocars.com</a>