

ANNUAL AUTO ISSUE ▀ RATINGS OF 280+ VEHICLES

APR 13

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OF THE YEAR
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Best & Worst Cars for 2013

Exclusive
Ratings, reliability,
recommendations

**Easy steps
to a real deal**

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**PLUS
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MAKES
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Honda Accord
Top midsize sedan

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Plus Top tires for cars, SUVs & trucks PAGE 24

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Annual auto issue

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ON OUR COVER: SEE HOW WE TEST CARS

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How we test cars



PIT CREW Our auto editors and test team make this issue possible.

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 \$2.5 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 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 1.2 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.

Up front



Honda Accord




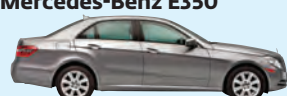

Highs & lows of the past year

We've tested more than 80 vehicles in the past 12 months, and here are the models that cruised to a top score and those that, well, sputtered to the finish. It's notable that two midsize sedans earned the highest tallies, outpacing several luxury cars. Our scores are based on a 100-point scale.








Mercedes-Benz E350

► Highest-scoring vehicles

| MODEL | SCORE | DESCRIPTION |
|--|-----------|--|
| Honda Accord  | 90 | We tested two versions of Honda's redesigned flagship—a four-cylinder LX and a V6 EX-L—and each earned the same high score. |
| Ford Fusion Hybrid  | 87 | Ford got a lot right with the redesigned Fusion, and the super-efficient Hybrid is a standout. It squeezed out an eye-popping 39 mpg overall, and it's fun to drive. |
| BMW 328i  | 86 | It's hard to find serious fault with this redesigned 3 Series. It delivers quick acceleration, invigorating handling, and the best fuel economy of any sports sedan. |
| Mercedes-Benz E350  | 86 | This solid luxury sedan treats you to a comfortable ride, a quiet and well-finished cabin, and agile handling for its size. |
| Mercedes-Benz C250  | 85 | The C250 finished only a point behind its rival, the BMW 328i, but it's quieter and more refined, and has a comfortable and impeccably finished cabin. |

► Lowest-scoring vehicles

| MODEL | SCORE | DESCRIPTION |
|--|-----------|--|
| Scion iQ  | 29 | This tiny car is super-easy to park and gets 34 mpg overall. But that's the only good news. It's slow and noisy, and it has a buckboard ride. |
| Chevrolet Spark  | 34 | The Spark is another affordable city car that's easy on gas and a snap to park. But it has sluggish acceleration, a stiff, jittery ride, and relentless cabin noise. |
| Mitsubishi i-MiEV  | 34 | This electric car gets the equivalent of 111 mpg. But it's no bargain. The i-MiEV is slow and bumpy, and it has a cramped cabin and limited driving range. |
| Toyota Yaris  | 41 | Its 32-mpg overall gas mileage is good, but this spartan hatchback subjects you to a noisy cabin, uncomfortable seats, and a jittery ride. |
| Toyota Tacoma  | 50 | This workhorse has a punchy engine that's great for hauling. But it feels dated and uncomfortable for everyday driving, with clumsy handling and a rough ride. |



Toyota Prius C

OWNER
COST
\$26K



BMW 750Li

OWNER
COST
\$107K

Most & least expensive cars to own

IT'S IMPORTANT, of course, to get a good deal when you buy a car. But it's just as critical to look down the road at how much a vehicle will cost you to own. Here are the models we've tested that have the lowest and highest owner-cost estimates, per category, over the first five years. The estimates factor in depreciation, fuel cost, loan interest, insurance premiums, sales tax, and maintenance and repairs. These vehicles are equipped with typical options and an automatic transmission unless noted otherwise.

| TYPE | FRUGAL | 5-YEAR COST | COSTLY | 5-YEAR COST |
|-----------------------|--------------------------|-----------------|-------------------------------|-----------------|
| Subcompact car | Toyota Prius C | \$25,500 | Kia Rio EX | \$32,750 |
| Compact car | Toyota Corolla LE | 28,000 | Chevrolet Cruze Eco | 37,500 |
| Midsize sedan | Toyota Camry Hybrid XLE | 32,500 | Kia Optima SX 2.0T | 44,000 |
| Large sedan | Buick LaCrosse (eAssist) | 43,750 | Chrysler 300C | 56,750 |
| Upscale sedan | Buick Verano | 38,000 | Cadillac ATS | 54,000 |
| Luxury sedan | Lexus ES300h | 42,750 | BMW 750Li | 107,000 |
| Sporty car | Mini Cooper (manual) | 28,750 | Chevrolet Corvette Z06 (man.) | 71,250 |
| Small SUV | Subaru XV Crosstrek | 35,000 | Volkswagen Tiguan SEL | 48,500 |
| Midsize SUV | Hyundai Santa Fe Sport | 37,250 | Jeep Grand Cherokee Ltd (V8) | 62,500 |
| Large SUV | Ford Flex SEL | 50,000 | Chevrolet Tahoe LTZ | 73,750 |
| Luxury SUV | Acura RDX | 48,750 | Cadillac Escalade (base) | 84,739 |

Sneak peeks at upcoming models

▣ Jeep Grand Cherokee Spring 2013

The biggest news for Jeep's venerable SUV is a 240-hp V6 diesel engine that's said to deliver highway fuel economy of 28 to 30 mpg and a whopping 730-mile cruising range with two-wheel drive. That's enough to take you from Washington, D.C., to Chicago without a pit stop. The diesel can also tow the same hefty 7,400 pounds as the V8 model. Other changes include styling tweaks and an eight-speed automatic transmission.

▣ Acura MDX Summer 2013

Redesigned for 2014, this seven-passenger midsize SUV will have a slightly longer wheelbase, which provides more second-row leg room and better access to the tight third-row seat. Power will come from a new 3.5-liter V6, with direct injection and cylinder deactivation for improved fuel economy.

▣ Infiniti Q50 Summer 2013

The Infiniti G has been one of our top-rated sport sedans for years. But its 2014 redesign includes a new name. (All new Infinitis, in fact, will now begin with Q or QX.) Drivetrain choices include a 328-hp, 3.7-liter V6 or new hybrid system, and rear- or all-wheel drive. New tech includes Infiniti's Active Lane Control, which is claimed to perform minor steering corrections to help compensate for road imperfections and crosswinds.

▣ Chevrolet Silverado Summer 2013

GM's mega-selling pickup has received changes for 2014 that help usher it into the modern era. Its three new aluminum engines use direct injection and variable-valve timing for improved fuel economy. Each is mated to a six-speed automatic transmission. Modern safety features offered include lane-departure and forward-collision warning systems, a backup camera, and hill-start assist. And new LED lighting under the bed rails could come in handy when loading cargo after dark. The same changes apply to the Silverado's twin, the GMC Sierra.

▣ Ford Fiesta Spring 2013

When equipped with its tiny 123-hp, 1.0-liter turbocharged three-cylinder engine—one of the smallest available in the U.S.—the refreshed subcompact Fiesta will get what Ford claims is the best fuel economy of any nonhybrid, nondiesel car in the U.S. It will launch first with only a manual transmission; an automatic will come later. If you want a little more zip, the sportier Fiesta ST gets the full hot-hatch treatment, with a 197-hp turbocharged four, larger wheels and tires, steering and suspension tweaks, and form-fitting Recaro sports seats.





Best & worst fuel economy

The latest plug-in electric cars are getting the equivalent of more than 100 mpg in our tests. But most can go only about 75 miles before needing to be recharged. An electric car could be a good choice for drivers with a moderate commute, but hybrids, plug-in hybrids, and diesel cars typically provide great fuel economy and are more practical. And for less money, some midsize sedans, such as the four-cylinder Nissan Altima and Honda Accord, are pushing the boundaries of what we expect from that class. The mpg shown below is based on our real-world fuel-economy tests.

THRIFTIEST

Electric cars and plug-in hybrids

| | MPG |
|------------------------|----------------------------------|
| Mitsubishi i-MiEV | 111 ^① |
| Ford Focus Electric | 107 ^① |
| Nissan Leaf | 106 ^① |
| Chevrolet Volt | 99 ^① /32 ^② |
| Fisker Karma Eco Sport | 66 ^① /22 ^② |

Small cars

| | |
|---|----|
| Toyota Prius | 44 |
| Toyota Prius C | 43 |
| Honda Civic Hybrid | 40 |
| Smart ForTwo | 39 |
| Honda Insight EX (hybrid) | 38 |
| Volkswagen Golf TDI (diesel) ^③ | 38 |
| Scion iQ | 34 |
| Volkswagen Jetta TDI (diesel) | 34 |

Midsize cars

| | |
|-----------------------------------|----|
| Toyota Prius V (hybrid) | 41 |
| Ford Fusion SE Hybrid | 39 |
| Toyota Camry Hybrid XLE | 38 |
| Ford C-Max Hybrid SE | 37 |
| Volkswagen Passat TDI SE (diesel) | 37 |
| Hyundai Sonata Hybrid | 33 |
| Nissan Altima 2.5 S | 31 |
| Honda Accord LX | 30 |

Upscale and luxury cars

| | |
|-------------------------------------|----|
| Lexus CT 200h (hybrid) | 40 |
| Lexus ES 300h (hybrid) | 36 |
| Acura ILX (2.0L) | 28 |
| BMW 328i | 28 |
| Buick LaCrosse (eAssist hybrid) | 26 |
| Mercedes-Benz E350 BlueTec (diesel) | 26 |
| Volkswagen CC Sport (2.0T) | 26 |

Small SUVs

| | |
|-----------------------------|----|
| Mini Cooper Countryman S | 26 |
| Subaru XV Crosstrek Premium | 26 |

Midsize and luxury SUVs

| | |
|---------------------------------------|----|
| Toyota Highlander Hybrid Limited | 27 |
| Lexus RX 450h (hybrid) | 26 |
| Volkswagen Touareg TDI Sport (diesel) | 24 |
| Hyundai Santa Fe Sport (2.4) | 23 |
| BMW X5 35d (diesel) | 22 |

THIRSTIEST

Small cars

| | |
|----------|----|
| Scion xB | 23 |
|----------|----|

Midsize cars

| | |
|----------------------------|----|
| Chrysler 200 Limited (V6) | 21 |
| Dodge Avenger SXT (4-cyl.) | 21 |

Upscale and luxury cars

| | |
|---------------|----|
| BMW 750Li | 18 |
| Chrysler 300C | 18 |

Small SUVs

| | |
|------------------------------|----|
| Mitsubishi Outlander GT (V6) | 19 |
|------------------------------|----|

Large and luxury SUVs

| | |
|--------------------|----|
| Cadillac Escalade | 13 |
| Ford Expedition EL | 13 |
| Lincoln Navigator | 13 |
| Nissan Armada | 13 |

^① Miles-per-gallon equivalent on electric power.

^② Miles per gallon using gas engine.

^③ Tested with manual transmission.

Best cars under \$25,000

If you're keeping one eye on our Ratings and the other on your budget, this list can help. Each model here is a good all-around choice that meets our requirements for being recommended (see page 28). The price includes typical options and an automatic transmission, unless a manual is indicated. Listed in alphabetical order.

| MODEL | PRICE |
|-------------------------------------|----------|
| Chevrolet Cruze 1LT (1.4T) | \$21,030 |
| Chevrolet Sonic LT (1.8) | 17,455 |
| Honda Accord LX (4-cyl.) | 23,270 |
| Honda Civic EX | 21,605 |
| Honda Fit (base) | 16,915 |
| Hyundai Accent GLS | 16,320 |
| Hyundai Elantra GLS | 19,220 |
| Hyundai Sonata GLS (2.4) | 22,495 |
| Hyundai Veloster (base, manual) | 20,475 |
| Kia Optima LX (2.4) | 22,775 |
| Kia Rio EX (sedan) | 17,545 |
| Kia Soul Plus | 18,475 |
| Mazda2 Touring | 17,845 |
| Mazda3 i Touring (Skyactiv) | 22,745 |
| Mazda5 Grand Touring | 24,820 |
| Mini Cooper (base, manual) | 21,700 |
| Mitsubishi Outlander Sport SE (AWD) | 24,520 |
| Nissan Altima 2.5 S | 23,410 |
| Nissan Juke SV (AWD) | 24,840 |
| Scion xB | 18,612 |
| Scion xD | 16,900 |
| Subaru Impreza Premium (sedan) | 21,345 |
| Subaru Impreza Sport Premium | 22,345 |
| Subaru Legacy 2.5i Premium | 24,189 |
| Subaru XV Crosstrek Premium | 24,215 |
| Toyota Camry LE (4-cyl.) | 24,060 |
| Toyota Corolla LE | 18,975 |
| Toyota Matrix (base, 1.8L) | 20,910 |
| Volkswagen Golf (2.5) | 20,830 |





Avoid rude surprises

WHEN YOU BUY A CAR, sometimes you're so busy checking out the big things that you can miss important details. And don't expect the salesperson to point them out. Here are some easily overlooked items that can lead to unpleasant surprises.

No spare, no jack. Many cars now come without either. What you may find if you pull off to the side of a road with a flat is a sealant kit and a small air compressor. Unfortunately, neither is of any help if a tire's sidewall is damaged. So you could be stranded until a tow truck arrives. You can buy an optional spare tire kit for certain cars, but it can be frustrating when those basics become extra-cost items.

Pricey tires on economical cars. Even many mainstream cars, such as the Mazda3, Subaru Impreza, and Toyota Camry, now come with performance tires, either standard or optional. They're meant to provide better handling and braking. But when it's time for new tires, owners may find that their "economy" car requires costlier replacements than they expected.

"Three person" rear seats. Sure, there may be three sets of safety belts back there, but just try putting someone, especially an adult, in that center position for any length of time. The center seats in some cars are so contoured or tight that a person could end

up sitting on an uncomfortable hump. Try it yourself before buying.

The extended-warranty push. It's likely you won't be able to exit the showroom without a pitch for an extended warranty. Unless you're buying a particularly trouble-prone model, we suggest skipping it, as you'll probably pay more in premiums than you'll save in repair costs. Also, when in the showroom, remember that you don't have to decide on the spot; typically, you can sign up for an extended warranty weeks after buying the car. So relax, breathe easy, and say, "I'll sleep on it."

"Easy install" child-seat anchors. The LATCH anchor system was designed to make it easier to secure a child seat than using a car's safety belt. But in our testing, we've found numerous vehicles where the lower rear-seat LATCH anchors were tucked so far behind the seat cushion that it was hard to attach a seat. If you need them, try them out before you buy.

■ DID YOU KNOW?

"Go anywhere" AWD?

A common myth is that four- or all-wheel drive gives you more grip on slippery roads in any situation. But it helps only when you go straight ahead or backward, not when you stop or corner. For more control in those situations, you should have antilock brakes and electronic stability control.

ILLUSTRATION: DAVID SENOIR

Trendsetting cars that got things rolling

In the last few decades, some models have sped in and out of our memories, while others helped steer the direction of auto design for years. Here are 10 that helped to shape the models we're driving now.



■ Honda Civic

The third-generation 1984 Civic arguably set the stage for the modern compact car. It grew in size and refinement, transcending the image of a cheap "econobox" and becoming a reasonable choice for families on a budget. With what we called "outstanding" handling, it posted a record speed in our accident-avoidance test.



■ Jeep Cherokee

The 1984 four-door Cherokee got the SUV bandwagon rolling. It was the first compact SUV that combined four-wheel drive and rugged looks with the practicality of a station wagon. The Cherokee was a huge hit with families and blazed the path for the Ford Explorer and dozens more to follow.



■ BMW 3 Series

A modern-day icon, the 3 Series has been the sport-sedan benchmark for decades. Its inviting blend of handling, performance, and practicality has influenced the design of many of its competitors, as well as many of today's mainstream passenger sedans. The second-generation 3 Series, introduced in 1983, was the first with four doors.



■ Dodge Caravan and Plymouth Voyager

When Chrysler's first minivans rolled into showrooms in 1983, they radically changed how families got around and sent other automakers scrambling to design their own versions. The result was a confusing mishmash of styles until most competitors decided it was better to simply emulate Chrysler's original concept.



■ Toyota RAV4

With the 1996 RAV4, Toyota broke tradition by designing an SUV on a carlike unibody platform instead of the trucklike body-on-frame design commonly used. With a fully independent suspension, it provided more agile handling and a better ride, and ushered in the era of the more civilized SUV.

Cool features you can buy now

New high-tech systems are popping up faster than you can say microchip. These five aren't mainstream yet but may catch on.

1 Inflatable safety belts

Ford has started offering rear safety belts that have mini air bags stitched inside their webbing. If activated, these belts inflate to five times the width of a conventional belt. The extra width helps spread the force of an impact on a passenger's body more effectively than standard safety belts and can help reduce neck and chest injuries in severe crashes. Ford says the potential benefits are greatest for the elderly and the young, and for small passengers who don't fit well in regular belts. They're now available on the Explorer and Flex SUVs and will be an option for the 2013 Lincoln MKT SUV and MKZ sedan.

2 Guided tire inflation

Nissan has eliminated one more excuse for not keeping your tires at the right pressure. With its new Easy-Fill Tire Alert system, you simply grab an air hose or compressor and start filling an underinflated tire. When the tire reaches the proper pressure, the car will chirp its horn to let you know when to stop. While the tire is inflating, four-way flashers are activated. If you add too much air, the horn beeps more aggressively. Then, when you bleed air out, the horn will chirp once more to indicate you've reached the proper pressure. The system is now available on the Nissan Altima, Leaf, Pathfinder, Quest, and Sentra, and the Infiniti JX.



FILL 'ER UP Nissan's Easy-Fill Tire Alert lets you know when you've reached the right pressure.

3 Fatigue monitoring

Mercedes-Benz' Attention Assist system is designed to detect when a driver is in danger of falling asleep at the wheel. It monitors about 70 parameters related to a person's driving behavior, including how much time you've spent behind the wheel and any notable variations, such as more-erratic steering inputs, unintentional lane departures, and infrequent use of the vehicle's controls and switches. If the system concludes that you could be getting drowsy, it issues an audible and visual warning to suggest it's time to take a break. We think the concept has potential, although it has seldom sounded an alert in the models we've

driven that have it. Similarly, Subaru's Lane Sway Warning system is designed to detect a vehicle drifting out of its lane because of driver fatigue or other variables.

4 Foot-operated trunk and tailgate release

This handy new feature makes loading groceries or luggage easier by eliminating the need to fumble for keys when your hands are full. Just swing a foot under the rear bumper and the trunk lid or hatch door opens up. The system requires that the car have an optional keyless-entry system, which senses when the ignition key is nearby and allows you to lock and unlock the doors without having to pull the key out of your pocket or purse. The system is available on several BMW models as well as the Ford Escape and C-Max.

5 Active noise cancellation

Think of this as noise-cancelling headphones for the car. To help isolate passengers from annoying outside noise, the system uses microphones to listen for certain sound waves in the cabin, such as those produced by road or engine noise. When they are detected, the system generates an opposing audio signal through the speakers to cancel out the offending noise. It's available on the Acura ILX, RDX, and TSX; Chevrolet Impala; Honda Accord, Crosstour, Odyssey, and Pilot; Ford C-Max and Fusion hybrids; and several Cadillac and Lincoln vehicles.



▣ Lexus LS400

Can the Japanese really build a luxury car? That was the question in 1989 when Toyota launched the LS400. The first model, which was powerful, comfortable, and superbly quiet, answered doubters with an exclamation point and upended the luxury-car market. It also helped raise the bar for reliability in the category.



▣ Toyota Prius

The gas/electric Prius made "hybrid" a household word. Introduced for 2000, it wasn't the first hybrid in the U.S., but its popularity set the stage for a revolution that has caused every major automaker to play catch-up. There are now more than 30 hybrid models available, and more on the way.



▣ BMW 7 Series

With its controversial iDrive electronic control system, the 2002 7 Series set in motion one of today's hottest trends: the move to full-featured, if complicated, infotainment systems. For better or worse, touch screens, joystick-like controllers, and extensive menu systems have become commonplace on even inexpensive models.



▣ Ford F-150 SuperCrew

Over the last decade, pickup trucks have become an increasingly popular choice for families. And the coming of the F-150 crew-cab model for 2001 helped pave the way. With four doors, two full rows of seats, and room for five people, it brought a design that had worked well for the commercial market to full-size light trucks.



▣ Subaru Outback

OK, the 1996 Outback was largely a marketing move. But by raising the ride height of the all-wheel-drive Legacy wagon and adding "rugged" SUV-like body cladding, it introduced the notion of an "SUV wagon" to the lexicon. That led to a wave of wagon-like, all-wheel-drive crossovers that continues.

Top Picks

The best models of the year in 10 categories

Looking for a new car? Start here. Our Top Picks are as close as it gets to “no-brainers” in the auto market. They’re impressive all-around vehicles, chosen from more than 280 we’ve recently tested, that have excelled in our testing, are reliable, and have performed well in independent crash tests. What’s not to like?

For 2013, we have new winners in seven categories. Honda was a no-show last year, but it has picked up three slots on this year’s list with the redesigned Accord and the CR-V and Odyssey. Two European automakers return to

the list; the BMW 328i and the Audi A6 are those carmakers’ first entries in our winners’ circle in 10 and 13 years, respectively. Also new are the Scion FR-S and Subaru BRZ sports-car twins. And the Hyundai Elantra has returned after a one-year hiatus. No pickup was chosen because GM’s and Chrysler’s full-sized models have been revamped and we haven’t yet tested them.

What it takes

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 1.2 million vehicles in our latest Annual Auto Survey.

▣ **Safety.** Top Picks must perform adequately if tested in crash or rollover tests conducted by the government or insurance industry.

We show each model’s overall road-test score, predicted-reliability Rating, and overall fuel economy in our tests. Multiple Ratings apply to different versions. Prices reflect the sticker prices when we bought our tested cars.



▣ MIDSIZED SEDAN

Honda Accord

The Accord was redesigned for 2013, and Honda nailed it, sending this sedan to the top of its class. This new model is roomy, nice to drive, well equipped, and very fuel efficient. With its four-cylinder engine, the Accord squeezes out 30 mpg overall and 40 on the highway, which is as good as the tiny Honda Fit. Higher-trim models have safety features seldom found in this category. And the Accord’s price is very reasonable: **\$23,270 to \$30,860.**

REPORT CARD

Test score: **90**

Reliability: 

Overall mpg: **26-30**



SEE THE TOP PICKS ON OUR TRACK

Use your smart phone to download the RedLaser or ShopSavvy app and scan the code for the video.





● ● ● ● ●
Better ← → Worse

SPORTS CARS

Scion FR-S and Subaru BRZ

If you take your driving fun seriously, these almost identical twins were built for you. Co-developed by Subaru and Toyota, which builds Scion vehicles, both are exhilarating to drive, with super-sharp handling, excellent braking, and ample acceleration. Other draws: impressive gas mileage and reasonable sticker prices. Yes, they are purebred, rear-wheel-drive sports cars, with a jittery ride, noisy cabins, and small rear seats. So Camry lovers might want to cruise on by. **FR-S** \$25,025; **BRZ** \$27,117.

REPORT CARD

Test score: 82-83

Reliability: ●

Overall mpg: 30



BUDGET CAR

Hyundai Elantra

You don't have to settle for a subcompact when looking for an under-\$20,000 car. The well-rounded Elantra delivers a lot for the money, and it's one of our top-rated compact sedans. It's roomier and more refined than a typical subcompact yet gets competitive fuel economy. The Elantra also provides nimble handling; a fairly comfortable ride; a smooth, responsive powertrain; and a well-finished interior. And did we mention its affordable price? **\$18,445.**

REPORT CARD

Test score: 80

Reliability: ●

Overall mpg: 29

GREEN CAR

Toyota Prius

Sure, today's electric cars are getting the equivalent of 100 or more mpg. But no current plug-in car can match the Prius hatchback for its blend of fuel efficiency, practicality, and affordability. Its 44 overall mpg is still the best we've measured in any five-passenger, non-plug-in vehicle. And its roomy interior, comfortable ride, and hatchback versatility make it easy to live with. We also give a thumbs-up to the 41-mpg Prius V wagon, but skip the slow, noisy Prius C econobox. **\$26,750.**

REPORT CARD

Test score: 80

Reliability: ●

Overall mpg: 44



COMPACT CAR

Subaru Impreza

Subaru's 2012 redesign breathed new life into the all-wheel-drive Impreza. Both sedan and hatchback versions are good, sensible cars, with nimble handling and a compliant, absorbent ride that rivals some luxury sedans. Fuel economy is impressive for an AWD car. And the roomy interior, spacious rear seat, simple controls, and refreshingly good visibility make it easy to live with. OK, noise isolation is so-so, but that's no deal-breaker. **Sedan** \$21,345; **hatchback** \$22,345.

REPORT CARD

Test score: 79-82

Reliability: ●

Overall mpg: 26-27





LUXURY CAR

Audi A6

Redesigned for 2012, the A6 is agile, quick, and a joy to drive. It surrounds you with a sumptuous, impeccably finished cabin that's brimming with the latest high-tech features. Its potent supercharged V6 engine, super-smooth eight-speed automatic transmission, and comfortable ride add to the business-class feel. And it returns respectable gas mileage, even with all-wheel drive. Some controls are complicated, so be ready to cozy up with the owner's manual. **\$56,295.**

REPORT CARD

Test score: 93

Reliability: ○

Overall mpg: 22



SMALL SUV

Honda CR-V

With redesigns of the Toyota RAV4 and Subaru Forester just arriving (see page 13), the CR-V has taken over as our top small SUV. Virtues include a smooth, responsive powertrain, good fuel economy, a compliant ride, excellent braking, a roomy rear seat, and outstanding reliability. It's also one of the more competitively priced choices in the class. **\$26,455.**

REPORT CARD

Test score: 77

Reliability: ●

Overall mpg: 23



SPORTS SEDAN

BMW 328i

The 3 Series is legendary for its handling prowess and fun-to-drive character. With its recent redesign, it has also become roomier, more luxurious, and more fuel efficient. Ride comfort and fit and finish are impressive.

And its 2.0-liter, turbocharged four-cylinder engine delivers quick acceleration, while posting the best gas mileage in its class. Sure, the rear seat is snug and the start/stop system is a bit abrupt. We'll live with it. **\$43,195.**

REPORT CARD

Test score: 86

Reliability: ●

Overall mpg: 28

● Better ← → Worse ●



MIDSIZED SUV

Toyota Highlander

The Highlander is for people who want the practicality of an SUV with the refinement of a good sedan. It provides a quiet, well-finished cabin, as well as a cushy ride, sound handling, and a smooth powertrain.

The Highlander has also consistently maintained above-average reliability. The V6 model delivers a competitive 18 mpg overall, and the hybrid model tops all SUVs at 27. **\$38,578 to \$47,255.**

REPORT CARD

Test score: 81-89

Reliability: ○-●

Overall mpg: 18-27



MINIVAN

Honda Odyssey

Reliability of the Odyssey has improved, and it has earned our top spot among family haulers. It provides a comfortable ride and a roomy, quiet, and versatile cabin. The rear seat is generous and easy to access. The V6 engine performs well and delivers a competitive 19 mpg. And a backup camera—a great safety feature—is now standard on all models. **\$36,830.**

REPORT CARD

Test score: 83

Reliability: ○

Overall mpg: 19

Latest from the track

Quick takes on five notable new models

STAYING ON TOP of the new and redesigned models that are hitting the market has been keeping us extra busy at our test track. Here are our early impressions of several important models that we're currently testing or have recently driven at our Auto Test Center. And we're including an update of the freshened and much-improved Honda Civic, which we've just finished testing.

Of the five vehicles in this roundup, we bought the Honda Civic, Tesla Model S, Toyota RAV4, and Volkswagen Jetta Hybrid to put through our full test program. To get initial impressions of the Subaru Forester, which wasn't on sale at press time, we rented one from Subaru. We'll buy one from a local dealer as soon as we can to fully test it.

► 2013 Tesla Model S

Driving the Model S gives us a glimpse of the real potential of electric vehicles. It shows that EVs can be efficient while delivering sports-car performance. Its battery is large enough for the car to have a relatively long range. And it's a pleasure to drive.

This five-door hatchback has the supple, controlled ride of a luxury car; the sharp handling

of the best sports sedans; and the silent thrust of an EV. According to the EPA, the Model S can go 265 miles on a charge, much farther than other EVs we've tested, and it recharges in only 4 hours using the \$1,200 proprietary High Power Tesla Connector.

Almost all of the controls, including audio and climate systems and sunroof operation,

are made using a giant, iPad-like, 17-inch touch screen in the center of the dash. Moreover, because there's no gas engine, the car has a small trunk up front to supplement the hatchback's roomy cargo area.

So far we love driving the Model S, but look for a full road-test report soon to see all of its highs and lows.



MSRP \$89,650 (minus \$7,500 tax credit)
Power 362-hp electric motor; single-speed transmission with fixed reduction gear
Batteries 7,000 18,650-cell lithium-ion cobalt oxide batteries storing 85 kWh

► 2013 Toyota RAV4

For 2013 Toyota has dramatically redesigned our longtime small-SUV front-runner, taking it closer to its roots as a small, nimble, and fun vehicle. Based on our initial impressions of the RAV4 we

just bought, this new model feels lighter and sportier than the outgoing one. Its agile handling reminds us of earlier RAV4s. The ride is also nicely tied down, although it feels a little firm.

With this redesign, Toyota has dropped the optional third-row seat and six-cylinder engine. And it did away with the awkward side-hinged tailgate and rear-mounted spare tire.

Also new is a six-speed automatic transmission that promises to improve fuel economy to an EPA-rated 27 mpg combined on front-wheel-drive models and 25 mpg with all-wheel drive. The RAV4 retains its roomy rear seat but now comes with a standard backup camera and a touch-screen radio that seems easy to use. The dashboard gets a



Base MSRP \$26,802 (XLE AWD)
Engine 176-hp, 2.5-liter four-cylinder
Transmission Six-speed automatic

nice swath of soft-touch, stitched material on most versions, although the door panels are hard. Overall, the RAV4 looks like a functional, sensible choice.





▶ 2014 Subaru Forester

The Forester has been revamped for 2014, getting 3 inches more rear leg room, a flat cargo floor that's more usable, and an optional power tailgate. The biggest news is the continuously variable transmission (CVT), which should boost fuel economy and acceleration compared with the antiquated four-speed automatic in the previous model.

We found the Forester to be quieter and the CVT to be less intrusive than the CVTs in other Subaru models. Manual-transmission enthusiasts can now opt for a six-speed with the base engine in lower trim levels.

Interior fit and finish is a little nicer than in the outgoing model, though on Limited versions the optional Starlink Internet-enabled audio system uses a cryptic touch screen with



Base MSRP \$22,820-\$28,820
Engines 170-hp, 2.5-liter four-cylinder; 2.0-liter turbo (250 hp)
Transmission Continuously variable automatic

tiny buttons that are difficult to quickly find and press at a glance.

Turbocharged XT versions have paddle shifters and a 250-hp engine that delivers effortless power and can run on regular fuel. Though it might not look like a full redesign, this functional and affordable small SUV gets welcome improvements.

▶ 2013 Honda Civic

When Honda redesigned the Civic for 2012, it cut enough corners that one version dropped 16 points in our Ratings, and the model fell off our Recommended list. The car was loud, the ride was jittery, and interior fit and finish was dismal. Now, after just 18 months, Honda has freshened the compact sedan and addressed many of those flaws.

Perhaps the most important updates are the car's better ride and improved braking performance. Though handling is also better, the Civic is still not an engaging car to drive.

The interior has also been spruced up. Nice-looking new soft plastics cover part of the dash, and the vents are surrounded with shiny chrome. Sound insulation has tamed



MSRP \$21,605 (EX)
Engine 140-hp, 1.8-liter four-cylinder
Transmission Five-speed automatic

the racket inside. And EX models have automatic climate control, a rare feature in this category. A rear-view camera is standard.

We'll go into more detail in our forthcoming test report. In short, the Civic has improved enough to regain its Recommended status.



▶ 2013 Volkswagen Jetta Hybrid

Consumers don't ordinarily associate hybrids with European cars, but our Jetta Hybrid has impressed us. In place of the usual

hybrid CVT, it uses a seven-speed automated-manual transmission and smoothly alternates between electric and gas-engine power.

The system shuts off the engine when cruising at highway speeds. We've found that other hybrids with that design had rough transitions, but so far it works seamlessly in the Jetta. As a bonus, the electric motor helps smooth out the low-speed stuttering we've found in many automated manuals. Unfortunately, the regenerative braking system makes the brake pedal touchy.

Inside, the Jetta Hybrid has the same padded dashboard as the top-level GLI and TDI versions, which diminishes the cheap feel of basic Jettas. Even the steering and ride seem better sorted out



Base MSRP \$28,055
Engine 170-hp, 1.4-liter four-cylinder with hybrid electric assist
Transmission Seven-speed dual-clutch automated manual

than in the Jetta SE we tested.

Though Volkswagen is late to put a hybrid sedan on the market, this may be a promising one.





TOP FLEET Toyota's luxury brand, Lexus, has maintained top reliability despite the sophisticated technology in its models.

Who makes the best cars?

Lexus tops our list with overall excellence

WHEN IT COMES to making cars, Lexus pushes all of the right buttons: Its luxury models are quiet, comfortable, and fuel efficient, and they're among the most reliable. That's quite a feat for a brand whose cars are brimming with technology, such as hybrid drivetrains and complicated infotainment systems. All of that earned Lexus the highest overall score, 79, in our 2013 brand report cards.

Just off Lexus' pace are two smaller makes, Subaru and Mazda, with scores of 76. They don't usually get much attention, but both build solid cars with good handling, fuel economy, and versatility at relatively affordable prices. Toyota and Acura round out the top five, with scores of 74.

This year we took a different look at who makes the best cars by grading each automaker's individual brands. Rather than calculating a single score for Toyota, for example, our analysis looked at Toyota, Lexus, and Scion models separately. We

think that brings our scores more in line with the way people shop for cars.

We calculate each brand's overall score using an equally weighted composite of our road-test and reliability scores for each of its models that we've tested and for

Cadillac placed well ahead of other American car brands.

which our subscribers provided reliability data in our Annual Auto Survey. To be included, each brand needs at least three models for which we have test and reliability data. That's why we didn't include Fiat, Jaguar, Land Rover, Mitsubishi, Porsche, Ram, or Smart: Each had too few models for which we had adequate reliability data. Several sell fewer than three models.

Here are some notable findings:

- The top seven brands are Japanese, with Toyota accounting for three and Honda, two. Most Detroit brands fall toward the bottom, with several marred by subpar reliability. European brands usually score in between, with cars that are comfortable and enjoyable to drive but usually offer only average or worse reliability. Audi is the notable exception this year.
- Not all brands from the same automakers delivered similar performance. Cadillac, for example, was midpack with a score of 63; other GM brands trailed with scores of 54 to 58. Notably, Buick earned a higher average road-test score than Cadillac but was hurt by weak reliability.
- Acura and Mercedes-Benz tied for the highest average road-test score, 82, and Jeep got the lowest, 52.
- Scion was the only brand to get a top reliability rating. Six came in below average: Buick, Chrysler, Dodge, Ford, Lincoln, and Mini.
- Some automakers' luxury brands tended to outshine their more basic counterparts. Audi and Infiniti outscored Volkswagen and Nissan, and Acura edged Honda.

Detroit's struggles

GM is revamping its lineup and building several promising models, but some of its brands still anchor the bottom of our roster. Cadillac scored three places ahead of Chevrolet and GMC, based largely on the

strength of the CTS. Buick, with subpar reliability, lagged farther behind, just ahead of Ford's and Chrysler's brands.

Ford's and Lincoln's overall scores have been dragged down by various drawbacks. The MyFord Touch and MyLincoln Touch control interfaces, which are very difficult to use, have hurt their models in our testing, and electronic problems in those systems have affected their reliability in our surveys (see page 19). The road-test scores for Ford vehicles have also been handicapped by some models' unrefined dual-clutch automated manual transmissions and a new lineup of EcoBoost turbocharged engines that don't deliver the performance and fuel economy of some competitors'

Reliability helped Audi distinguish itself from other European brands.

larger engines. That's unfortunate because many of Ford's new models ride and handle as well as European luxury cars costing much more. And Ford's latest hybrids, the Fusion Hybrid and C-Max, are impressive.

None of Chrysler's brands fared well. The only Dodge we recommend is the Durango SUV. Although the new Dart is an improvement over the car it replaced,

it still lags behind the best compact sedans. Jeep doesn't fare much better; the only model we recommend is the V6 Grand Cherokee. The unreliable Wrangler joins the clumsy Compass and Patriot in weighing down the brand. The Chrysler brand is saddled with many older, uncompetitive models. Only the V6 Chrysler 300 scored well and is reliable.

Overall, we recommend fewer than half of the domestic models we've tested, and most of them come from Chevy and GMC.

Japan is raising the bar

Scores for Honda and Toyota have been buoyed by the significant strides the automakers made with their Accord and Camry

Brand report cards

Each brand's overall score is a composite of the average road-test score for each of its models we've tested, along with each brand's average predicted-reliability score for tested models, based on the problems reported by subscribers in our Annual Auto Survey. For a brand to be included, we require test and reliability data on at least three models.



Audi A4

Lexus **Overall score 79**

Average road-test score: 80

Reliability: ●

Recommended vehicles: 100%

Lexus models are generally quiet, plush, and very reliable, though they're rarely sporty. Its hybrid technology is impressive.

Subaru **Overall score 76**

Average road-test score: 80

Reliability: ●

Recommended vehicles: 90%

Subaru builds simple, dependable, and efficient cars, but they're often noisy. Most offer all-wheel drive, and some are quite sporty.

Mazda **Overall score 76**

Average road-test score: 77

Reliability: ●

Recommended vehicles: 89%

Mazdas are among the most reliable cars, and most deliver a good blend of practicality, sportiness, and efficiency.

Audi **Overall score 70**

Average road-test score: 81

Reliability: ●

Recommended vehicles: 75%

Audi has beautiful interiors, responsive handling, above-average reliability, and one of the best overall models we've tested, the A6.

Infiniti **Overall score 70**

Average road-test score: 80

Reliability: ○

Recommended vehicles: 75%

Nissan's luxury division builds sporty, comfortable sedans and plush SUVs that are reliable.

Mercedes-Benz **Overall score 69**

Average road-test score: 82

Reliability: ○

Recommended vehicles: 57%

Most ride well and have excellent handling and plush interiors. Updated gas and diesel engines are impressively efficient.

Hyundai **Overall score 63**

Average road-test score: 77

Reliability: ○

Recommended vehicles: 67%

With strong value, competitive fuel economy, and long warranties, Hyundai is a real contender.

Volkswagen **Overall score 62**

Average road-test score: 77

Reliability: ○

Recommended vehicles: 63%

Volkswagen has a split personality, with nicely finished, excellent-driving niche models and plain mainstream sedans.

GMC **Overall score 58**

Average road-test score: 66

Reliability: ○

Recommended vehicles: 57%

GMC trucks and SUVs, shared with Chevrolet, are nicely finished, practical, and reliable enough, but they seldom stand out.

Chevrolet **Overall score 58**

Average road-test score: 67

Reliability: ○

Recommended vehicles: 55%

Some Chevrolets are comfortable, ride well, and are quiet. But fuel economy and reliability are only about average.



SOLID FOUNDATION
The redesigned Accord, left, and freshened Civic led Honda to a solid score.

Ford **Overall score 51**

Average road-test score: 73

Reliability: ●

Recommended vehicles: 20%

Newer models drive like European sports sedans, but they're let down by unreliable and complex controls and so-so fuel economy. Hybrid technology is impressive.

Lincoln **Overall score 50**

Average road-test score: 63

Reliability: ●

Recommended vehicles: 33%

Some Lincolns are outdated, and newer ones are hurt by complicated controls and below-average reliability. The new MKZ might help a bit.

redesigns. Both handle better than their predecessors and get impressive fuel economy. For 2013, Honda delivered a solid, speedy refresh of the Civic that put it back on our recommended list after the unimpressive 2012 redesign had fallen off. Subaru introduced a new sports car, the BRZ, which is great fun to drive and improved the brand's overall score. Mazda also revved forward with the sporty new CX-5 SUV and its line of fuel-efficient Skyactiv engines.

Honda and Acura ranked closely, with Acuras achieving a higher test score. Honda is still dragged down by the low-scoring Insight and CR-Z.

Nissan brought up the rear among Japanese brands, weighed down by its low-

scoring and unreliable large trucks and SUVs, but it still managed to land midpack among all automakers. The redesigned four-cylinder Altima delivered impressive fuel economy, though it wasn't as engaging to drive as the previous model. The company's luxury Infiniti brand placed four slots higher, thanks to its excellent G and M sports sedans, although the G is due to be replaced this summer.

European inconsistency

European brands ended up scattered across the middle of the spectrum, distinguished from each other more by reliability than test score. Audi in particular separated itself from the pack as the only European

brand to achieve very good reliability overall (only the Audi S4 was below average in our survey), along with an excellent average road-test score. Mercedes-Benz wasn't far behind. The Volkswagen brand lost ground with some redesigned sedans that didn't score as well as their peers. And several of its niche models, such as the Touareg SUV and the New Beetle, have well-below-average reliability.

Mini had the worst overall score of any European brand, placing 20th among the 26 brands. Only nonturbocharged Minis deliver average or better reliability. Recent Volvos, such as the S60 and XC60, are competitive and reliable, but the brand is saddled with older models.



Toyota

Overall score
74

Average road-test score: 71

Reliability: ○

Recommended vehicles: 73%

Toyotas have among the best reliability, and the brand's hybrids are impressive. Most are comfortable and quiet but not sporty.



Acura

Overall score
74

Average road-test score: 82

Reliability: ○

Recommended vehicles: 100%

Acuras combine great reliability, comfort, and a dash of sportiness, which allows us to recommend all of them.



Honda

Overall score
72

Average road-test score: 73

Reliability: ○

Recommended vehicles: 79%

Most Hondas are reliable and efficient, handle well, and have nice interiors, though there are a few exceptions.



Scion

Overall score
72

Average road-test score: 61

Reliability: ●

Recommended vehicles: 67%

Scion's cars are affordable and fuel efficient, as well as the most reliable overall in our Annual Auto Survey.



Kia

Overall score
65

Average road-test score: 73

Reliability: ○

Recommended vehicles: 91%

Kias combine affordable prices, decent fuel economy, and cutting-edge design. Refinement is improving.



BMW

Overall score
64

Average road-test score: 79

Reliability: ○

Recommended vehicles: 56%

BMW's have always been fun to drive, efficient, and comfortable. But some models have had reliability troubles.



Nissan

Overall score
64

Average road-test score: 71

Reliability: ○

Recommended vehicles: 59%

Mainstream Nissan models are lackluster but reliable. Nissan's large trucks and SUVs have been more troublesome.



Cadillac

Overall score
63

Average road-test score: 72

Reliability: ○

Recommended vehicles: 20%

Small and midsize models perform well, and reliability is average. Newer designs are hurt by complicated CUE controls.



Volvo

Overall score
58

Average road-test score: 70

Reliability: ○

Recommended vehicles: 50%

Volvos are safe and solid, but some ride stiffly and lack refinement. Some of the latest electronic safety features are available.



Mini

Overall score
56

Average road-test score: 72

Reliability: ○

Recommended vehicles: 20%

Minis are small and fun to drive, but their controls are convoluted and reliability of its sporty S models has been subpar.



Buick

Overall score
54

Average road-test score: 76

Reliability: ○

Recommended vehicles: 40%

Buicks are quiet, are nicely finished, and ride comfortably. Below-average reliability for the Verano and LaCrosse hurt the brand.



Chrysler

Overall score
52

Average road-test score: 73

Reliability: ○

Recommended vehicles: 25%

The 300 is a nice luxury sedan, but other Chrysler models are not as competitive, and only the V6 300 is reliable, according to our survey.

Jeep

Overall score
47

Average road-test score: 52

Reliability: ○

Recommended vehicles: 20%

Jeep's Grand Cherokee is a competitive SUV. The Wrangler is an impressive off-roader but scored low in our tests. Other models are outdated.



Dodge

Overall score
46

Average road-test score: 64

Reliability: ○

Recommended vehicles: 22%

Most Dodges are unreliable, and even the new Dart is not competitive with the best in its class. Only the large Durango SUV is recommended.

DEPENDABLE GRADE

Well-designed, reliable models helped Mazda to a high score.



Connect with your car

How to plug in your music, apps, and lifestyle

I F YOU HAVEN'T ventured into a showroom in a few years, get ready to be wowed. The days of being limited to AM, FM, and CDs are far behind us. Today's cars offer a dazzling range of electronic entertainment possibilities.

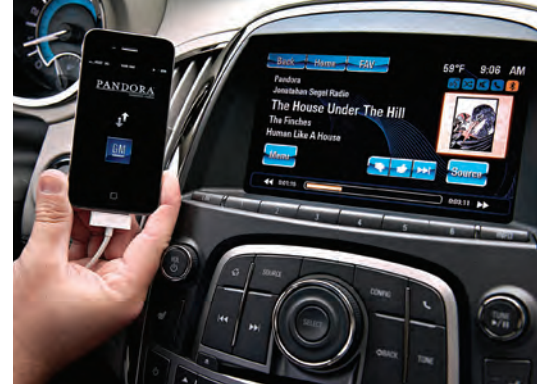
Forget what a DJ wants to play; there are now multiple ways to connect a portable music player or smart phone to your car and listen to your favorite tunes. Or by linking a smart phone to a modern infotainment system, you can stream Internet radio stations, perform Web searches, and check local gas prices, weather forecasts, and more, right from your driver's seat.

You can have the car read text messages to you. With an integrated navigation system, you can even look up local restaurants, make an online reservation, and get

turn-by-turn directions on how to get there. And many of those functions can often be controlled simply by speaking commands, which lets you keep your eyes on the road and hands on the wheel.

In-car electronics is the fastest-growing area of auto technology, as automakers scramble to one-up one another. Demand in the showroom has exploded, and savvy dealerships are training staffers to be electronics experts that can guide you through their systems. "Electronic features, such as streaming music and Bluetooth for hands-free calls, are the most popular options that people are asking for," says Robert Lysiak, a sales consultant at Grand Prize Chevrolet Cadillac Buick GMC in Nanuet, N.Y. "They have taken the place of GPS."

Yes, the controls for many of these advanced systems are complicated and



IN THE STREAM Many cars now let you play Internet radio stations through your phone.

distracting to use. And you don't want to be fiddling with them while driving. But the best designs offer an unprecedented level of versatility and convenience that is changing how we live with our cars.

Many paths for music

Most new cars come with one or more ways to link a portable music device, so you can listen to your selections through the car's audio system. Mini-jack and USB ports can be found in even budget models; just plug-in, select "Aux" in the audio controls, and you're in business. With a USB port, you can often operate your device with the car's radio controls and see the song, album, and artist information in its display. You can also play music stored on a flash drive.

When comparing cars, check that the



SUPER-SIZED The Tesla Model S includes a 17-inch, in-dash touch screen that provides large, easy-to-use buttons and quick response.

location of the inputs works for you. They're typically found in the dash, center console, or glove box. The latter two let you keep your device out of sight but may not work as well if you mount your phone in a windshield or dash mount for navigation or hands-free phone calls.

Most new cars also come with a Bluetooth system that allows you to wirelessly connect a phone. It lets you not only dial by voice and talk hands-free but also stream music stored on the phone or received through a data connection (think Aha or Pandora).

With the ability to stream Internet audio, which is often free, think twice before paying for a satellite-radio receiver

and subscription, unless there's specific Sirius XM content you want and/or you live where data reception is spotty. HD radio programming is free but can suffer from annoying echoes and stutters in reception.

There's an app for that

The next step up is a full infotainment system that typically integrates a car's audio, navigation, communication, and climate systems. It usually includes an in-dash display and is controlled through a touch screen or a multifunction controller (or both), hard keys, and/or voice commands.

The latest trend is for automakers to integrate apps into these systems that let you access various content from your smart phone. Toyota's Entune system, for example, lets you stream Pandora and iHeartRadio stations, perform Bing destination searches, make restaurant reservations through OpenTable, search for and buy movie tickets, and check traffic, weather, fuel prices, stocks, and sports scores. To do that, you need to load the appropriate apps on your phone, connect it to the car's system through Bluetooth or a USB cable, and then operate the

The trouble with MyFord Touch

Regular readers know that we aren't fans of Ford's MyFord Touch and MyLincoln Touch infotainment systems. The controls are overly complicated, cumbersome to use, and potentially distracting. But aside from the usability problems, we've had numerous electronic glitches and system crashes in our test vehicles' systems. As it turns out, we're not the only ones.

In our 2012 Annual Auto Survey, conducted by the Consumer Reports National Research Center, a relatively high percentage of Ford and Lincoln owners reported having problems with the audio system in their vehicles. To drill deeper into these problems, we conducted a follow-up survey this past December with owners of 2011 and 2012 Ford Edge, Ford Explorer, and Lincoln MKX vehicles that were equipped with the Touch systems. We asked them about their specific problems and their satisfaction with the systems.

Thirty percent of survey respondents said the Touch system was highly influential in their purchase decision. And while almost two-thirds found it complicated to use during the first few weeks of ownership, most of those owners felt it got easier as they got used to it. Still, it was plagued by problems.

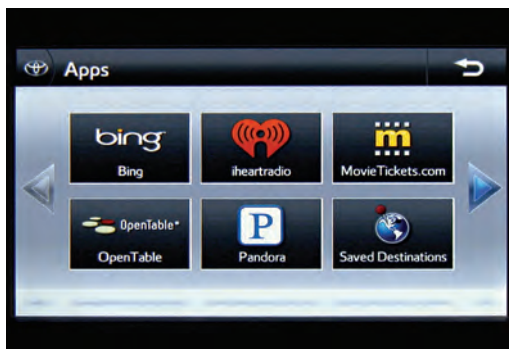
About half of the respondents had trouble with their vehicle's entertainment, navigation, or communication systems. And two-thirds of them said they had problems with MyFord or MyLincoln Touch. The most common problem, reported by almost 75 percent of this group, was that the system locked up. More than half said that it was slow to respond or had a blank screen, or that voice commands didn't work properly. Forty-five percent said the touch buttons didn't respond as expected. Almost 70 percent said the system required repair, but only three-quarters of them said the fix worked. Only half of all owners said they were highly satisfied with the Touch systems.

In our tests of 2013 Ford and Lincoln models, we are still finding the systems buggy. In response to continued complaints, Ford is pushing out further updates and increasing warranty coverage. We'll let you know whether things improve in future tests.



DID YOU KNOW?

Not every smart phone is compatible with every car. You'll probably be able to make basic calls, but some advanced features, like Bluetooth streaming or spoken text message capability, might not work. So check how well your phone interacts with any car you're considering. You can often find info on the automaker's website.



DIFFERENT TAKES Fussy touch-sensitive buttons and complicated menus mar Cadillac's Cue system (above left). Chrysler's Uconnect Touch system (left) is one of the easiest to use. Toyota's Entune system (above) includes several apps that can stream content from a smart phone.

apps through the car's in-dash display or with voice commands. Just remember to keep an eye on your data-plan limits.

To reduce driver distraction, some functions are usually deactivated while the vehicle is moving. And though there can still be features that take your eyes off the road, using an in-car system is easier than trying to operate the small buttons of a portable device while you drive.

That said, some systems are easier to use than others. We've found Cadillac's Cue and the MyFord/MyLincoln Touch systems to be particularly frustrating. Common gripes are complicated menus, touch screens that are slow to respond, touch-sensitive buttons that are fussy and imprecise, and small display fonts and buttons that are hard to quickly read and access.

On the plus side, Chrysler's Uconnect Touch system provides simple, clear menus while retaining easy-to-use push buttons

You can easily link a music device in most new cars.

and knobs for frequent tasks. The 17-inch touch screen in the Tesla Model S has large onscreen buttons and is super responsive.

We've also found that voice-recognition systems can be handy for common functions and for controlling a music player. Cue and MyFord/MyLincoln Touch may be frustrating, but at least they have class-leading comprehensive voice commands.

When sizing up an infotainment system, run through common functions, like setting up a Bluetooth connection, tuning in a radio station, setting and accessing presets, adjusting the cabin temperature, and operating apps, if available.

Navigating the GPS maze

Should you get a built-in navigation system? Automaker systems have larger screens and often allow programming by voice. But they can be pricey. Some start at about \$650, but others may only come in an options package costing \$2,000 or more. You can also get a good portable GPS device with the same basic functionality for about \$100. And many people now use smart phones for navigation. Google Maps is a well-developed app that's free on Android and iPhone models. Apps from



TRADING UP
Aftermarket setups, such as this Pioneer system, provide many of the features of a new car.

Can your old car do new tricks?

Is your car in the dark ages when it comes to modern in-car electronics? Take heart. Plenty of aftermarket options are available to bring your ride up to speed. "Today, with a five-year-old car you can add as many or more modern conveniences than you can find in many of the brand-new cars," says Jeffery Fay, director of mobile electronics at Crutchfield, an online electronics retailer based in Charlottesville, Va.

"The three things that people are wanting are navigation, iPod or iPhone integration, and Bluetooth," says John Haynes, product development manager at Al & Ed's Autosound, a chain of mobile-electronics retail and installation shops headquartered in Van Nuys, Calif. To get those, you can go with a stand-alone kit, a plug-and-play system using the car's radio, or a new radio head unit and display.

Basic upgrades

With growing concern about distracted driving and bans in several states on using handheld cell phones, a Bluetooth add-on to allow hands-free calling is a common upgrade. Stand-alone Bluetooth kits typically start around \$40. Most are easy to set up, have long battery life, and can shut themselves off automatically. You'll get better sound with one that plugs into a car's auxiliary audio input, if available, than by listening through an FM modulator.

For about \$120, you can link a Bluetooth device to the car's radio. Add another \$50 and you get an LCD screen to display the caller ID and phone book.

To connect a music player to your existing factory radio, you can have a \$100-to-\$150 module installed that lets you plug in through a USB or iPod jack.

Extreme makeover

To go further, you can swap out your existing radio for an aftermarket system. A new head unit with Bluetooth capability and the ability to control a music player starts around \$100. Getting one with a larger screen to show the name of the song and artist will cost about \$400. And adding built-in GPS navigation and a touch screen will set you back at least \$600.

But there are downsides. Aftermarket radios often have smaller displays, buttons, and knobs. Replacing a basic radio isn't difficult, but the job becomes complex with modern integrated radios, especially those that include climate controls. You also want to make sure remote displays and steering-wheel controls will still work.

For most people, having work performed by an audio installation shop is the best route. For the do-it-yourselfer, companies like Crutchfield help you find the radio or upgrade kit that works with your car.

The sky's the limit with aftermarket radios. A new car radio from Kenwood, coming this spring and retailing for about \$1,700, will have built-in Wi-Fi and cloud-based content sharing. It will allow you to send movies and music to a passenger's iPod or iPad. And plenty of other bells and whistles will put you a step ahead of the latest new-car systems. Then, who will be in the dark ages?

Garmin and TomTom start at around \$50 and have also done well in our tests.

If you use your phone, you'll need a way to charge it because navigation can quickly run down the battery, and a windshield or dash mount to hold the phone in place. One drawback: If you're in a rural area with poor data reception, you may not be able to use your phone for navigation.

Overall, we've been impressed with the convenience of today's systems, but we would like to see automakers make them more intuitive to use, with simpler interfaces and greater use of voice controls. And keep in mind that this technology is evolving rapidly, so check the automakers' websites to see what's available on any car that sparks your interest.

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10 easy steps to the best deal

Money-saving tips from our car-buying pros

DRIVING OFF A dealer's lot in a shiny new car can be exhilarating, but the hours you might spend haggling to get to that point can be about as pleasant as a tax audit. Buyers tell us they often feel manipulated by sales staff. Or they worry that they paid too much for their vehicle, got too little for their trade-in, or were pressured into buying features they didn't need.

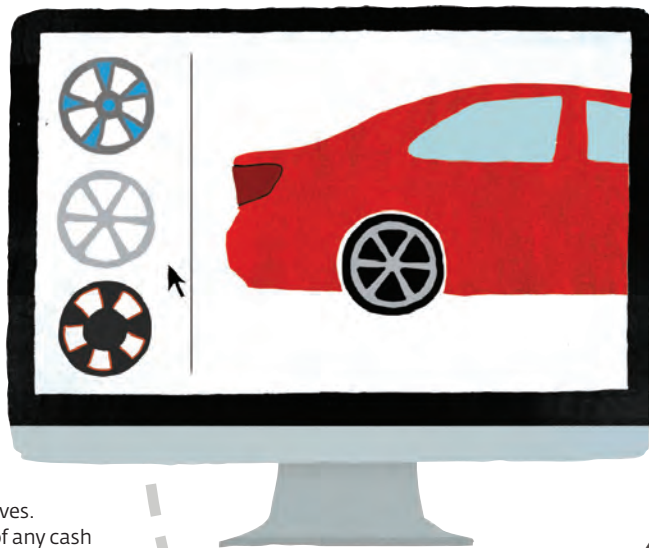
Here at CONSUMER REPORTS, we buy all the cars we test (about 80 a year), so we know how stressful it can be, and we've learned effective tricks and strategies. Below is our step-by-step car-buying process based on the experiences we've had in hundreds of dealerships. And best of all, much of it can be done from your home.

1 Start online

Before you head out to dealerships, go to automaker websites. There you can check out prices, trim lines, and options. The sites will spell out the name and content of each option package and provide suggested retail prices. Most let you "build" the car you want and provide access to the inventories of dealerships near you. But be aware that the car you build might not always be available.

While you're at the computer, also go to the websites of dealerships in your area. Dealer sites might list the actual cars on hand and advertise any consumer incentives.

You can also get a rundown of any cash rebates and behind-the-scenes dealer incentives at car-pricing websites and through Consumer Reports' New Car Price Reports, which cost \$14. They also show current transaction prices.



4 Find your old car's trade-in value

Get the book value by using online car-pricing services such as Edmunds and Kelley Blue Book. Focus on the wholesale value; factor in mileage and features.

3 Get approved for financing early

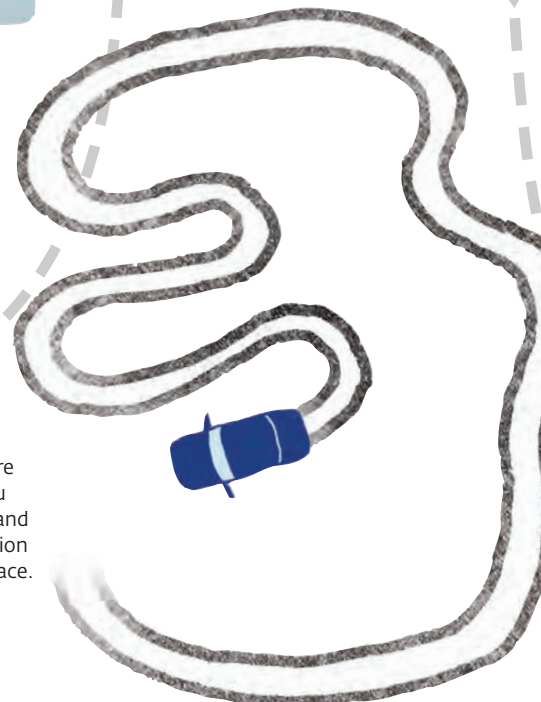
Shop online for financing or contact local banks, credit unions, and other financial institutions to see what interest rates they are offering on auto loans. Then see how the dealership's financing compares. Taking care of this in advance and getting pre-approved for a loan takes a lot of stress out of the negotiating phase.

2 Take test drives

Go to dealerships and drive any vehicle you're considering with the options and powertrain you plan to get. Spend about a half-hour in each car and drive it in a variety of road conditions. Pay attention to such things as seat comfort and passenger space. But don't let the sales staff pressure you into negotiating at this stage.

■ DID YOU KNOW?

Who are the "qualified buyers" getting those super-low loan rates touted in automobile ads? Maybe you. According to Experian, the credit-reporting agency, about 40 percent of borrowers probably qualify for the lowest loan rates.



7 Negotiate everything separately

Once you're in the showroom, a salesman will probably want you to focus on how much you can afford in monthly payments. Don't go down that road. Lumping together the new-car price, trade-in, and financing (if needed) allows a dealership to give you a good price in one area while making up for it in another.

8 Skip the add-ons

Extra-cost items like VIN etching on the window glass, paint sealant, fabric protection, wheel-nut locks, and extended-service warranties are a waste of money. If those items are printed on your purchase order, cross them out before you sign and make sure the dealership adjusts the price.

9 Check the math

Take a calculator to the dealership to verify that the terms match the amount you've agreed to finance. Dealerships can pad the monthly payment to add extras into the contract, sometimes without you realizing you're paying for them.

10 Finalize the paperwork

Don't sign any forms with lines left blank and don't drive any car home until the financial terms have been approved by the lender. Some dealerships have been known to call back customers, saying that the financing fell through, just to get them to sign new—and less favorable—financing terms.

5 Get price quotes

You can do that from home by sending e-mail requests or calling several dealers in your area. Tell them the exact model, trim level, and options you want and ask for their lowest price. You can also get quotes online at such sites as AutoTrader, CarsDirect, and Cars.com. Subscribers to CONSUMER REPORTS can use our Build & Buy service to get guaranteed quotes from local dealers who meet a high level of customer satisfaction. It's free to use, you aren't obligated to buy, and you remain anonymous until you choose a dealer to work with.

6 Have dealers compete

You can often whittle the price down by contacting dealers and asking whether they can beat a competitor's price. That can be useful if you prefer a particular dealer because of location or good rapport but another one gave you a lower price. Once you settle on a dealer, you'll have to go in to close the deal.





Top tires

Roll with our recommendations when your rubber wears down

WITHIN THE NEXT few years the government is expected to begin labeling replacement tires. The new ratings are intended help you gauge a replacement tire's grip on wet roads, tread wear, and fuel efficiency based on rolling resistance. It's too early to tell how useful the ratings will be when you compare tires. But you don't have to wait. CONSUMER REPORTS has been rating those factors for more than 15 years, along with several other variables such as hydroplaning resistance, ride comfort, and noise. And based on all of those test results, we rank each tire model from best to worst in its category.

Here, we're getting right to the point by showing you the top-scoring tires in each category, from the more than 180 that we've tested. In other words, if you stick

with these models, you can't go wrong.

When buying tires, stay with the same size and speed rating (such as T, H, or V) that originally came with your car to preserve the performance the automaker intended. If

you're unsure, look in your owner's manual and tire placard on the vehicle's driver door-jamb. It also pays to shop around online and at local tire outlets because prices can vary greatly over time and among retailers.

The best gas-saving tires

Automakers, chasing ever higher federal fuel-economy targets, have been turning to low-rolling-resistance tires for years to save fuel. In the past, we found that low-rolling-resistance tires could sacrifice braking to get better fuel efficiency. And at best, the tires will save you only 1 or 2 mpg. But tire technology is improving, and we're finding more models with low rolling resistance that are also good all-around performers.

Keep in mind that tires can deliver their top fuel efficiency and performance only if you keep them properly inflated. When shopping, you should focus first on tires that have good ratings for braking performance and handling, as well as hydroplaning resistance. Then, once you've settled on a few models that meet those criteria, use rolling resistance as a tie-breaker.

These tires scored Excellent for rolling resistance in our tests while achieving a Good or better overall score.

| MODEL | SCORE |
|---|-------|
| All-season (T speed rated) | |
| Michelin Energy Saver A/S | 64 |
| Cooper GFE | 58 |
| Performance all-season (H speed rated) | |
| Michelin Primacy MXV4 | 70 |
| Dunlop SP Sport 7000 A/S | 60 |
| Bridgestone Ecopia EP422 | 52 |
| Performance all-season (V speed rated) | |
| Bridgestone Ecopia EP422 | 52 |
| Winter | |
| Michelin X-Ice Xi3 | 62 |



WATCH OUR FREE TIRE-BUYING VIDEO

Use your smart phone to download the RedLaser or ShopSavvy app and scan the code for the video.



Highly rated tires for cars, SUVs, and trucks

► FOR MANY NEWER CARS

Most new vehicles come with H- or V-rated performance all-season tires, which handle more responsively than regular all-season tires do.

| MODEL | SCORE |
|--|-------|
| Performance all-season (H speed rated) | |
| Michelin Primacy MXV4 | 70 |
| Continental PureContact | 68 |
| Nexen CP672 | 66 |
| Performance all-season (V speed rated) | |
| Continental PureContact | 70 |
| Pirelli P7 Cinturato All Season | 68 |
| Michelin Primacy MXV4 | 66 |



Michelin Primacy MXV4



Continental PureContact

► FOR MANY OLDER CARS

A lot of older models, and some newer cars, come with regular all-season tires, which can have longer tread life than performance tires have.

| MODEL | SCORE |
|--|-------|
| All-season (T speed rated) | |
| Michelin Defender | 70 |
| Continental ProContact EcoPlus | 68 |
| Goodyear Assurance TripleTred All-Season | 66 |
| Pirelli P4 Four Seasons | 64 |
| Michelin Energy Saver A/S | 64 |
| Yokohama Avid Ascend | 64 |



Michelin Defender

► FOR DRIVING ON SNOWY AND ICY ROADS

Winter tires deliver maximum traction on ice and snow but only middling traction on clear pavement. They also wear faster than all-season tires.

| MODEL | SCORE |
|---------------------------------------|-------|
| Winter tires | |
| Michelin X-Ice Xi3 | 62 |
| Michelin X-Ice Xi2 | 62 |
| Hankook Winter I ^{cept} Evo | 60 |
| Pirelli Winter 210 Sottozero Serie II | 58 |
| Uniroyal Tiger Paw Ice & Snow II | 58 |
| Bridgestone Blizzak WS70 | 58 |



Michelin X-Ice Xi3



CHANGE GANG We swapped tires 2,828 times on our Chevy Cruze.

WATER RIDE
Look for a tire with good resistance to hydroplaning.



► FOR SUVs AND TRUCKS

All-terrain tires have a more aggressive tread than do all-season models, which provides more grip in moderate off-road conditions.

| MODEL | SCORE |
|---------------------------------------|-------|
| All-season light-truck tires | |
| Michelin LTX M/S2 | 72 |
| Michelin X Radial LT2 | 72 |
| Continental CrossContact LX20 EcoPlus | 72 |
| Michelin Latitude Tour HP | 72 |
| Michelin Latitude Tour | 72 |



Michelin LTX M/S2



Cooper Discoverer A/T3

| | |
|-----------------------------|----|
| All-terrain tires | |
| Cooper Discoverer A/T3 | 66 |
| Michelin LTX A/T2 | 64 |
| Hankook Dynapro ATM | 64 |
| Kumho Road Venture AT KL78 | 64 |
| Kumho Road Venture SAT KL61 | 64 |

| | |
|----------------------------------|----|
| Winter tires | |
| Continental ExtremeWinterContact | 68 |
| General Altimax Arctic | 66 |
| Michelin Latitude X-Ice Xi2 | 66 |
| Yokohama Geolandar i/T G072 | 66 |



Continental ExtremeWinterContact

► FOR SPORTY CARS

Ultra-high-performance tires come in summer-only and all-season varieties. They ride more stiffly than other all-season tires.

| MODEL | SCORE |
|--|-------|
| Ultra-high-performance all-season tires | |
| Pirelli P Zero Nero All Season | 82 |
| Cooper Zeon RS3-A | 82 |
| Sumitomo HTR A/S P01 | 82 |



Pirelli P Zero Nero All Season

| | |
|--|----|
| Ultra-high-performance summer tires | |
| Michelin Pilot Super Sport | 90 |
| Goodyear Eagle F1 Asymmetric | 82 |
| Dunlop SP Sport Maxx GT | 82 |
| Michelin Pilot Sport PS2 | 82 |



Michelin Pilot Super Sport

Ratings

Compare 281 vehicles

MAYBE YOU'VE ALREADY narrowed down your new-car shopping list to a few models and want to see how they stack up in different areas. Or perhaps you're diving headfirst into the ocean of available choices and want to compare sedans, SUVs, wagons, and more. No matter where you are in the buying process, this section can help you decide.

Here you'll find detailed Ratings based on our tests of almost 300 vehicles and the results of our Annual Auto Survey. You can also compare real-world fuel economy, based on our testing, and see which models have met the stringent requirements for our recommendation. In short, these pages can help you find a good-performing, reliable car that meets your needs.

How to use this section


Do you want to cut to the chase? The opposite page gives you a quick look at the models in each category that we feel are standouts in some way. If you need a three-row midsize SUV, for example, we'll point you to the Toyota Highlander and Mazda CX-9. If you want a fuel-efficient sedan, the Toyota Camry Hybrid, Volkswagen Passat TDI, and four-cylinder Honda Accord and Nissan Altima are cars to consider.

But if you want to dig deeper, check for the page number in the blue bar and flip to the full in-depth Ratings charts for that category. There you can see each vehicle's road-test score; predicted-reliability rating, based on data we received from subscribers on about 1.2 million vehicles; owner-satisfaction rating, based on how many

current owners said they'd buy it again; and owner-cost rating, which reflects how much we estimate a car will cost you over the first five years.

Keep in mind that some newer models aren't in the charts because we haven't yet tested them. See page 38 for more details.

Recommended vehicles

Good all-around models that we think are worth considering are designated with a  in these charts. To be recommended, a vehicle must perform well in our testing, have average or better reliability, and perform adequately if included in a government or insurance-industry crash test (see page 72). In addition, pickups and SUVs must not have tipped up in the government's rollover test, if tested.



We put about 80 vehicles a year through their paces so that you don't have to.

Buick Verano
and Acura ILX

Standout models by category



Mercedes-Benz E350

SUBCOMPACTS & COMPACTS p. 28

Electric car
Nissan Leaf

Subcompact sedans
Kia Rio EX
Hyundai Accent GLS

Subcompact hatchbacks
Honda Fit
Hyundai Accent SE

Compact sedans
Subaru Impreza
Hyundai Elantra
Mazda3

Compact hatchbacks & wagons
▶ **FAMILY-FRIENDLY**
Mazda5
VW Jetta SportWagen
Toyota Prius V

▶ **FUEL-EFFICIENT**
Volkswagen Golf TDI
VW Jetta SportWagen TDI
Toyota Prius

SEDANS p. 30

Midsize
▶ **BEST OVERALL**
Honda Accord
Hyundai Sonata (2.4)
Toyota Camry
Kia Optima



Hyundai Sonata

▶ **ALL-WHEEL DRIVE**
Subaru Legacy

▶ **BEST FUEL ECONOMY**
Toyota Camry Hybrid
Volkswagen Passat TDI
Honda Accord LX (4-cyl.)
Nissan Altima 2.5 S

Large
Chrysler 300 (V6)

LUXURY SEDANS p. 31

Compact
▶ **AFFORDABLE**
Audi TSX
Buick Regal (turbo)

▶ **SPORTY**
BMW 328i
Mercedes-Benz C250

Midsize
▶ **SPORTY**
Audi A6 (3.0T)
Infiniti M37
Mercedes-Benz E350

▶ **GREAT VALUE**
Hyundai Genesis

▶ **FUEL-EFFICIENT**
Mercedes-Benz E350 BlueTec
Lexus ES 300h

Large
Lexus LS 460L
Hyundai Equus Signature

SPORTS & SPORTY CARS p. 33

High-performance
BMW 135i
Subaru Impreza WRX STI
Ford Mustang (V6)

Sporty cars

Subaru BRZ
Scion FR-S
Subaru Impreza WRX
Mini Cooper (base)

Roadster

Mazda MX-5 Miata

Four-seat convertibles

Volkswagen Eos
Audi A5

MINIVANS p. 34

Honda Odyssey
Nissan Quest
Toyota Sienna

SUVs p. 34

Small
Honda CR-V
Volkswagen Tiguan
Mazda CX-5

Midsize

▶ **IF YOU NEED THREE ROWS**
Toyota Highlander
Mazda CX-9

▶ **IF TWO ROWS WILL DO**
Nissan Murano
Toyota Venza
Subaru Outback
Jeep Grand Cherokee (V6)



Toyota Venza



Dodge Durango

Large

▶ **FAMILY-FRIENDLY**
Chevrolet Traverse
GMC Acadia
Ford Flex

▶ TO TOW AND HAUL

Dodge Durango
Toyota Sequoia
Ford Expedition

LUXURY SUVs p. 37

Compact
Audi Allroad
Acura RDX
Mercedes-Benz GLK350
Audi Q5 2.0T

Midsize
Lexus RX
Acura MDX
Infiniti JX

Large
Buick Enclave

PICKUPS p. 38

Compact
Honda Ridgeline

Full-sized
Toyota Tundra
Ford F-150



Honda CR-V and Mazda CX-5



Ratings

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

SUBCOMPACTS & COMPACTS

ELECTRIC CARS: LIMITED-RANGE

| | | | | | | | | | |
|---|---------------------|----------|----|----|----|----|-----|--|---|
| | Ford Focus Electric | \$40,990 | 78 | NA | NA | NA | 107 | Fun to drive, handling, ride, responsive electric power, quietness. | Touchy throttle and brake pedal, battery takes up trunk space, rear seat, MyFord Touch controls. |
| ✓ | Nissan Leaf SL | 35,430 | 78 | ● | ● | NA | 106 | Running costs, ride, instant power delivery, quietness, access, turning circle, reliability. | Limited range, high-pitched whine, no telescoping steering wheel, agility. |
| | Mitsubishi i SE | 33,630 | 34 | NA | NA | NA | 111 | Low power consumption, parking ease, turning circle. | Short range, long charging time, weak cabin heat, acceleration, ride, agility, driving position, spartan interior, complicated radio. |

□ Miles-per-gallon equivalent (MPGE).

SUBCOMPACT: SEDANS

| | | | | | | | | | |
|---|--------------------------|----------|----|---|---|---|----|--|--|
| ✓ | Kia Rio EX | \$17,275 | 67 | ● | ○ | ● | 30 | Transmission, controls, equipment levels. | Ride, noise. |
| ✓ | Hyundai Accent GLS | 16,050 | 65 | ○ | ○ | ● | 31 | Fuel economy, transmission, secure handling, controls. | Ride, noise. |
| ✓ | Chevrolet Sonic LT (1.8) | 17,290 | 65 | ○ | ○ | ● | 28 | Braking, trunk, quick and quiet for class, crash-test results. | Fuel economy for class, darty steering, narrow driving position, seat comfort. |
| | 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 | ● | ● | ● | 32 | Fuel economy, rear seat, trunk. | Handling, engine noise, front-seat comfort, fit and finish, reliability. |

SUBCOMPACT: HATCHBACKS

| | | | | | | | | | |
|---|--------------------------------|----------|----|---|---|---|----|---|---|
| ✓ | Honda Fit Sport (MT) | \$17,850 | 76 | ● | ● | ● | 33 | Fuel economy, handling, space utilization, reliability, crash-test results. | Ride, road noise, fit and finish, headlights. |
| ✓ | Hyundai Accent SE (MT) | 16,695 | 72 | ○ | ○ | ● | 32 | Fuel economy, secure handling, controls. | Ride, noise, rear visibility. |
| ✓ | Honda Fit (base) | 16,915 | 68 | ● | ● | ● | 30 | Handling, space utilization, reliability, crash-test results. | Ride, road noise, fit and finish, headlights. |
| | 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 | ● | ● | ● | 33 | Handling, fuel economy, shifter, turning circle. | Acceleration, ride, road noise, front-seat comfort. |
| ✓ | Kia Rio EX | 17,475 | 63 | ● | ○ | ● | 29 | Transmission, controls, equipment levels. | Ride, noise, rear visibility, fuel economy for class. |
| ✓ | Scion xD (MT) | 15,820 | 62 | ● | ○ | ● | 34 | Handling, interior space, access, fuel economy, reliability, IIHS crash-test results. | Noise, ride, driving position, fit and finish, rear visibility. |
| ✓ | Mazda2 Touring | 17,075 | 60 | ● | ● | ● | 30 | Handling, fuel economy, turning circle. | Acceleration, ride, road noise, front-seat comfort. |
| ✓ | Scion xD | 16,620 | 60 | ● | ○ | ● | 29 | Handling, interior space, access, reliability, IIHS crash-test results. | Noise, ride, driving position, fit and finish, rear visibility, fuel economy for class. |
| | Chevrolet Sonic LTZ (1.4T, MT) | 19,870 | 59 | ○ | ○ | ● | 30 | Braking, quick and quiet for class, crash-test results. | So-so fuel economy, manual gear ratios and shifter, narrow driving position, seat comfort, rear visibility. |
| | Honda Insight EX | 21,790 | 54 | ● | ● | ● | 38 | Fuel economy, transmission, crash-test results, reliability. | Acceleration, handling, ride, noise, rear seat. |
| | Toyota Prius C Two | 20,850 | 53 | ● | ● | ● | 43 | Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, reliability. | Acceleration, ride, noise, driving position, rear visibility, fit and finish. |

*Powertrain has changed since last test.

Ratings



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

SUBCOMPACT: HATCHBACKS continued

| | | | | | | | | | |
|--|----------------------|----------|----|-----|-----|---|----|---|---|
| | Toyota Yaris LE | \$17,290 | 41 | NA | NA | ● | 32 | Fuel economy, roomy rear seat, turning circle, crash-test results. | Noise, ride, agility, driving position, front-seat comfort, fit and finish, radio controls, rear visibility. |
| | Chevrolet Spark 1LT | 15,420 | 34 | new | new | ● | 32 | Fuel economy, easy to park, usable rear seat. | Acceleration, transmission, ride, noise, front-seat comfort, driving position, controls. |
| | Scion iQ | 16,205 | 29 | NA | NA | ● | 34 | Fuel economy, turning circle, transmission, front access, rear seat adds flexibility. | Ride, noise, acceleration, steering, driving position, fit and finish, radio controls, blind spots, tiny rear seat. |
| | Smart ForTwo Passion | 15,355 | 28 | NA | NA | ● | 39 | Fuel economy, ease of parking, turning circle, access. | Transmission, acceleration, ride, agility, noise, seats only two, premium fuel. |

COMPACT: SEDANS

| | | | | | | | | | |
|---|-----------------------------|----------|----|-----|-----|---|----|---|---|
| ✓ | Subaru Impreza Premium | \$21,345 | 82 | ● | ● | ● | 27 | Ride, fuel economy for AWD, rear seat, visibility, controls, reliability, crash tests. | Noise, excessive engine braking with 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 | Handling, ride, powertrain, fuel economy, IIHS crash-test results. | Road noise, rear seat. |
| | Ford Focus SE SFE | 21,650 | 77 | ● | ○ | ● | 31 | Fuel economy, handling, ride, solid feel, IIHS crash-test results. | Controls, rear seat, reliability. |
| ✓ | Chevrolet Cruze Eco | 21,775 | 72 | ○ | ● | ● | 27 | Ride, quietness, agility, solid feel, front-seat space, crash-test results. | So-so fuel economy, rear seat. |
| | Ford Focus SE | 20,280 | 71 | ● | ○ | ● | 28 | Handling, ride, fuel economy, solid feel, IIHS crash-test results. | Controls, rear seat, reliability. |
| ✓ | Honda Civic EX | 21,605 | 71 | ● | ○ | ● | 29 | Fuel economy, powertrain, ride, roomy interior, reliability, IIHS crash tests. | Noise, fussy on-board computer. |
| ✓ | Toyota Corolla LE | 18,404 | 71 | ● | ○ | ● | 32 | Fuel economy, ride, quiet interior, turning circle, controls, crash tests, reliability. | Steering feel, fit and finish. |
| ✓ | Toyota Corolla (base, MT) | 16,419 | 70 | ● | ○ | ● | 32 | Fuel economy, ride, quiet interior, turning circle, controls, crash tests, reliability. | Steering feel, fit and finish. |
| ✓ | Chevrolet Cruze 1LT (1.4T) | 20,530 | 70 | ○ | ● | ● | 26 | Ride, quietness, agility, solid feel, front-seat space, crash-test results. | So-so fuel economy, rear seat. |
| ✓ | Chevrolet Cruze LS (1.8) | 18,375 | 68 | ○ | ○ | ● | 26 | Ride, quietness, agility, solid feel, front-seat space, crash-test results. | So-so fuel economy, rear seat. |
| ✓ | 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. |
| | Dodge Dart SXT (2.0L) | 20,680 | 64 | new | new | ● | 27 | Handling, solid feel, relatively quiet and roomy, crash-test results. | Acceleration, front-seat comfort, touchy brake pedal. |
| | Honda Civic Hybrid | 24,480 | 64 | ● | ● | ● | 40 | Fuel economy, roomy interior, IIHS crash-test results. | Noise, braking, fussy on-board computer. |
| | Nissan Sentra SV | 20,570 | 64 | new | new | ● | 29 | Fuel economy, braking, spacious rear seat, access, lots of features for price. | Ride, noise, agility, fit and finish, front-seat comfort. |
| | Mitsubishi Lancer ES | 17,515 | 62 | NA | NA | ● | 25 | Agility, steering, controls, crash-test results. | Noise, fit and finish, braking, so-so fuel economy. |
| | Dodge Dart Rallye (1.4T) | 24,490 | 61 | new | new | ● | 29 | Braking, fuel economy, solid feel, handling, relatively quiet and roomy, feature content. | Uneven power delivery, clunky transmission, front-seat comfort, noise, touchy brakes, price. |
| | 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, reliability. |

COMPACT: HATCHBACKS/WAGONS

| | | | | | | | | | |
|---|--------------------------------------|----------|----|-----|-----|---|----|--|---|
| ✓ | Volkswagen Golf TDI (MT) | \$25,730 | 88 | ○ | ● | ● | 38 | Fuel economy, ride, handling, crash-test results. | Long clutch travel, narrow seats for some. |
| ✓ | Mazda5 Grand Touring | 24,820 | 88 | ● | ● | ● | 23 | Handling, interior versatility, visibility, access, controls, reliability. | Road noise, reserve power, tight third row. |
| ✓ | Volkswagen Golf (2.5) | 20,565 | 85 | ● | ○ | ● | 24 | Ride, handling, transmission, crash-test results. | Engine noise, fuel economy, narrow seats for some. |
| | Ford C-Max Hybrid SE | 26,685 | 83 | new | new | ● | 37 | Fuel economy, ride, handling, quietness, access, utility. | Some controls, grabby brakes, small cargo area, expensive to get rear camera. |
| ✓ | Volkswagen Jetta SportWagen TDI (MT) | 28,085 | 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 | ● | ● | ● | 41 | Fuel economy, transmission, rear seat, access, cargo room, ride. | Acceleration, steering feel, engine noise, complicated radio. |
| ✓ | Toyota Prius Four | 26,750 | 80 | ● | ● | ● | 44 | Fuel economy, transmission, rear seat, access, turning circle, reliability. | Steering feel, rear visibility. |
| ✓ | Subaru Impreza Sport Premium | 22,345 | 79 | ● | ● | ● | 26 | Ride, handling, braking, fuel economy for AWD, rear seat, visibility, controls, reliability. | Noise, excessive engine braking with CVT. |
| ✓ | Volkswagen Jetta SportWagen SE (2.5) | 26,755 | 78 | ● | ○ | ● | 23 | Agility, ride, fit and finish. | Coarse engine. |
| ✓ | Mazda3 s Grand Touring | 22,795 | 77 | ● | ○ | ● | 25 | Handling, powertrain, reliability, IIHS crash-test results. | Road noise, rear seat. |

Ratings

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

COMPACT: HATCHBACKS/WAGONS continued

| | | | | | | | | | |
|---|----------------------------|----------|----|---|---|----|----------------------------------|--|--|
| | Ford Focus SE | \$22,185 | 74 | ● | ○ | ● | 28 | Handling, ride, fuel economy, solid feel, IIHS crash-test results. | Controls, rear seat, reliability. |
| ✓ | Toyota Matrix S (2.4L) | 21,515 | 72 | ● | ● | ● | 27 | Fuel economy, access, rear seat, controls, reliability. | 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 | ● | ● | ● | 29 | Fuel economy, access, rear seat, controls, reliability. | 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. |
| ✓ | Hyundai Elantra GT | 20,445 | 68 | ● | ● | ● | 27 | Transmission, fuel economy, controls, lots of features. | Ride, noise. |
| ✓ | Chevrolet Volt | 43,700 | 68 | ● | ● | NA | 99 ¹ /32 ² | Fuel economy, quiet, instant acceleration in electric mode, crash-test results, reliability. | Visibility, controls, seats only four, narrow driving position, cold weather impact on electric range. |
| ✓ | Kia Soul Plus | 19,270 | 66 | ○ | ○ | ● | 26 | Controls, rear seat, access, crash-test results. | Ride, noise, braking, 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, reliability. | Controls, slight hesitation from a stop, rear visibility, rear access, premium fuel. |

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

SEDANS

MID-SIZED

| | | | | | | | | | |
|---|------------------------------------|----------|----|-----|-----|---|----|---|--|
| ✓ | Toyota Camry Hybrid XLE | \$29,052 | 93 | ● | ● | ● | 38 | Fuel economy, ride, powertrain, interior room, reliability. | Overly complicated radio. |
| ✓ | Toyota Camry XLE (V6) | 32,603 | 92 | ● | ● | ● | 26 | Ride, fuel economy, powertrain, acceleration, interior room. | Overly complicated radio. |
| ✓ | Honda Accord LX (4-cyl.) | 23,270 | 90 | ● | ● | ● | 30 | Fuel economy, drivetrain, handling, roomy interior, visibility, driving position, controls, lots of features. | Complicated optional radio, ride a bit choppy. |
| ✓ | Honda Accord EX-L (V6) | 30,860 | 90 | ● | ● | ● | 26 | Fuel economy, drivetrain, handling, roomy interior, visibility, driving position, lots of features. | Complicated optional radio, ride a bit choppy. |
| | Hyundai Sonata Limited (2.0T) | 28,090 | 89 | ● | ● | ● | 25 | Acceleration, handling, transmission, fuel economy, controls. | Road noise, limited head room with sunroof, reliability. |
| ✓ | Hyundai Sonata GLS (2.4) | 21,800 | 89 | ○ | ● | ● | 27 | Ride, handling, transmission, fuel economy, controls, value. | Road noise. |
| ✓ | Subaru Legacy 3.6R Limited | 30,094 | 88 | ○ | ○ | ○ | 22 | Acceleration, ride, rear seat, controls. | Slight hesitation from start. |
| ✓ | Toyota Camry LE (4-cyl.) | 23,830 | 88 | ● | ● | ● | 27 | Fuel economy, ride, powertrain, interior room, reliability. | Overly complicated radio. |
| | Ford Fusion SE Hybrid | 28,290 | 87 | new | new | ● | 39 | Styling, agility, ride, quietness, fun to drive, fuel economy. | Visibility, touchy brake pedal, slightly snug cabin, small trunk opening. |
| ✓ | Nissan Altima 3.5 SL | 31,610 | 84 | ● | new | ○ | 24 | Acceleration, fuel economy, roomy interior, controls. | Agility, ride. |
| ✓ | Kia Optima SX (2.0T) | 29,050 | 84 | ● | ● | ○ | 24 | Acceleration, handling, transmission, fuel economy, controls, feature content. | Road noise, low rear seat, rear visibility. |
| | Chevrolet Malibu 1LT (2.5L) | 26,030 | 83 | new | new | ● | 26 | Ride, quietness, controls, transmission. | Rear seat, price. |
| | Ford Fusion SE (1.6T) | 25,585 | 82 | new | new | ● | 25 | Styling, agility, ride, quietness, fun to drive, braking. | Visibility, slightly snug cabin, small trunk opening. |
| | Volkswagen Passat SEL Premium (V6) | 33,720 | 82 | NA | NA | ● | 23 | Ride, handling, acceleration, interior room, rear seat, access. | Premium fuel, slow touch screen. |
| ✓ | Kia Optima LX (2.4) | 21,885 | 81 | ○ | ● | ● | 25 | Secure handling, transmission, controls. | Road noise, low rear seat, rear visibility. |
| ✓ | Volkswagen CC Sport (2.0T) | 32,800 | 81 | ○ | ○ | ○ | 26 | Agility, ride, fit and finish, fuel economy. | Visibility, access, tight rear seat. |
| ✓ | Nissan Altima 2.5 S | 23,410 | 81 | ● | new | ● | 31 | Fuel economy, roomy interior, controls. | Agility, driver's seat lumbar support, no USB port. |
| ✓ | Subaru Legacy 2.5i Premium | 24,189 | 81 | ● | ● | ● | 26 | Fuel economy for AWD, visibility, rear seat, controls, standard AWD. | Acceleration, engine noise, unrefined CVT. |
| ✓ | Volkswagen Passat TDI SE | 28,665 | 80 | ● | ● | ● | 37 | Fuel economy, ride, interior room, rear seat, access. | Acceleration, transmission behavior at low speeds. |
| | Ford Fusion Titanium (2.0T) | 33,180 | 78 | new | new | ● | 22 | Styling, agility, ride, quietness, fun to drive, braking. | MyFord Touch controls, fuel economy, visibility, slightly snug cabin, small trunk opening. |

*Powertrain has changed since last test.



Subaru Impreza
and Kia Soul

Ratings

Recommended
 Better
 Worse

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

MIDSIZED continued

| | | | | | | | | | |
|--|----------------------------|----------|-----------|-----|-----|--|----|--|---|
| | Chevrolet Malibu Eco | \$28,285 | 76 | new | new | | 29 | Fuel economy, transmission, ride, quietness, controls. | Rear seat, mediocre handling. |
| | Volkswagen Passat SE (2.5) | 25,595 | 76 | | | | 25 | Ride, interior room, rear seat, access. | Engine noise, acceleration. |
| | Hyundai Sonata Hybrid | 26,695 | 69 | | | | 33 | Fuel economy, controls. | Driveability, braking, on-limit handling, road noise, reliability. |
| | Chrysler 200 Limited (V6) | 27,825 | 52 | | | | 21 | Low road noise, acceleration. | Handling, transmission, driving position, braking, trunk, complicated optional radio controls, reliability. |
| | Dodge Avenger SXT (4-cyl.) | 22,290 | 43 | NA | NA | | 21 | Controls. | Engine noise, acceleration, braking, handling, rear visibility, transmission, driving position, fuel economy. |

LARGE

| | | | | | | | | | |
|--|-----------------------------------|----------|-----------|----|----|--|----|---|---|
| | Chrysler 300 Limited (V6) | \$38,335 | 83 | | | | 22 | Acceleration, transmission, ride, quietness, seat comfort, fit and finish. | Fussy shifter, headlights. |
| | Nissan Maxima 3.5 SV | 33,700 | 83 | | | | 22 | Acceleration, transmission, front seat. | Rear-seat room, overly light steering at low speeds, headlights. |
| | Chrysler 300 C | 44,730 | 82 | | | | 18 | Acceleration, ride, quietness, seat comfort, fit and finish. | Fuel economy, reliability. |
| | Hyundai Azera | 37,185 | 81 | NA | NA | | 23 | Quiet and spacious interior, fit and finish, front-seat comfort, standard features. | Stiff ride, agility. |
| | Buick LaCrosse (Leather, eAssist) | 34,935 | 78 | | | | 26 | Fuel economy, ride, quietness, fit and finish, front-seat comfort. | Visibility, narrow driving position, cluttered dashboard, small trunk, reliability. |
| | Dodge Charger SXT Plus (V6) | 34,510 | 75 | | | | 22 | Transmission, quietness, ride, interior room, feature content. | Complicated shifter, rear access, awkward door handles, reliability. |
| | Buick LaCrosse Touring (V6) | 37,555 | 74 | | | | 20 | Ride, quietness, powertrain, front seat, fit and finish. | Visibility, tight cockpit, reliability. |
| | Ford Taurus Limited (3.5, V6) | 37,885 | 64 | | | | 21 | Ride, quietness, trunk space. | MyFord Touch controls, visibility, driving position. |

LUXURY SEDANS

COMPACT

| | | | | | | | | | |
|--|-------------------------|----------|-----------|--|-----|--|----|---|---|
| | Infiniti G37 Journey | \$37,225 | 95 | | | | 21 | Acceleration, handling, transmission, braking, front-seat comfort, fit & finish, reliability. | Snug interior, small trunk, fuel economy. |
| | BMW 328i | 43,195 | 86 | | | | 28 | Fuel economy, handling, ride, acceleration, transmission, fit and finish, reliability. | Engine clatter, controls, abrupt start/stop system. |
| | Mercedes-Benz C250 | 40,705 | 85 | | | | 24 | Ride, handling, transmission, front-seat comfort, fit and finish. | Rear-seat space, some controls. |
| | Acura TSX (4-cyl.) | 29,675 | 84 | | | | 25 | Powertrain, fuel economy, fit and finish, front-seat comfort. | Ride, steering feel, rear seat. |
| | Lexus IS 250 | 33,734 | 84 | | | | 24 | Transmission, braking, quietness, fuel economy, fit and finish, turning circle, reliability. | Ride, rear seat, lacks sportiness. |
| | Buick Regal CXL (turbo) | 32,135 | 79 | | | | 23 | Agility, ride, transmission, fit and finish, trunk. | Rear seat, fuel economy. |
| | Acura ILX (2.0L) | 30,095 | 77 | | new | | 28 | Fuel economy, powertrain, controls. | Road noise, choppy ride, no driver's seat lumbar support, value. |
| | Volvo S60 T5 | 35,100 | 77 | | | | 23 | Agility, acceleration, transmission, front-seat comfort, fit and finish, safety systems. | Rear seat, trunk, engine refinement, fuel economy, two-step ignition. |
| | Audi A4 Premium Quattro | 35,895 | 76 | | | | 25 | Agility, acceleration, transmission, fuel economy, fit and finish. | Controls, rear seat. |



Infiniti M37



Subaru BRZ

Ratings

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

LUXURY: COMPACT continued

| | | | | | | | | | |
|---|----------------------------|----------|-----------|-----|-----|---|----|--|---|
| | Cadillac ATS | \$43,295 | 76 | new | new | ● | 23 | Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort. | CUE controls, tight interior, small trunk, 2.0T lacks refinement, access, fuel economy. |
| ✓ | Audi A3 2.0T | 28,580 | 75 | ● | NA | ● | 25 | Acceleration, transmission, handling, fit and finish. | Pricy, premium fuel, small interior. |
| | Buick Verano Leather (2.4) | 27,750 | 73 | ● | ● | ● | 24 | Quietness, transmission, braking. | Front-seat comfort, tight rear seat, narrow driving position, reliability. |
| ✓ | Lexus CT 200h Premium | 32,012 | 71 | ● | ● | ● | 40 | Fuel economy, secure handling, reliability. | Ride, noise, acceleration, snug interior, rear visibility, cargo space. |

MIDSIZED

| | | | | | | | | | |
|---|----------------------------------|----------|-----------|-----|-----|---|----|--|---|
| ✓ | Audi A6 3.0 Premium Plus Quattro | \$56,295 | 93 | ○ | ● | ● | 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. |
| ✓ | Hyundai Genesis 3.8 | 39,850 | 92 | ○ | ● | ● | 22 | Powertrain, quietness, seat comfort, roomy interior, fit and finish. | Ride refinement. |
| ✓ | Mercedes-Benz E350 BlueTec | 57,525 | 89 | ● | ● | ● | 26 | Fuel economy, mid-range power, quietness, ride, front-seat comfort, fit and finish. | Controls. |
| ✓ | Hyundai Genesis V8* | 43,800 | 87 | ○ | ● | ● | 20 | Powertrain, quietness, seat comfort, roomy interior, fit and finish. | Ride refinement, complicated radio controls. |
| ✓ | Mercedes-Benz E350 | 57,965 | 86 | ● | ● | ● | 21 | Acceleration, quietness, ride, front-seat comfort, fit and finish. | Controls. |
| ✓ | Cadillac CTS Premium (3.6) | 50,995 | 84 | ● | ○ | ● | 19 | Acceleration, braking, handling, powertrain, fit and finish, front-seat comfort. | Interior space, location of some controls, rear visibility. |
| ✓ | Lexus GS 350 | 58,858 | 84 | ● | ● | ● | 21 | Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility. | Fussy controls. |
| | Infiniti M35h | 58,655 | 83 | NA | NA | ● | 25 | Fuel economy, acceleration, fit and finish. | Abrupt transition between electric and gas modes, touchy brake pedal, trunk. |
| ✓ | Acura TL | 36,465 | 82 | ● | ● | ○ | 24 | Acceleration, fuel economy, front-seat comfort, fit and finish, reliability. | Steering feel, rear seat, trunk opening. |
| ✓ | Lexus ES 300h | 44,017 | 82 | ● | ● | ○ | 36 | Fuel economy, hybrid drivetrain, quietness, front-seat comfort. | Lackluster handling, controls, touchy brake pedal. |
| ✓ | BMW 535i | 58,375 | 81 | ○ | ● | ● | 23 | Powertrain, fuel economy, acceleration, ride, quietness, fit and finish, front seat. | Steering feel, controls. |
| ✓ | Lexus ES 350 | 43,702 | 80 | ● | ● | ● | 25 | Acceleration, fuel economy, drivetrain, quietness, front-seat comfort. | Lackluster handling, controls. |
| | Cadillac XTS Premium | 57,200 | 79 | new | new | ● | 22 | Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission. | Frustrating CUE control interface, ride not plush enough, visibility, small trunk opening. |
| | Volvo S80 3.2 | 45,305 | 70 | ● | ○ | ● | 20 | Innovative safety features, front-seat comfort, transmission, fit and finish. | Rear seat, ordinary ride, handling, acceleration. |
| | Lincoln MKS (base, 3.7) | 50,070 | 60 | ○ | ○ | ● | 20 | Quietness, rear-seat room, fit and finish. | Frustrating controls, uncomposed ride, transmission, narrow cockpit, visibility, turning circle, small trunk opening. |

LARGE

| | | | | | | | | | |
|---|-----------------------|----------|-----------|----|----|---|----|---|--|
| ✓ | Lexus LS 460L | \$79,354 | 92 | ● | ● | ● | 21 | Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort. | Fussy controls. |
| | Audi A8 L* | 91,275 | 91 | NA | NA | ● | 21 | Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features. | Controls, headlights, small trunk. |
| | Porsche Panamera S | 105,110 | 84 | NA | NA | ● | 20 | Handling, steering, braking, acceleration, transmission, fit and finish, headlights, hatchback versatility. | Visibility, controls, access, seats only four. |
| | Jaguar XJL Portfolio* | 81,575 | 83 | ● | ● | ● | 19 | Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish. | Trunk, some controls, accessing the low cabin, rear visibility, reliability. |

*Powertrain has changed since last test.

Ratings



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

LARGE continued

| | | | | | | | | | |
|---|--------------------------|----------|----|----|----|---|-----------------------------------|---|--|
| ✓ | Hyundai Equus Signature* | \$58,900 | 82 | ○ | ● | ● | 19 | Powertrain, quietness, fit and finish, seat comfort. | Agility, steering, on-limit handling, radio controls. |
| | BMW 750Li* | 97,525 | 74 | ● | ● | ● | 18 | Acceleration, powertrain, braking, ride, quietness, front seat, fit and finish, advanced safety features. | Agility, controls, price, reliability. |
| | Fisker Karma Eco Sport | 107,850 | 57 | NA | NA | ● | 66 ¹ / 22 ² | Fuel economy, braking, interior materials, styling. | Controls, visibility, cramped interior, noisy engine, long charging times, build quality, small trunk. |

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

SPORTS & SPORTY CARS

SPORTS CARS: HIGH-PERFORMANCE Equipped with manual transmission.

| | | | | | | | | | |
|---|---|----------|----|----|----|---|----|--|--|
| ✓ | BMW 135i | \$37,650 | 97 | ○ | ● | ● | 23 | Powertrain, acceleration, agility, steering, braking, front-seat comfort, quietness, turning circle. | Rear seat, some controls. |
| | Chevrolet Corvette Z06 | 64,890 | 92 | ● | ● | ● | 19 | Acceleration, handling, controls. | Turning circle, reliability. |
| ✓ | Subaru Impreza WRX STi | 37,640 | 89 | ○ | ● | ● | 21 | Acceleration, cornering grip, braking, controls, hatchback versatility. | Noise, ride, clutch. |
| ✓ | Nissan 370Z Coupe Touring | 38,565 | 86 | ● | NA | ● | 23 | Acceleration, handling, braking, fit and finish. | Ride, noise, visibility, access. |
| | Mitsubishi Lancer Evolution GSR | 38,078 | 83 | NA | NA | ● | 21 | Acceleration, handling, agility, steering, braking. | Ride, noise, access, trunk, driving position, fit and finish. |
| | Ford Mustang GT Premium (V8) | 36,310 | 83 | ● | ● | ○ | 22 | Acceleration, handling, braking, exhaust sound, good fuel economy for power. | Rear seat, trunk opening, no telescoping steering wheel, reliability. |
| ✓ | Ford Mustang Premium (V6) | 28,880 | 76 | ○ | ● | ● | 24 | Handling, acceleration, fuel economy. | Rear seat, trunk opening, no telescoping steering wheel. |
| ✓ | Chevrolet Camaro 2SS (V8) | 35,425 | 71 | ○ | ● | ● | 18 | Acceleration, handling, braking, transmission. | Visibility, fuel economy, controls, rear seat, access, body shake, top operation, trunk. |
| | Hyundai Genesis Coupe Grand Touring (V6)* | 28,375 | 70 | ● | ○ | ● | 23 | Acceleration, handling, controls. | Shifter and clutch, ride, rear seat, trunk, reliability. |
| | Dodge Challenger R/T (V8) | 35,015 | 67 | ● | ● | ● | 19 | Acceleration, exhaust note, quietness, controls. | Fuel economy, visibility, foot-operated parking brake with manual transmission, reliability. |
| | Chevrolet Camaro 2LT (V6) | 28,195 | 60 | ○ | ● | ● | 21 | Styling, straight-line acceleration. | Agility, shifter, visibility, controls, rear seat, trunk. |

SPORTY CARS Equipped with manual transmission.

| | | | | | | | | | |
|---|---------------------------------|----------|----|-----|-----|---|----|---|---|
| | Volkswagen GTI (4-door) | \$27,504 | 85 | ● | ● | ● | 27 | Handling, steering, acceleration, fuel economy, hatchback versatility. | Long clutch travel, narrow seats for some, reliability. |
| ✓ | Subaru Impreza WRX | 26,088 | 84 | ○ | ● | ○ | 24 | Acceleration, braking, agility, ride, controls. | Automatic climate control modulation. |
| | MazdaSpeed3 Sport | 24,090 | 83 | NA | NA | ● | 26 | Acceleration, handling, braking, hatchback versatility. | Ride, noise, torque steer. |
| ✓ | Scion FR-S | 25,025 | 83 | ● | new | ● | 30 | Driving fun, handling, braking, fuel economy. | Ride, noise, access, radio controls, vestigial rear seating. |
| ✓ | Subaru BRZ Premium | 27,117 | 82 | ● | new | ● | 30 | Driving fun, handling, braking, fuel economy. | Ride, noise, access, radio controls, vestigial rear seating. |
| ✓ | Mini Cooper (base) | 21,700 | 81 | ○ | ● | ● | 33 | Agility, fuel economy, braking, fun to drive. | Controls, rear seat, access, trunk. |
| ✓ | Kia Forte Koup SX | 20,240 | 77 | ○ | ● | ● | 27 | Braking, handling, fuel economy, controls. | Ride, noise, head room, shifter, clutch travel. |
| | Volkswagen Jetta GLI Autobahn | 26,835 | 76 | NA | NA | ● | 27 | Handling, powertrain, fuel economy, rear seat, trunk. | Long clutch travel. |
| | Ford Focus ST | 28,270 | 74 | new | new | ○ | 26 | Handling, fun to drive, acceleration, braking, fuel economy, hatchback versatility. | MyFord Touch controls, driving position and access with Recaro seats, can be tricky at handling limits. |
| | Mini Cooper S | 26,400 | 74 | ● | ● | ● | 30 | Acceleration, agility, fuel economy, fun to drive. | Controls, rear seat, torque steer, access, ride, trunk, reliability. |
| | Mitsubishi Lancer Ralliart (AT) | 28,344 | 72 | NA | NA | ● | 20 | Acceleration, handling, controls. | Transmission, ride, noise, fit and finish, no telescope wheel, big spoiler blocks rear view. |
| ✓ | Hyundai Veloster (base) | 20,340 | 71 | ● | ● | ● | 31 | Handling, fuel economy, extra door, turning circle. | Ride, noise, low-end torque, rear visibility, rear seat. |
| ✓ | Honda Civic Si | 23,175 | 70 | ● | ● | ● | 29 | Powertrain, shifter, fuel economy, rear seat. | Ride, noise, steering feel, fit and finish, narrow front seats. |
| | Scion tC | 19,165 | 63 | NA | NA | ● | 28 | Fuel economy, secure handling, hatchback versatility. | Noise, ride, visibility, radio controls, fit and finish, no rear wiper. |

Ratings

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

SPORTY CARS continued

| | | | | | | | | | |
|--|------------------------|----------|----|---|----|---|----|--|---|
| | Fiat 500 Sport | \$18,600 | 61 | ○ | ⊖ | ● | 33 | Handling, shifter, fuel economy, front access. | Acceleration, ride, noise, front and rear seats, driving position, controls. |
| | Volkswagen Beetle 2.5L | 20,835 | 60 | ● | NA | ● | 26 | Compliant ride, turning circle. | Rear visibility, wind noise, long clutch travel, tricky at-the-limit handling, reliability. |
| | Honda CR-Z EX | 21,510 | 57 | ● | ○ | ● | 35 | Fuel economy, shifter, turning circle, cargo flexibility, reliability. | Only two seats, noise, ride, visibility, access, A/C shutoff at stop. |

ROADSTERS Equipped with manual transmission.

| | | | | | | | | | |
|---|--------------------------------|----------|----|-----|-----|---|----|--|--|
| | Porsche Boxster 2.7 | \$59,600 | 89 | new | new | ● | 23 | Handling, braking, engine sound, top operation, two trunks. | Rear visibility, narrow seats, some controls, price. |
| ✓ | Mazda MX-5 Miata Grand Touring | 31,150 | 89 | ⊖ | ● | ⊖ | 28 | Handling, steering, acceleration, braking, fuel economy, top operation. | Noise, tight cabin, access, rear visibility. |
| | Mercedes-Benz SLK250 | 48,045 | 81 | NA | NA | ⊖ | 26 | Handling, steering, braking, fuel economy, civilized cruiser, neck warmer, fit and finish. | Manual shifter and clutch, access. |
| | Audi TT Premium Plus (DSG) | 45,300 | 80 | NA | NA | ⊖ | 25 | Handling, transmission, braking, fit and finish, AWD, top can be operated on the move. | Ride, noise, rear visibility, access. |
| | BMW Z4 sDrive28i | 55,225 | 76 | NA | NA | ⊖ | 28 | Acceleration, fuel economy, braking. | Steering feel, ride, noise, access, price. |

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. |
| | Infiniti G | 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, reliability. |
| ✓ | Lexus IS 250 | 44,400 | 77 | ● | ⊖ | ⊖ | 23 | Powertrain, braking, front-seat comfort, controls, fuel economy, fit & finish, reliability. | Ride, steering feel, cockpit space, rear seat, rear visibility. |
| | Mini Cooper S (MT) | 32,850 | 77 | ● | ● | ⊖ | 30 | Agility, fun to drive, acceleration, braking, fuel economy, sunroof mode. | Ride, noise, rear seat, controls, rear visibility, reliability. |
| | Ford Mustang GT Premium (V8) | 43,880 | 75 | ⊖ | ● | ⊖ | 23 | Acceleration, handling, braking, exhaust sound, good fuel economy for class. | Rear seat, trunk opening, no telescoping wheel, awkward top operation, reliability. |
| | Jaguar XK Convertible* | 85,635 | 74 | NA | NA | ● | 19 | Ride, powertrain, steering, quiet interior, fit and finish, front-seat comfort. | Rear visibility with top up, controls. |
| ✓ | Audi A5 Premium Plus (2.0T)* | 49,300 | 74 | ⊖ | ⊖ | ● | 22 | Handling, steering, transmission, rear seat, top operates on the move, fit & 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, reliability. |
| ✓ | Chevrolet Camaro 2SS (V8) | 43,510 | 65 | ○ | ● | ⊖ | 17 | Acceleration, braking. | Visibility, controls, rear seat, fuel economy, trunk. |
| | Fiat 500C Pop (MT) | 21,000 | 59 | ○ | ● | ● | 34 | Fuel economy, agility, shifter, front access, clever top design. | Acceleration, ride, driving position, front-seat comfort, rear visibility, trunk. |

MINIVANS

MINIVANS

| | | | | | | | | | |
|---|-----------------------------------|----------|----|---|---|---|----|--|---|
| ✓ | Honda Odyssey EX-L | \$36,830 | 83 | ○ | ⊖ | ⊖ | 19 | Ride, powertrain refinement, seat comfort, cargo flexibility, access, fuel economy. | Low cornering limits, road noise. |
| ✓ | Nissan Quest SL | 39,040 | 81 | ○ | ⊖ | ⊖ | 19 | Ride, quietness, powertrain, fuel economy, plush interior, fold-flat seats. | Agility. |
| ✓ | Toyota Sienna XLE (FWD) | 35,810 | 80 | ⊖ | ⊖ | ○ | 20 | Ride, transmission, interior space and flexibility, rear seat, fuel economy. | Agility, road noise, fit and finish. |
| ✓ | Toyota Sienna XLE (AWD) | 38,201 | 79 | ○ | ⊖ | ⊖ | 19 | Ride, transmission, interior space and flexibility, rear seat, fuel economy. | Agility, road noise, fit and finish. |
| | Chrysler Town & Country Touring-L | 37,505 | 74 | ● | ⊖ | ⊖ | 17 | Ride, quietness, foldaway second-row seats, cargo flexibility, standard safety aids. | Fuel economy, cornering limits, unrefined transmission, complicated radio, reliability. |
| | Dodge Grand Caravan R/T | 37,295 | 74 | ● | ○ | ⊖ | 17 | Ride, quietness, foldaway second-row seats, cargo flexibility. | Fuel economy, cornering limits, unrefined transmission, complicated radio, reliability. |

SUVs

SMALL

| | | | | | | | | | |
|---|-----------------------------|----------|----|-----|-----|---|----|---|--|
| | Ford Escape Titanium (2.0T) | \$36,600 | 79 | new | new | ⊖ | 22 | Agility, ride, quietness, solid feel, access. | Narrow driving position, MyFord Touch controls, expensive rear camera. |
| ✓ | Honda CR-V EX | 26,455 | 77 | ● | ⊖ | ⊖ | 23 | Powertrain, fuel economy, braking, rear seat, access, reliability. | Road noise, low cornering limits, rear visibility. |
| ✓ | Volkswagen Tiguan SEL | 37,020 | 76 | ○ | ○ | ⊖ | 21 | Agility, transmission, access, fit and finish, rear seat, fuel economy. | Ride and noise in SEL, touch-screen controls. |

*Powertrain has changed since last test.



Honda Odyssey EX-L



Jeep Grand Cherokee

Ratings

Recommended
 Better

 Worse

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

SMALL continued

| | | | | | | | | | |
|--|----------------------------------|----------|----|-----|-----|--|----|---|--|
| | Ford Escape SE (1.6T) | \$28,040 | 75 | new | new | | 22 | Agility, ride, quietness, solid feel, access. | Front-seat comfort, narrow driving position, radio controls, no rear camera. |
| | Mazda CX-5 Sport (2.0L) | 27,125 | 75 | | | | 25 | Fuel economy, handling, rear seat, blind-spot detection, reliability. | Ride, noise, acceleration, low dash vents. |
| | Subaru XV Crosstrek Premium | 24,215 | 75 | | new | | 26 | Fuel economy, controls, rear seat, visibility. | Noise, ride, unrefined CVT. |
| | Mitsubishi Outlander SE (4-cyl.) | 25,305 | 73 | | | | 22 | Handling, fuel economy, transmission, rear seat, cargo room. | Slow initial takeoff, road noise, fit and finish. |
| | Nissan Rogue SV | 25,850 | 73 | | | | 22 | Fuel economy, transmission, secure handling, controls, rear seat. | Rear visibility, cargo area. |
| | Kia Sportage SX (2.0T) | 31,440 | 72 | | | | 21 | Acceleration, handling, transmission, controls, reliability. | Ride, noise, rear visibility, complicated radio controls. |
| | Mitsubishi Outlander GT (V6) | 30,615 | 70 | | | | 19 | Powertrain, handling, rear seat, cargo room. | Ride, road noise, fit and finish, radio controls with optional navigation system. |
| | Kia Sportage LX | 24,400 | 70 | | | | 22 | Handling, transmission, controls, fuel economy, reliability. | Ride, noise, rear visibility, fit and finish. |
| | Hyundai Tucson GLS | 24,920 | 70 | | | | 22 | Braking, handling, transmission, controls, fuel economy. | Ride, noise, low rear seat, rear visibility. |
| | Mini Cooper Countryman S | 32,500 | 66 | | | | 26 | Handling, transmission, acceleration, fuel economy. | Ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey, reliability. |
| | Mitsubishi Outlander Sport SE | 24,520 | 65 | | NA | | 23 | Versatility, fuel economy, controls, front access, reliability. | 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 telescoping steering wheel, premium fuel. |
| | Jeep Patriot Latitude | 24,440 | 52 | | | | 21 | Controls. | Engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls. |
| | Jeep Compass Latitude | 24,985 | 49 | | | | 22 | Controls, fuel economy. | Engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits, reliability. |

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. | 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. |
| | Nissan Murano SL | 36,330 | 78 | | | | 19 | Powertrain, quietness, roomy interior, fit and finish, access. | Rear visibility. |
| | Toyota Venza (V6) | 34,209 | 77 | | | | 20 | Acceleration, powertrain, access, rear seat, cabin storage. | Steering feel, ride, rear visibility. |
| | Mazda CX-9 Grand Touring | 38,615 | 76 | | | | 16 | Agility, steering, quietness, transmission, interior flexibility, reliability. | Cargo capacity, fuel economy. |
| | Hyundai Santa Fe Sport (2.4) | 28,370 | 74 | new | new | | 23 | Roomy interior, fuel economy, transmission, controls, feature content. | Steering feel, visibility, expensive rear camera. |
| | Kia Sorento LX (4-cyl.) | 26,455 | 74 | | | | 20 | Interior room, transmission, handling, controls. | Ride. |
| | Honda Crosstour EX-L (V6)* | 34,730 | 73 | | | | 20 | Powertrain, ride, controls, front-seat comfort, driving position. | Rear visibility, relatively small cargo volume, turning circle. |
| | Honda Pilot EX-L | 36,980 | 73 | | | | 18 | Powertrain, seats eight, interior accommodations, storage and flexibility. | Road noise, so-so braking and acceleration, low cornering limits, fit and finish, busy center dashboard. |
| | Subaru Outback 2.5i Limited | 34,698 | 73 | | | | 24 | Roomy interior, visibility, fuel economy, EyeSight safety features, reliability. | Agility, acceleration, engine noise, complicated radio with navigation option. |
| | Jeep Grand Cherokee Laredo (V6)* | 39,010 | 71 | | | | 18 | Transmission, handling, ride, quietness, off-road ability. | Acceleration, complicated touch-screen radio controls. |
| | Subaru Tribeca Limited | 34,270 | 70 | NA | NA | | 16 | Agility, steering, transmission, ride. | Cramped driving position and second- and third-row seats, cruising range, fuel economy. |

Audi Allroad and
Subaru Outback

Ratings

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

SUVs: MIDSIZED continued

| | | | | | | | | | |
|---|-----------------------------------|----------|----|-----|-----|---|----|---|---|
| ✓ | Chevrolet Equinox 2LT (V6)* | \$31,780 | 69 | ● | ○ | ○ | 18 | Rear seat, ride, handling. | Acceleration, transmission, rear visibility, turning circle. |
| ✓ | GMC Terrain SLT1 (V6)* | 30,985 | 69 | ● | ○ | ○ | 18 | Rear seat, ride, handling, standard rear-view camera. | Acceleration, transmission, rear visibility, turning circle. |
| | Nissan Pathfinder SL | 40,470 | 69 | new | new | ● | 18 | Roominess, quietness, controls, access. | Handling, rear visibility, second-row seat thigh support. |
| | Ford Edge SEL (FWD, 2.0 EcoBoost) | 36,910 | 69 | ● | ○ | ○ | 21 | Fuel economy, access. | Noise, rear visibility, no AWD with EcoBoost engine, reliability. |
| | Jeep Grand Cherokee Limited (V8)* | 42,765 | 69 | ● | ● | ● | 14 | Ride, quietness, acceleration, transmission, off-road ability, towing capacity. | Fuel economy, complicated touch-screen radio controls, reliability. |
| ✓ | Chevrolet Equinox 1LT (4-cyl.) | 26,350 | 66 | ○ | ○ | ● | 21 | Rear seat, ride, handling, fuel economy. | Acceleration, transmission, rear visibility, turning circle. |
| ✓ | GMC Terrain SLE1 (4-cyl.) | 26,745 | 66 | ○ | ○ | ● | 21 | Rear seat, ride, handling, fuel economy, standard rear-view camera. | Acceleration, transmission, rear visibility, turning circle. |
| | Ford Explorer XLT (V6) | 39,275 | 65 | ● | ○ | ● | 18 | Interior room and flexibility, usable third row, cabin storage. | Agility, driving position, MyFord Touch controls, unrefined transmission, reliability. |
| | Ford Edge SEL (3.5) | 37,625 | 63 | ● | ○ | ● | 18 | Access. | Noise, unrefined transmission, MyFord Touch controls, rear visibility, reliability. |
| | Dodge Journey Crew (V6) | 36,975 | 61 | ● | ○ | ● | 16 | Ride, quietness, cabin storage. | Handling, unresponsive transmission, fuel economy, rear visibility, third row, reliability. |
| | Nissan Xterra S | 28,000 | 60 | ○ | ○ | ○ | 17 | Powertrain, acceleration, quietness, off-road ability. | Ride, access, high rear-door handle. |
| | Toyota 4Runner SR5 (V6) | 37,425 | 55 | ● | ○ | ● | 18 | Off-road ability, power-retractable rear window, reliability. | Handling, ride, driving position, fit and finish, access, turning circle. |
| | Toyota FJ Cruiser | 30,881 | 36 | ● | ● | ○ | 17 | Off-road ability, powertrain, reliability. | Visibility, ride, handling, noise, fit and finish, access. |
| | Jeep Wrangler Unlimited Sahara | 36,340 | 20 | ● | ● | ● | 17 | Powertrain, off-road capability. | Ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish, reliability. |

LARGE

| | | | | | | | | | |
|---|--------------------------------|----------|----|---|---|---|----|--|--|
| ✓ | Chevrolet Traverse LT | \$39,920 | 80 | ○ | ○ | ● | 16 | Ride, handling, quietness, interior room and flexibility, third-row seat, blind-spot mirrors. | Rear visibility, fuel economy, wet braking. |
| ✓ | GMC Acadia SLT2 | 39,630 | 80 | ○ | ○ | ● | 16 | Ride, handling, quietness, interior room and flexibility, usable third-row seat. | Rear visibility, fuel economy, wet braking. |
| ✓ | Ford Flex SEL | 38,460 | 69 | ○ | ● | ● | 18 | Ride, quietness, interior room and flexibility. | MyFord Touch controls, lackluster handling, turning circle, rear visibility. |
| ✓ | Dodge Durango Crew (V8) | 47,375 | 66 | ○ | ● | ● | 14 | Ride, quietness, interior space, third-row seat, towing capacity, fit and finish. | Fuel economy, unrefined transmission, cornering limits, complicated radio controls. |
| ✓ | Toyota Sequoia Limited (5.7) | 54,005 | 66 | ● | ● | ● | 15 | Powertrain, accommodations, towing and off-road capability, cabin storage, power-retractable rear window, reliability. | Agility, braking, unsettled ride, high step-in, long reach to some controls. |
| ✓ | 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 | Transmission, ride, cargo and towing capacity. | Handling, turning circle, driving position, fuel economy, no flat-folding rear seat, slow rear-view camera. |
| ✓ | Dodge Durango Crew (V6) | 43,785 | 65 | ○ | ● | ● | 17 | Ride, quietness, interior space, third-row seat, towing capacity, fit and finish. | Unrefined transmission, cornering limits, braking, complicated radio controls. |
| ✓ | Ford Expedition EL Eddie Bauer | 48,730 | 65 | ○ | ● | ● | 13 | Roomy rear and third-row seats, cargo and towing capacity. | Driving position, braking, noisy and strained engine, fuel economy, turning circle, fit and finish, instrument legibility. |

*Powertrain has changed since last test.

Ratings

Recommended
 Better
 Worse

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

LARGE continued

| | | | | | | | | | |
|--|---------------------------|----------|-----------|----|----|---|----|---|--|
| | Nissan Armada Platinum | \$55,400 | 61 | ● | ● | ● | 13 | Acceleration, transmission, spacious interior, towing capacity. | Fuel economy, handling, ride, high step-in, reliability. |
| | Chevrolet Tahoe LTZ (5.3) | 57,435 | 58 | ○ | ● | ● | 14 | Transmission, quietness, rear seat, cargo and towing capacity. | Handling, braking, fuel economy, no flat-folding third-row seat. |
| | GMC Yukon SLT2 (5.3) | 56,625 | 58 | ○ | ● | ● | 14 | Transmission, quietness, rear seat, cargo and towing capacity. | Handling, braking, fuel economy, no flat-folding third-row seat. |
| | Chevrolet Tahoe Hybrid | 55,585 | 57 | NA | NA | ● | 19 | Fuel economy, cargo and towing capacity. | Braking, steering, third-row seat. |
| | GMC Yukon Hybrid | 56,045 | 57 | NA | NA | ● | 19 | Fuel economy, cargo and towing capacity. | Braking, steering, third-row seat. |

LUXURY SUVs

COMPACT

| | | | | | | | | | |
|---|------------------------------------|----------|-----------|-----|-----|---|----|---|--|
| | BMW X3 xDrive28i (2.0T) | \$44,595 | 80 | new | ● | ● | 23 | Agility, powertrain, braking, fuel economy, fit and finish. | Controls, low rear seat. |
| ✓ | Audi Allroad 2.0T Premium | 43,570 | 79 | ● | ● | ● | 22 | Handling, fit and finish, transmission, braking, fuel economy. | Controls, small rear seat and cargo area. |
| ✓ | Acura RDX | 36,605 | 79 | ○ | new | ● | 22 | Acceleration, fuel economy, access, controls, front-seat comfort. | Ride, steering feel, at-the-limit handling, rear visibility. |
| ✓ | Infiniti EX Journey* | 39,425 | 78 | ● | ○ | ● | 18 | Acceleration, handling, transmission, fit and finish, controls, front-seat comfort. | Snug interior, rear visibility, cargo space. |
| ✓ | Mercedes-Benz GLK350 | 44,995 | 77 | ○ | ○ | ● | 21 | Acceleration, agility, visibility, front-seat comfort, fit and finish, quietness. | Tight rear seat, some controls, rear access. |
| ✓ | Audi Q5 Premium Plus (2.0T) | 41,075 | 77 | ○ | ● | ● | 21 | Handling, transmission, braking, fit and finish, fuel economy. | Controls. |
| | BMW X1 xDrive28i (2.0T) | 38,795 | 74 | new | new | ● | 23 | Acceleration, agility, steering feedback, transmission, fuel economy. | Ride, heavy steering effort, snug interior, rear visibility. |
| ✓ | Volvo XC60 T6 | 42,245 | 70 | ○ | ● | ● | 17 | Transmission, fit and finish, advanced safety features. | Ride, fuel economy, awkward electronic ignition key, rear visibility. |
| | Cadillac SRX Luxury | 43,085 | 62 | ● | ● | ● | 18 | Agility, fit and finish, front-seat comfort. | CUE controls, visibility, engine needs revs to deliver, reliability. |
| | Land Rover Range Rover Evoque Pure | 45,745 | 58 | NA | NA | ● | 21 | Acceleration, transmission, fit and finish, fuel economy. | Emergency handling, steering feel, ride, noise, visibility, driving position, cargo space. |

MIDSIZED

| | | | | | | | | | |
|---|------------------------------|----------|-----------|----|-----|---|----|--|--|
| ✓ | Lexus RX 450h | \$53,576 | 88 | ● | ● | ● | 26 | Fuel economy, ride, quietness, fit and finish, reliability. | Lackluster handling, some controls, rear visibility. |
| ✓ | Acura MDX | 46,715 | 85 | ○ | ● | ● | 18 | Agility, braking, powertrain, fit and finish, front-seat comfort. | Road noise, some controls. |
| | Volkswagen Touareg TDI Sport | 49,505 | 82 | ● | ● | ● | 24 | Fuel economy, handling, front-seat comfort, fit and finish, towing capacity. | Ride, shift quality at low speeds, reliability. |
| ✓ | Lexus RX 350 | 47,381 | 79 | ● | ● | ● | 21 | Powertrain, fuel economy, fit and finish, ride, quietness, reliability. | Lackluster handling, some controls, rear visibility. |
| ✓ | Infiniti JX | 51,920 | 78 | ● | new | ● | 19 | Plush, roomy cabin; quietness; fit and finish; access; front-seat comfort; controls; surround-view camera. | Agility, rear visibility. |
| ✓ | Volvo XC70 | 42,560 | 77 | ● | ● | ● | 18 | Safety equipment, optional built-in booster seats, transmission, front seats, fit and finish, cargo room. | Ordinary ride, handling, and performance; awkward ignition. |
| | Porsche Cayenne (base, V6) | 63,805 | 76 | ● | ● | ● | 19 | Handling, transmission, fuel economy, fit and finish, towing capacity, headlights. | Controls, slow start/stop feature, low-speed ride, pricey options, reliability. |
| | Mercedes-Benz ML350 | 56,960 | 76 | ● | ● | ● | 18 | Quietness, transmission, front-seat comfort, fit and finish, towing capacity. | Steering feel, some controls, backup camera only works with radio on, reliability. |
| ✓ | BMW X5 35d | 62,375 | 75 | ○ | ● | ● | 22 | Braking, fuel economy, front-seat comfort, fit and finish. | Ride, controls, third-row seat comfort, hesitation off the line. |
| | Land Rover LR4 | 54,010 | 73 | NA | NA | ● | 15 | Powertrain, quietness, off-road capability, fit and finish, visibility, interior space. | Controls, agility, unsettled ride, awkward rear gate, fuel economy. |
| ✓ | Infiniti FX (V6)* | 51,635 | 71 | ○ | ○ | ● | 18 | Acceleration, transmission, handling, fit and finish, front seat. | Ride, rear visibility, cargo area. |
| ✓ | BMW X5 35i Premium | 62,675 | 69 | ○ | ○ | ● | 18 | Handling, transmission, front-seat comfort, fit and finish. | Ride, controls, heavy steering, tiny third-row seat. |
| ✓ | Lexus GX 460 | 58,428 | 69 | ○ | ● | ● | 17 | Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing. | Agility, third-row seat, side-hinged tailgate. |
| | Lincoln MKX (3.7) | 50,235 | 64 | ● | ○ | ● | 18 | Fit and finish, access. | Controls, rear visibility, low rear seat, reliability. |
| | Volvo XC90 3.2 | 49,850 | 58 | ● | ● | ● | 17 | Interior versatility, fit and finish. | Acceleration, ride, agility, slow rear-view camera, controls, reliability. |

Ratings



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

SUVs: LUXURY LARGE

| | | | | | | | | | |
|---|-----------------------------|----------|----|-----|-----|---|----|---|---|
| | Mercedes-Benz GL350 BlueTec | \$73,020 | 81 | new | new | ● | 20 | Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity. Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat. | Reluctant on-limits handling, some controls, backup camera works only if radio is on, pricey. |
| ✓ | Buick Enclave CXL | 43,260 | 77 | ○ | ○ | ● | 15 | Ride, quietness, powertrain, acceleration, fit and finish, front- and second-row seats, off-road, towing capacity. | Fuel economy, rear visibility, some controls. |
| | Toyota Land Cruiser | 67,707 | 69 | NA | NA | ● | 14 | Powertrain, quietness, rear seat, fit & finish, cargo room, towing, off-road, headlights. | Fuel economy, agility, third-row seat. |
| ✓ | Infiniti QX 56 | 63,395 | 67 | ○ | ● | ● | 15 | Ride, roomy cabin, comfortable second- and third-row seats, cargo and towing capacity. | Handling, access. |
| ✓ | Lincoln Navigator Ultimate | 59,015 | 65 | ○ | ● | ● | 13 | Ride, fit and finish, towing capacity. | Fuel economy, handling, braking, difficult-to-read gauges and controls, driving position. |
| | Cadillac Escalade (base) | 64,905 | 61 | ○ | NA | ● | 13 | | Braking, handling, fuel economy, high step-in, tiny third-row seat. |

PICKUPS

COMPACT

| | | | | | | | | | |
|---|-------------------------|----------|----|---|---|---|----|--|--|
| ✓ | Honda Ridgeline RTS | \$30,825 | 79 | ● | ● | ● | 15 | Ride, handling, powertrain, rear seat, access, in-bed trunk, crash-test results. | Road noise, turning circle, towing capacity. |
| ✓ | Nissan Frontier SV (V6) | 30,110 | 67 | ● | ○ | ○ | 15 | Powertrain, acceleration, agility. | Rear-seat room, heavy tailgate, turning circle. |
| | Toyota Tacoma (V6) | 33,119 | 50 | ○ | ● | ○ | 17 | Powertrain, handling, controls, off-road ability, composite rust-free bed. | Ride, handling, driving position, high step-in, low rear seat. |

FULL-SIZED

| | | | | | | | | | |
|---|-----------------------------------|----------|----|---|---|---|----|---|---|
| ✓ | Toyota Tundra SR5 (5.7L V8) | \$34,738 | 69 | ● | ● | ● | 15 | Powertrain, telescoping steering wheel, towing, damped tailgate, crash-test results. | Ride, visibility, braking, long reach to some controls, no full-time 4WD. |
| ✓ | Ford F-150 XLT (5.0L V8) | 39,355 | 68 | ○ | ● | ● | 15 | Quietness, acceleration, rear seat, tailgate step, IIHS crash-test results. | Handling, ride, step-in height, no full-time 4WD. |
| ✓ | Ford F-150 XLT (3.5L EcoBoost V6) | 40,410 | 68 | ○ | ● | ● | 15 | Quietness, acceleration, rear seat, tailgate step, towing ability, IIHS crash-test results. | Handling, ride, step-in height, no full-time 4WD. |
| ✓ | Ram 1500 SLT (5.7L V8) | 39,140 | 67 | ○ | ● | ● | 14 | Acceleration, braking, ride, quietness, rear seat, full-time 4WD. | High step-in, IIHS side-crash results. |
| | Nissan Titan SV (5.6L V8) | 36,905 | 65 | ● | ○ | ● | 14 | Powertrain, acceleration, relatively responsive handling, rear seat, damped tailgate. | Braking, access, fit and finish, no full-time 4WD, reliability. |

HEAVY-DUTY DIESEL

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

*Powertrain has changed since last test.

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 the time of purchase of our test vehicle, including an automatic transmission and typical equipment. 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 2012 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 refreshed since our last test. Most are scheduled to be included in future road tests: BMW 6 Series, Chevrolet Impala and Silverado, Land Rover LR2, Lincoln MKZ, Mazda6, Mercedes-Benz SL, Porsche 911, Subaru Forester, and Toyota RAV4.

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Profiles

Ratings, reviews, and specifications

GUIDE TO THE RATINGS

1. 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.

2. 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.



3. 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

Mazda3

The pleasant, practical, fun-to-drive Mazda3 is one of the better small cars. Its 2.0-liter, Skyactiv four-cylinder delivers ample performance and an impressive 32 mpg overall. The 2.5-liter is more powerful but got only 25 mpg overall. Handling is precise and responsive, and the ride is firm yet fairly comfortable. Road noise is pronounced. Interior quality is very good, but rear-seat room is tight. The sporty turbocharged Mazdaspeed3 is very quick but has too much torque steer and a harsh ride.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body styles: 4-door hatchback, sedan **Trim lines:** i SV, i Sport, i Touring, i Grand Touring, Mazdaspeed3 Touring, s Grand Touring **Price:** \$16,700-\$25,850 **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.:** 5-8 6-spd. man.; 5-spd. auto.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** i Touring 4 **CR mpg:** 32 **Accel.:** 9.1 **Braking:** 139 **Ratings pgs.** 29, 33

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 of 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

The small ILX slots below the TSX and is derived from a platform shared with the Honda Civic. But suspension tuning, interior materials, feature content, and styling are different. It is offered with three four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and 2.4-liter performance-oriented powertrain. The base engine and five-speed automatic work very well. Handling is sound, but the ride is choppy and road noise is pronounced, undermining its target as an affordable \$30,000 luxury car.



Reliability: ● Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** 2.0 L, 2.4 L, Hybrid **Price:** \$25,900-\$34,400 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.5L 4 hybrid (111 hp); 2.0L 4 (150 hp); 2.4L 4 (201 hp) **Trans.:** 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Premium **Version tested:** 2.0 L 4 **CR mpg:** 28 **Accel.:** 9.4 **Braking:** 136 **Ratings pg.** 31

Acura MDX

A redesigned MDX goes on sale in late spring. The current one is well-rounded and very functional, somewhat luxurious, and competitively priced. It rides well, and its refined powertrain provides smooth acceleration and 18 mpg overall with the slick six-speed automatic. Body lean is contained, the steering is responsive, and it's balanced and secure at its limits. Fit and finish is impressive, but the small third-row seat is only for kids. Controls are a bit confusing at first but easy to use once they're mastered.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim line:** - **Price:** \$43,280-\$54,805 **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 pg.** 37

Acura RDX

Derived from the Honda CR-V, the RDX is a major improvement over its predecessor. Styling, handling, and interior quality are unexceptional, but the RDX is well equipped for the price and easy to live with. The smooth and capable V6 and six-speed automatic returned a respectable 22 mpg overall. Handling is sound but not especially agile, and the ride is a little stiff. Interior ambience is rather plain-Jane for a supposedly upscale SUV, but the seats are comfortable and the simple controls are easier to use than in most competing vehicles.



Recommended

Reliability: Satisfaction: New Owner cost:

Body style: 4-door SUV Trim line: -- Price: \$34,320-\$39,420 Drive wheels: Front or AWD Seating: 2/3 Engine: 3.5L V6 (273 hp) Trans.: 6-spd. auto. Fuel: Premium Version tested: 4-door SUV V6 CR mpg: 22 Accel.: 6.6 Braking: 132 Ratings pg. 37

Acura RLX

The RLX is the redesign of the RL, traditionally a competent enough but overlooked car. It will offer a host of electronic and connectivity features. The RLX will be available with front- or all-wheel drive. The Hybrid AWD version will get a direct-injected 3.5-liter V6 engine matched with a seven-speed automated manual transmission, claimed to deliver more than 370 hp while returning 30 mpg on city and highway cycles. FWD models will have 310 hp and all-wheel steering. It goes on sale this spring.



Reliability: Satisfaction: New Owner cost:

Body style: Sedan Trim lines: Base, Hybrid Price: \$48,450-\$60,450 Drive wheels: Front or AWD Seating: 2/3 Engines: 3.5L V6 (310 hp); 3.5L V6 hybrid (370 hp) Trans.: 7-spd. seq.; 6-spd. auto. Fuel: Premium Look for a full test in an upcoming issue.

Acura TL

The TL's high point is its slick and punchy 3.5-liter V6 and six-speed automatic powertrain, which returns a good 24 mpg overall. We found the handling taut and the ride compliant and firm, with good isolation from bumps. But the vague steering lacks 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. An AWD model with a 3.7-liter V6 and tauter suspension is also available.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan Trim lines: Base, SH-AWD Price: \$35,905-\$45,385 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 pg. 32

Acura TSX

The enjoyable TSX is available as a sedan or wagon. Its smooth-revving engine, slick transmission, and agile handling make it enjoyable to drive. But vague steering ultimately limits its sporting appeal. We got a respectable 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 front seats are supportive, but rear-seat room is tight. Equipment levels are generous, and the interior is well finished. A 3.5-liter V6 is optional on the sedan.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: Sedan, wagon Trim lines: 4, Special Edition, V6 Price: \$30,510-\$39,150 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 pg. 31

Acura ZDX

If you pine for a ZDX, you should hurry: Acura is dropping it in 2013. Based on the very good MDX, this coupelike, four-door luxury SUV has a taut yet supple ride and responsive handling. It has a smooth 3.7-liter V6 mated to a six-speed automatic. That's where the positive attributes end. The low roof, tall belt line, small side windows, and narrow rear window significantly limit visibility. The front seats are relatively roomy, but access to the rear seats is atrocious, and there isn't much room for two adults once they're inside. Cargo space is limited.



Reliability: NA Satisfaction: NA Owner cost:

Body style: 4-door SUV Trim line: -- Price: \$50,920 Drive wheels: AWD Seating: 2/3 Engine: 3.7L V6 (300 hp) Trans.: 6-spd. auto. Fuel: Premium

Audi A3

The upscale A3 hatchback has a well-finished if somewhat snug interior and generous power output. Base models are powered by a 2.0-liter, turbo four-cylinder. The S-tronic transmission, a manual that shifts automatically, works very well. We found the A3 quite taut, nimble, solid-feeling, and quick. All-wheel drive is optional on nondiesel models. The diesel should get similar fuel economy to the VW Golf TDI, in the mid- to high 30s. For 2014 the A3 is redesigned and will be available only as a sedan in the U.S. market.



Recommended

Reliability: Satisfaction: NA Owner cost:

Body style: 4-door hatchback Trim lines: 2.0T, 2.0 TDI 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 pg. 32

Audi A4

This compact sports sedan 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 2.0-liter, turbo four cylinder is mated to an eight-speed automatic, which contributed to a very respectable 25 mpg overall in our tests, even with the optional all-wheel drive. Front-wheel-drive versions use a CVT automatic. The tight rear seat and complex controls are demerits. The S4 sedan uses a 333-hp, supercharged V6. The Allroad is the wagon version.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan Trim lines: 2.0T, 2.0T, S4 3.0T Price: \$32,500-\$49,000 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 pg. 31

Audi A5

The A5's quiet, luxurious cabin has room for four. Although the rear is snug, it's one of the best convertibles. The car drives well, with agile handling and a taut suspension. The 2.0-liter turbo delivers ample power but sounds raspy, and the eight-speed automatic is super-smooth. The convertible is almost devoid of wind buffeting, and the insulated soft top can be operated while driving at low speeds. The S5 uses the supercharged V6 and seven-speed automated manual, and the super-high performance RS5 gets a 4.2-liter V8.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: Convertible, coupe Trim lines: 2.0T, S5 3.0T, RS 5 4.2 Price: \$37,850-\$68,900 Drive wheels: Front or AWD Seating: 2/2 Engines: 2.0L 4 turbo (211 hp); 3.0L V6 supercharged (333 hp); 4.2L V8 (450 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 pg. 34

Audi A6

The A6 ties for our top-rated luxury sedan. Its smooth and refined 3.0-liter supercharged V6 makes it quick, yet it returned a respectable 22 mpg overall. The eight-speed automatic is super-smooth. A 2.0-liter, turbo four-cylinder and the eight-speed are available with AWD; FWD versions get a CVT. The A6 rides comfortably, and handling is agile and secure. The cabin is very quiet, and interior quality is top-notch. Some controls are complicated. The S6 returns with a 4.0-liter V8. First-year reliability has been average.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 2.0T, 3.0T, S6 4.0T **Price:** \$42,200–\$50,400 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (211 hp); 3.0L V6 supercharged (310 hp); 4.0L V8 turbo (420 hp) **Trans.:** 7-spd. seq.; CVT; 8-spd. auto. **Fuel:** Premium **Version tested:** Premium Plus V6 **CR mpg:** 22 **Accel.:** 5.7 **Braking:** 132 **Ratings pg.** 32

Audi A7

The coupelike A7 is lower and more firmly sprung than the A6, and it sacrifices some comfort for sportiness. Its 3.0-liter, supercharged V6 is mated to an eight-speed automatic. The interior is very luxurious and features an available heads-up display that projects information on the windshield. The MMI interface adds a touchpad control for destination entry in the navigation system, which offers a Google maps display. The sportier S7 uses a 4.0-liter V8. First-year reliability has been much above average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door hatchback **Trim lines:** 3.0T, S7 4.0T **Price:** \$60,100–\$78,000 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L V6 supercharged (310 hp); 4.0L V8 turbo (420 hp) **Trans.:** 7-spd. seq.; 8-spd. auto. **Fuel:** Premium

Audi A8

Audi's flagship provides smooth and effortless acceleration, yet attains commendable fuel economy even with AWD. The car handles crisply, and the ride is firm yet supple, making it one of the sportiest luxury sedans. Interior ambience and quality of materials is top-notch, with exceptionally comfortable and supportive front seats. The controls are overly complicated, and the trunk is small for a car this size. For 2013, the 3.0-liter, supercharged V6 replaces the 4.2-liter V8, and the S8 gets a 520-hp, turbocharged V8.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: Sedan **Trim lines:** 3.0T, 4.0T, S8 4.0T, W12 6.3 **Price:** \$72,200–\$134,500 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L V6 supercharged (333 hp); 4.0L V8 turbo (420 hp); 6.3L V12 (500 hp); 4.0L V8 turbo (520 hp) **Trans.:** 8-spd. auto. **Fuel:** Regular or premium **Version tested:** L V8 CR **mpg:** 21 **Accel.:** 5.5 **Braking:** 126 **Ratings pg.** 32

Audi Allroad

The Allroad is the replacement for the A4 wagon, and provides rugged styling details and extra ground clearance for an SUV-like appearance. Its agile handling makes it fun to drive. The cabin is quiet and beautifully finished. And a spunky 211-hp, turbocharged four-cylinder engine, matched with a slick eight-speed automatic transmission, provides decent acceleration and 22 mpg overall, which is competitive with the best small SUVs.



Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: Wagon **Trim lines:** Premium, Premium Plus, Prestige **Price:** \$39,600–\$48,800 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 2.0L 4 turbo (211 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** Premium 4 **CR mpg:** 22 **Accel.:** 8.1 **Braking:** 131 **Ratings pg.** 37

Audi Q5

The sporty Q5 is one of the better compact luxury SUVs. The cabin is plush and quiet, but rear-seat and cargo space are modest. The Q5 is almost as much fun to drive as a sports sedan, and the ride is steady and composed if rather firm. Its punchy 271-hp, turbo four-cylinder engine and eight-speed automatic racked up a commendable 21 mpg overall. It's a bit louder and less refined than the 3.0-liter, supercharged V6. Reliability of the 2.0T version has been average. A hybrid is new, and a diesel version will be added later.



Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: 4-door SUV **Trim lines:** 2.0T, Hybrid, 3.0T **Price:** \$35,900–\$51,400 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (211 hp); 2.0L 4 hybrid (245 hp); 3.0L V6 supercharged (272 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** Premium Plus 4 **CR mpg:** 21 **Accel.:** 7.9 **Braking:** 130 **Ratings pg.** 37

Audi Q7

Audi's luxury SUV is roomy and nicely finished inside. A supercharged V6 and an eight-speed automatic are standard. Handling is fairly nimble, but the Q7 doesn't shine at its limits. The ride is steady, though it is rather 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 and associated controls are complex. A very snug third-row seat is standard. A 3.0-liter V6 turbodiesel-powered version is also offered. A 2014 redesign is imminent.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 4-door SUV **Trim lines:** 3.0T, 3.0 TDI **Price:** \$46,800–\$60,550 **Drive wheels:** AWD **Seating:** 2/3/2 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.0L V6 supercharged (280 hp); 3.0L V6 supercharged (333 hp) **Trans.:** 8-spd. auto. **Fuel:** Diesel or premium

Audi TT

The TT is enjoyable to drive but isn't as agile or engaging as some competitors. Handling is responsive, and the ride isn't too punishing, but a lot of noise comes through the soft top. The interior is nicely finished, with stylish details. Power comes from a punchy, 2.0-liter turbo four-cylinder. Most versions come only with the S-tronic automated manual. The coupe has two small rear seats; the convertible seats two. A sportier TTS is available with the 2.0-liter engine, and the five-cylinder turbo TT-RS offers V8-like punch and a six-speed manual.



Reliability: NA Satisfaction: NA Owner cost: ○

Body styles: Convertible, coupe **Trim lines:** 2.0T, TTS 2.0T, RS 2.5T **Price:** \$38,650–\$57,200 **Drive wheels:** AWD **Seating:** 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 **Version tested:** Premium Plus 4 **CR mpg:** 25 **Accel.:** 6.7 **Braking:** 120 **Ratings pg.** 34

BMW 1 Series

The 1 Series coupe and convertible are powered by a choice of six-cylinder engines. 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 the powerful 3.0-liter, 300-hp turbo returned decent fuel economy. The snug interior features high levels of fit and finish, although it feels a bit austere. A 135is trim arrived for 2013 with more horsepower. Reliability of the 128i has been above average, and the 135i has improved to average.



Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body styles: Convertible, coupe **Trim lines:** 128i, 135i, 135is **Price:** \$31,200–\$47,950 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 3.0L 6 (230 hp); 3.0L 6 turbo (300 hp); 3.0L 6 turbo (320 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 pg.** 33

BMW 3 Series

Overall the 3 Series is an excellent car. The four-cylinder turbo makes the 328i quick yet frugal, achieving 28 mpg overall. A smooth and punchy 3.0-liter turbo six-cylinder powers the 335i. Ride comfort, noise isolation, and fit and finish are impressive, but the rear seat is snug. Handling is very capable, but steering feel is less tactile than before. The engine idle is rough and the stop/start system is too abrupt when restarting the engine. A hybrid is new. A wagon arrives this spring. First-year reliability of the 328i sedan has been much above average.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: Sedan, wagon **Trim lines:** 328i, 328i xDrive, 335i, 335is, Hybrid, 335i xDrive, M3 **Price:** \$36,850-\$68,750 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L 6 (230 hp); 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp); 3.0L 6 turbo (320 hp); 3.0L 6 hybrid (335 hp); 4.0L V8 (414 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** 328i 4 **CR mpg:** 28 **Accel.:** 6.3 **Braking:** 132 **Ratings pg.** 31

BMW 4 Series

The redesigned versions of the 3 Series coupe and convertible are going to be named the 4 Series, with an added dollop of luxury and exclusivity, much as the sportier models of the 5 Series came to be denoted as 6's. The new coupe is longer, lower, and less angular than the current 3 Series coupe. All-wheel drive will now be available on the convertible as well, which will continue to use a retractable hardtop.



Reliability: New Satisfaction: New Owner cost:

Body styles: Convertible, coupe **Trim line:** – **Price:** \$38,000-\$60,000E **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Premium

BMW 5 Series

Overall, the 535i we tested delivered smooth and strong acceleration from the six-cylinder turbo, and its eight-speed automatic shifted imperceptibly. Fuel economy, at 23 mpg overall, is commendable. The ride is impressive, but handling is not, mainly because of the vague steering and the car's tendency to understeer at its limits. Interior fit and finish is excellent, but some controls are complicated. The base engine is a four-cylinder turbo, and a hybrid is available. Reliability has improved to average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** 528i, 535i, 535i xDrive, Hybrid, 550i, 550i xDrive, M5 **Price:** \$47,800-\$90,200 **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); 4.4L V8 turbo (560 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 8-spd. auto. **Fuel:** Premium **Version tested:** 535i 6 **CR mpg:** 23 **Accel.:** 6.1 **Braking:** 137 **Ratings pg.** 32

BMW 5 Series Gran Turismo

The 5 Series Gran Turismo is a very large hatchback that shares most of its essentials with the 5 and 7 Series, including their eight-speed automatic. 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; more luxurious versions seat only four. AWD 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:** \$58,300-\$70,100 **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 6 Series grand tourer is based on the 5 Series and offered as a two-door coupe or convertible as well as the four-door Gran Coupe. Power comes from a 3.0-liter, turbo six-cylinder or a 4.4-liter V8 mated to either an eight-speed automatic or a six-speed manual. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its predecessor. The M version is even more performance oriented. All-wheel drive is available.



Reliability: NA Satisfaction: NA Owner cost:

Body styles: Convertible, coupe, sedan **Trim lines:** 640i, 650i, 650i xDrive, M **Price:** \$74,900-\$114,650 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 3.0L 6 turbo (315 hp); 4.4L V8 turbo (445 hp); 4.4L V8 turbo (560 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 8-spd. auto. **Fuel:** Premium

BMW 7 Series

Though comfortable and laden with technology, the 7 Series isn't 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 not that cushy. The turbocharged V8 is smooth, refined, and punchy. Many controls are complex and frustrating to use. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops. An eight-speed automatic is new, and AWD is available with the six-cylinder.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** 740i, 740Li, 750i, 750Li, Hybrid, Alpina B7, 760Li **Price:** \$73,600-\$140,700 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L 6 turbo (315 hp); 3.0L 6 hybrid (349 hp); 4.4L V8 turbo (445 hp); 4.4L V8 turbo (500 hp); 6.0L V12 turbo (535 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** 750Li V8 **CR mpg:** 18 **Accel.:** 5.7 **Braking:** 126 **Ratings pg.** 33

BMW X1

The least-expensive BMW is a compact five-seat SUV that slots below the X3. The base four-cylinder turbo is mated to an eight-speed automatic, provides quick acceleration, and is available with rear- or all-wheel drive. The 3.0-liter six-cylinder turbo gets a six-speed automatic. Based on the previous-generation 3 Series, the X1 is quite sporty to drive, but ride comfort is on the stiff side and the steering is heavy at low speeds. Noise isolation and interior quality are a notch below BMW's high standards but still good.



Reliability: New Satisfaction: New Owner cost:

Body style: 4-door SUV **Trim lines:** sDrive28i, xDrive28i, xDrive35i **Price:** \$30,800-\$38,600 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 6-spd. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** xDrive28i 4 **CR mpg:** 23 **Accel.:** 6.8 **Braking:** 133 **Ratings pg.** 37

BMW X3

The X3 has a composed ride and does a good job isolating bumps, but it tends to rock from side to side on uneven pavement. Handling is agile and secure. The base 2.0-liter turbo returned a very good 23 mpg overall, but it falls a bit short on refinement, with a diesel-like sound at times. The eight-speed automatic shifts seamlessly. The cabin is quiet and comfortable, with firm and supportive seats up front. Some controls are overly complicated. We lack reliability data for the 28i four-cylinder; the 35i is much below average.



Reliability: NA Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** xDrive28i, xDrive35i **Price:** \$38,600-\$43,950 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.0L 6 turbo (300 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** xDrive28i 4 **CR mpg:** 23 **Accel.:** 7.3 **Braking:** 130 **Ratings pg.** 37

BMW X5

The X5 has a stiff and choppy ride, particularly at low speeds. Handling is capable and secure, and the steering has good feedback but high effort for parking. The turbocharged six-cylinder is quick and got 18 mpg overall, helped by the eight-speed automatic. In our tests the diesel got 22 mpg overall, but it isn't as refined as the gas engines. The interior is impeccably finished, and the front- and second-row seats are supportive, but the optional third-row seat is best for children. Reliability of the turbo six-cylinder has improved to average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** xDrive35i, xDrive35i Premium, xDrive35i Sport, xDrive35d, xDrive50i, **M Price:** \$47,500-\$88,850 **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:** xDrive35i Premium 6 **CR mpg:** 18 **Accel.:** 7.0 **Braking:** 131 **Ratings pg. 37**

BMW X6

The X6 is a coupelike, four-passenger sporty SUV. Most versions are powered by a 3.0-liter, turbocharged six-cylinder; a 4.4-liter turbocharged V8 is also offered. The standard AWD system can vary the torque from side to side to minimize understeer. It has many attributes that are similar to the X5, but the styling severely hurts rear visibility, cabin access, and cargo storage. The standard seating is four occupants; a five-passenger version is optional. A high-performance M model is also available.



Reliability: NA Satisfaction: NA Owner cost:

Body style: 4-door SUV **Trim lines:** xDrive35i, xDrive50i, **M Price:** \$59,800-\$92,900 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 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:** Premium

BMW Z4

The Z4 is unimpressive as a sports car. Its 2.0-liter, turbo four-cylinder is powerful and returns an impressive 28 mpg overall, but it has a diesel-like clatter at idle. The retractable hardtop keeps the cabin fairly quiet. Handling is capable and secure, but the fun factor is undermined by its vague steering, penchant for understeer, and taut, jittery ride. The well-finished cabin is very snug. The six-speed manual is precise but slightly notchy; an eight-speed automatic is optional, as are powerful six-cylinder engines with a seven-speed automated manual.



Reliability: NA Satisfaction: NA Owner cost:

Body style: Convertible **Trim lines:** sDrive28i, sDrive35i, sDrive35is **Price:** \$47,350-\$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 **Version tested:** sDrive28i 4 **CR mpg:** 28 **Accel.:** 6.1 **Braking:** 122 **Ratings pg. 34**

Buick Enclave

The Buick Enclave is a contemporary three-row SUV. This corporate cousin of the Chevrolet Traverse and GMC Acadia uses the same 3.6-liter V6 and six-speed automatic. The recent freshening has included improvements to the transmission, ride comfort, and interior quality. This large SUV has a comfortable and quiet ride, and handling is relatively agile and secure. The third-row seat is roomy enough for adults. Fit and finish is excellent. Reliability has improved to average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** Convenience, Leather, Premium **Price:** \$38,445-\$47,625 **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 pg. 38**

Buick Encore

Buick's new compact SUV is based on the Chevrolet Sonic. It's powered by a 138-hp, 1.4-liter turbocharged four-cylinder paired with a six-speed automatic transmission. Optional safety features include forward-collision and lane-departure warnings, front and rear park assist, and a rear backup camera. Available electronic features include voice-activated IntelliLink, which uses Bluetooth or USB to connect a user's smart phone to a 7-inch audio display. The Encore's tight, narrow cabin is a bit of a departure for Buick.



Reliability: New Satisfaction: New Owner cost:

Body style: 4-door SUV **Trim lines:** Base, Convenience, Leather, Premium **Price:** \$24,200-\$29,690 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 1.4L 4 turbo (138 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

Buick LaCrosse

This competitive large sedan has a base four-cylinder eAssist mild hybrid that delivers good performance and an impressive 26 mpg overall. The refined 3.6-liter V6 is powerful and returns 20 mpg overall. The excellent ride is steady and supple, and handling is responsive. AWD is available. The interior is luxurious and well finished, and rear-seat room is generous. But the styling compromises visibility fore and aft, and the cockpit is narrow. Reliability has been below average.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** Base, Leather, Premium, Touring **Price:** \$31,660-\$39,240 **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:** Leather 4 **CR mpg:** 26 **Accel.:** 9.2 **Braking:** 130 **Ratings pg. 31**

Buick Regal

The Regal is a well-honed sports sedan with a steady ride, and sporty handling, thanks to taut body control and quick steering. Wind noise is well suppressed. The 2.0-liter turbo has ample power and delivers 23 mpg overall with the six-speed automatic. The interior is nicely furnished, with firm, supportive seats and excellent fit and finish, but the rear is snug. The base engine is the eAssist that got 26 mpg overall in our LaCrosse and 29 in the related Chevrolet Malibu. The GS is a high-performance version. Reliability has improved to average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** Base, Premium, Premium turbo, GS **Price:** \$29,015-\$34,980 **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 turbo 4 **CR mpg:** 23 **Accel.:** 8.3 **Braking:** 134 **Ratings pg. 31**

Buick Verano

The Verano is like a more luxurious Chevrolet Cruze. The 2.4-liter four-cylinder's 24 mpg overall is unimpressive for the class. The uplevel 2.0-liter makes the car quick. The cabin is very quiet, effectively masking wind and road noise. It rides relatively comfortably, and handling is responsive. The interior is nicely finished but cramped in the rear. Some features are nice, but the lack of power recline and adjustable lumbar support on the driver's seat is cheap in a \$27,000 car. First-year reliability has been much below average.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** Base, Convenience, Leather, Premium **Price:** \$23,080-\$26,755 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (180 hp); 2.0L 4 turbo (250 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** Leather 4 **CR mpg:** 24 **Accel.:** 8.5 **Braking:** 129 **Ratings pg. 32**

Cadillac ATS

The ATS compact sports sedan offers three engines: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. AWD is optional with the more powerful engines. Handling is nimble and capable, making the ATS a treat to drive. The ride is taut, and braking is excellent. Fuel economy of 23 mpg overall is not stellar. The CUE infotainment system, which uses flush touch-sensitive buttons for the audio and navigation systems, is very convoluted and frustrating to use. The interior is very well finished but very snug.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** Standard, Luxury, Performance, Premium **Price:** \$33,095-\$46,795 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.5L 4 (202 hp); 2.0L 4 turbo (272 hp); 3.6L V6 (321 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** Luxury 4 turbo **CR mpg:** 23 **Accel.:** 6.5 **Braking:** 125 **Ratings pg. 32**

Cadillac CTS

The CTS is as capable as its German rivals. It has a firm yet supple ride and steers nicely. We found the 3.6-liter V6 that we tested smooth and refined. The interior is nicely furnished and constructed of quality materials, with impressive fit and finish. The cabin is quiet, and the front seats are comfortable, but the rear seat is snug. A high-performance CTS-V is available and uses a 556-hp, supercharged V8. Wagon and coupe versions are also offered. Reliability of the V6 has been average or better; the V8 is below average.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body styles: Coupe, sedan, wagon **Trim lines:** Base, Luxury, Performance, Premium, CTS-V **Price:** \$39,095-\$86,840 **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 pg. 32**

Cadillac Escalade

This luxurious large SUV 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. We found the interior to be quiet and the ride comfortable, if not entirely settled. The small third-row seat is too low and doesn't fold into the floor. Handling is clumsy but secure. Braking distances are long. An extended-length ESV model and an EXT crew-cab pickup are available. A hybrid version improves fuel economy. Reliability has improved to 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:** \$63,170-\$86,840 **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 pg. 38**

Cadillac SRX

The SRX has fairly agile handling, and the ride is taut yet supple. The 308-hp, 3.6-liter V6 got 18 mpg overall in our tests. But the SRX's acceleration still doesn't feel zippy, particularly in everyday driving. The six-speed automatic shifts smoothly. The quiet interior is attractive, with high-quality touches, and the front seats are very supportive. The rear seat is snug, and rear visibility is restricted by the wide roof pillars. The new CUE control system is distracting and confusing. Reliability remains below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Standard, Luxury, Performance, Premium **Price:** \$37,330-\$50,730 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.6L V6 (308 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Luxury V6 **CR mpg:** 18 **Accel.:** 7.1 **Braking:** 135 **Ratings pg. 37**

Cadillac XTS

Cadillac's XTS is posh and quiet inside, perhaps GM's best interior in decades. But an ordinary ride and an engine that is a bit short on low-end torque keep it from feeling luxury-car special. Handling is sound but unexceptional. The interior is very roomy, with comfortable seats. But the CUE infotainment interface, with its touch screen and flush-mounted touch-sensitive buttons, is unintuitive and frustrating to use. Visibility is problematic, in part because of the high rear deck. Reliability is unknown for this new model.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** Standard, Luxury, Premium, Platinum **Price:** \$44,075-\$60,385 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.6L V6 (304 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Premium V6 **CR mpg:** 22 **Accel.:** 7.2 **Braking:** 128 **Ratings pg. 32**

Chevrolet Camaro

The Camaro has classic muscle car looks and sound. Our tested SS was very quick, thanks to its 6.2-liter V8. The base 3.6-liter V6 delivers decent performance. Handling is very capable and agile despite the car's size and weight. Braking performance on the SS is excellent, and the ride is taut and controlled but not punishing. The exterior and interior styling affects practicality, with severely hampered visibility, unclear controls, a small trunk, and a tiny rear seat. 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:** \$23,345-\$54,350 **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 pg. 33, 34**

Chevrolet Corvette

The Corvette offers impressive performance, with a relatively comfortable ride and very capable handling. The interior is roomy for a two-seat sports car, but fit and finish should be far better given the price. The Z06 we tested is a bargain high-performance sports car. Its 505-hp V8 produced ferocious acceleration with an exhaust note to match, but the base car is plenty powerful. Reliability has dropped to below average of late. A redesigned 2014 Corvette, with more angular styling and a much nicer interior, arrives in the fall.



Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: 2-door hatchback, convertible **Trim lines:** Base, Grand Sport, Z06, ZR1, 427 **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:** Z06 V8 **CR mpg:** 19 **Accel.:** 4.3 **Braking:** 121 **Ratings pg. 33**

Chevrolet Cruze

The Cruze is Chevrolet's mainstream compact sedan. It feels solid and substantial, handles nicely, and has a firm but controlled ride. The base 1.8-liter four-cylinder and the quieter, more refined uplevel turbocharged 1.4-liter each returned an unimpressive 26 mpg. The Eco trim improves overall fuel economy by just 1 mpg. The well-finished cabin feels spacious up front but is cramped in the rear. Noise levels are fairly good for a small sedan. Crash-test results are impressive. Reliability has improved to average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** LS, 1LT, Eco, 2LT, LTZ **Price:** \$17,130-\$23,550 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.4L 4 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 pg. 29**

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. For 2013 a 3.6-liter V6 replaces the unimpressive 3.0-liter. 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 for the four-cylinder and above average for the V6.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** LS, 1LT, 2LT, LTZ **Price:** \$24,155-\$32,665 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 3.6L V6 (301 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 1LT 4 CR mpg: 21 **Accel.:** 10.7 **Braking:** 138 **Ratings pg. 36**

Chevrolet Impala

The redesigned 2014 Impala is based on the Buick LaCrosse, and gets new styling, improved fuel economy, and electronic and safety features. It has a more refined and satisfying driving experience, with a quiet and nicely finished interior. Engine choices include a 3.6-liter V6, a 2.5-liter four-cylinder, and the 2.4-liter four with eAssist. All are paired with a six-speed automatic. Standard safety features include 10 air bags, with optional forward-collision alert, a backup camera, and lane-departure, blind-spot, rear cross-traffic warnings.



Reliability: New Satisfaction: New Owner cost:

Body style: Sedan **Trim lines:** LS, LT, LTZ **Price:** \$26,725-\$35,770 **Drive wheels:** Front **Seating:** 3/3 **Engines:** 2.4L 4 (182 hp); 2.5L 4 (195 hp); 3.6L V6 (302 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

Chevrolet Malibu

The Malibu offers three four-cylinder powertrains. The Eco mild-hybrid assist system smoothly shuts off and seamlessly restarts the engine when it would be idling. We got 29 mpg overall. The 2.5-liter and six-speed automatic returned 26 mpg. It is a comfortable and very quiet midsize sedan. Handling is sound but not sporty. The well-finished interior has simple, straightforward controls and sufficient trunk room. But the backseat is cramped relative to the midsize class. A 2.0-liter turbo is also available.



Reliability: NA Satisfaction: New Owner cost:

Body style: Sedan **Trim lines:** LS, 1LT, 2LT, Eco, 3LT, LTZ **Price:** \$21,995-\$29,700 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 2.5L 4 (197 hp); 2.0L 4 turbo (259 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 1LT 4 CR mpg: 26 **Accel.:** 8.1 **Braking:** 135 **Ratings pgs. 30, 31**

Chevrolet Silverado/GMC Sierra 1500

The outgoing Silverado and its GMC Sierra twin are well-rounded pickups with an available full-time 4WD system and generous payload capacity. Ride quality is decent, and handling is secure. High-end models have very good interior fit and finish, and all have simple controls. The crew cab is roomy, with easy access. A hybrid model is available and considerably improves fuel economy. A 2014 redesign has just been introduced and promises better fuel economy and more features. It goes on sale this summer.



Reliability: New Satisfaction: New Owner cost:

Body styles: Regular cab, extended cab, crew cab **Trim lines:** WT, LS, LT, LTZ, Hybrid **Price:** \$22,595-\$51,040 **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 **Look for a full test in an upcoming issue.**

Chevrolet Silverado/GMC Sierra 2500HD

The HD Silverado and its GMC Sierra twin are designed for heavy towing and hauling, but they have a stiff ride. Our tested 397-hp, 6.6-liter turbodiesel produced a whopping 765 foot-pounds of torque and could haul close to a 2,500-pound payload. The Allison six-speed automatic is smooth. Braking and handling capabilities come close to matching the half-ton Silverado. Handling is not agile but has a modicum of responsiveness that other three-quarter-ton trucks don't provide. Reliability of the turbodiesel version is below average.



Reliability: Satisfaction: Owner cost:

Body styles: Regular cab, extended cab, crew cab **Trim lines:** WT, LT, LTZ **Price:** \$29,300-\$46,015 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engines:** 6.0L V8 (360 hp); 6.6L V8 turbodiesel (397 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or diesel **Version tested:** LTZ V8 CR mpg: 14 **Accel.:** 7.9 **Braking:** 148 **Ratings pgs. 38**

Chevrolet Sonic

The Sonic uses a standard 1.8-liter four-cylinder, with an available 1.4-liter turbocharged four-cylinder mated to a somewhat balky six-speed manual. Handling is fairly nimble, and the ride is relatively composed, with excellent braking. The sedan has a better view out and a huge trunk, but the hatchback has better cargo versatility. Both offer a relatively quiet cabin, but the rear seats are cramped. Options such as heated seats and remote start are usually not found in this class. First-year reliability has been average.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: 4-door hatchback, sedan **Trim lines:** LS, LT, LTZ, RS **Price:** \$14,800-\$21,485 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.4L 4 turbo (138 hp); 1.8L 4 (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 pg. 28**

Chevrolet Spark

Chevrolet's smallest car is well equipped with standard features such as a touch-screen infotainment system. But the Spark isn't a good deal or a good car. Its dinky 84-hp, 1.2-liter four-cylinder and jerky four-speed automatic provide slow acceleration; the standard manual transmission is better. The cabin is cramped and relentlessly noisy, the ride is stiff and jittery, and its 32 mpg overall isn't that impressive. The Spark is certainly maneuverable and exceptionally easy to park, and it boasts a rear seat that is actually usable for two.



Reliability: New Satisfaction: New Owner cost:

Body style: 4-door hatchback **Trim lines:** LS, 1LT, 2LT **Price:** \$12,245-\$15,970 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.2L 4 (84 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** 1LT 4 CR mpg: 32 **Accel.:** 13.0 **Braking:** 131 **Ratings pg. 29**

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. Four-wheel-drive models have a selectable full-time system. Reliability has been average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** LS, LT, LTZ **Price:** \$42,545-\$58,440 **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 pg. 36**

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 and has an appetite for fuel. There is little cargo room behind the tiny third-row seat, which doesn't fold into the floor. 4WD versions have a system that can remain engaged indefinitely. Handling is clumsy and braking is so-so. The hybrid version got 19 mpg, a big improvement over the V8's 14 mpg. Reliability has been average, but the Tahoe scores too low to be recommended.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** LS, LT, Hybrid, LTZ **Price:** \$39,080-\$56,400 **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 pg. 37**

Chevrolet Traverse

The Traverse is a contemporary three-row SUV. This corporate cousin of the Buick Enclave and GMC Acadia uses the same 3.6-liter V6 and six-speed automatic. The recent freshening has included improvements to the transmission, ride, and interior quality. The MyLink touch screen is relatively straightforward. This large SUV has a comfortable and quiet ride, and handling is relatively agile and secure. The third-row seat is roomy enough for adults. Reliability has been average.



Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** LS, LT, LTZ **Price:** \$30,510-\$42,425 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engines:** 3.6L V6 (281 hp); 3.6L V6 (288 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V6 **CR mpg:** 16 **Accel.:** 7.9 **Braking:** 141 **Ratings pg. 36**

Chevrolet Volt

The Volt can usually drive about 35 miles on electric power. It's quick, quiet, and responsive, with a taut ride. Once the lithium-ion battery is depleted, its 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, taking in almost 13 kilowatt-hours on a charge. We got 2.93 miles per kWh overall (99 mpg equivalent) and 32 mpg overall on gas mode. Visibility is so-so. The four-seat capacity limits practicality. Reliability has remained 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:** Premium **Version tested:** 4-door hatchback 4 **CR mpg:** 32 (gas)/99 (electric) **Accel.:** 9.4 **Braking:** 136 **Ratings pg. 30**

Chrysler 200

The 200 is an outdated design that 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 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. Most controls are straightforward. Reliability has dropped to below average.



Reliability: ● Satisfaction: ● Owner cost: ○

Body styles: Convertible, sedan **Trim lines:** LX, Touring, Limited, S **Price:** \$18,995-\$32,595 **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 pg. 31**

Chrysler 300

Chrysler's flagship, the 300C, is muscular and luxurious. The V8 is punchy, but fuel economy is only 18 mpg overall with the five-speed automatic. We prefer the V6 version, with its smooth powertrain, stately ride, and responsive handling. It got a good 22 mpg overall in our tests. Inside, the cabin is roomy and nicely trimmed, and the Uconnect 8.4 touch-screen infotainment system is easy to use. The SRT8, with a potent 6.4-liter V8 engine, is also available. Reliability of the V6 has been average; the V8 is much below average.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** Base, Limited, S, C, Luxury, SRT8 **Price:** \$29,995-\$48,995 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.6L V6 (292 hp); 5.7L V8 (363 hp); 6.4L V8 (465 hp) **Trans.:** 5-spd. auto.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** Limited V6 **CR mpg:** 22 **Accel.:** 7.4 **Braking:** 137 **Ratings pg. 31**

Chrysler Town & Country

The Town & Country falls short of the best minivans. It has a comfortable and settled ride, and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo space, but those seats aren't very comfortable. Although the V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is an unimpressive 17 mpg overall. Handling is sound but sloppy when pushed to the limits. Reliability has been well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Minivan extended **Trim lines:** Touring, Touring-L, Limited **Price:** \$30,395-\$40,395 **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 pg. 34**

Dodge Avenger

The Avenger is still an outdated and uncompetitive design that trails all other midsize sedans. On the plus side, the ride is compliant and the optional V6 is strong and smooth. The noisy and unrefined 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. Most controls are straightforward.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: Sedan **Trim lines:** SE, SXT, SXT Plus, R/T **Price:** \$18,995-\$25,495 **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 pg. 31**

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 5.7-liter V8 emits an invigorating sound. It's also a fairly comfortable and effortless 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, and the top-level V8 is now 6.4 liters. Reliability has dropped to below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Coupe **Trim lines:** SXT, Rallye, R/T, SRT8 **Price:** \$25,795-\$44,775 **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 pg. 33**

Dodge Charger

Dodge's large sedan 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 370-hp V8 is optional. Visibility has also been improved but is still not great. V6 versions use a slick eight-speed automatic and delivered 22 mpg overall in our tests. The sporty SRT8 uses an incredibly-powerful 6.4-liter V8. Reliability is well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** SE, SXT, SXT Plus, R/T, SRT8 **Price:** \$25,995-\$45,995 **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:** SXT Plus V6 **CR mpg:** 22 **Accel.:** 7.4 **Braking:** 134 **Ratings pg. 31**

Dodge Dart

The Dart is a solid and agile compact sedan, but several flaws prevent it from being competitive. The 1.4-liter turbo has decent power but sounds thrashy, and the optional automated manual is unrefined and stumbles at low speeds. Although the base 2.0-liter is underpowered, the regular six-speed automatic is smooth. Handling is taut and agile, and the ride is composed. The cabin is roomy up front, but the rear seat is tight, and the front seats suffer from uneven, uncomfortable cushioning. Reliability is still unknown.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** SE, SXT, Rallye, Aero, Limited, GT, R/T **Price:** \$15,995-\$19,995 **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 **Version tested:** SXT 4 **CR mpg:** 27 **Accel.:** 11.0 **Braking:** 127 **Ratings pg. 29**

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. The cabin is constructed of quality materials that fit together well. Reliability has been average.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** SXT, Crew, R/T, Citadel **Price:** \$29,495-\$42,195 **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 pg. 36**

Dodge Grand Caravan

The Grand Caravan falls short of the best minivans. Like its Town & Country sibling, it has a comfortable and settled ride, and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo room, but seating posture is compromised. Although the V6 is polished and powerful enough, the transmission is a generation behind, and its 17 mpg overall is unimpressive. Handling is sloppy at its limits. Reliability has been well below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Minivan extended **Trim lines:** American Value, SE, SXT, Crew, R/T **Price:** \$19,995-\$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 pg. 34**

Dodge Journey

Dodge's midsize SUV seats five, with an optional third row that increases seating to seven. The 3.6-liter V6 got only 16 mpg in our testing. The noisy 2.4-liter engine is available 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 well below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** American Value, SE, SXT, Crew, R/T **Price:** \$19,590-\$28,995 **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 pg. 36**

Dodge SRT Viper

The new SRT Viper is powered by an all-aluminum, 640-hp, 8.4-liter V10. A six-speed manual is standard. The Viper is about 100 pounds lighter than the old model. It is designed to appeal to buyers of \$100,000 high-end sports cars that offer performance along with an upscale interior and more civilized manners. Two versions are offered: the base and the more upscale GTS. Handling is said to improve with the new car's chassis. The interior will also be more upscale, something the last generation severely lacked.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Coupe **Trim lines:** Base, GTS **Price:** \$97,395-\$120,395 **Drive wheels:** Rear **Seating:** 2 **Engine:** 8.4L V10 (640 hp) **Trans.:** 6-spd. man. **Fuel:** Premium

Fiat 500

The 500 has agile handling and is fun to drive. The base engine and manual transmission returned 33 mpg overall, but it's no rocket ship. The 135-hp turbo version is punchier and improves the experience. The cabin is rather noisy, and the ride is choppy. Front head room is generous, but the tight rear seats are difficult to access. The convertible has a clever top. It's more fun to drive the high-performance Abarth, as is the 500e electric version. First-year reliability is average, but the 500 scores too low to recommend.



Reliability: ○ Satisfaction: ● Owner cost: ●

Body styles: 2-door hatchback, convertible **Trim lines:** Pop, Sport, Lounge, Turbo, Abarth, 500e **Price:** \$16,000-\$22,000 **Drive wheels:** Front **Seating:** 2/2 **Engines:** 1.4L 4 (101 hp); 1.4L 4 turbo (135 hp); 1.4L 4 turbo (160 hp) **Trans.:** 5-spd. man.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Sport 4 **CR mpg:** 33 **Accel.:** 11.3 **Braking:** 134 **Ratings pg. 34**

Fiat 500L

Fiat is expanding the range of offerings with the 500L. This small people mover is significantly larger than the 500. It's a rather narrow car, but the 500L seats five. Rear seat fore and aft room is surprisingly generous. Getting in and out is extremely easy because of the tall stance. A large glass area affords excellent visibility. Interior materials are a bit basic, but there is a sense of style. Power comes from the 1.4-liter turbo four-cylinder from the 500 Abarth. The idea of a lot of room and versatility with the 500's small footprint is appealing.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 4-door hatchback **Trim line:** — **Price:** \$18,000-\$24,000 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.4L 4 turbo (160 hp) **Trans.:** 6-spd. seq.; 6-spd. man. **Fuel:** Premium **Look for a full test in an upcoming issue.**

Fisker Karma

The Karma plug-in hybrid can run on battery power for 38 miles. Its 160-hp, 2.0-liter turbo gas engine kicks in and turns a generator for longer trips. The cramped backseat, coarse-sounding engine, frustrating controls, and haphazard fit and finish belie its \$108,000 sticker price. The 5,400-pound Karma rides and handles well, but it isn't that agile. On electric power we got the equivalent of 66 mpg, but only 22 mpg overall running on gas. It takes about 6 hours to recharge the 20-kWh battery on 240 volts and 16 hours on 120V.



Reliability: NA Satisfaction: NA Owner cost: NA

Body style: Sedan **Trim lines:** Eco Standard, Eco Sport, Eco Chic **Price:** \$102,000-\$115,000 **Drive wheels:** Rear **Seating:** 2/2 **Engine:** 2.0L 4 electric (403 hp) **Trans.:** 1-spd. **dir.** **Fuel:** Premium **Version tested:** Eco Sport 4 **CR mpg:** 22 (gas)/66 (electric) **Accel.:** 6.3 **Braking:** 128 **Ratings pg. 33**

Ford C-Max

The Focus-based C-Max hybrid is a clever, well-finished, and practical package. It rides well and handles with agility, and the cabin is quiet. The regenerative braking helps fuel economy but makes the pedal touchy. The four-cylinder and electric motor deliver smooth, adequate acceleration and an excellent 37 mpg overall, but not close to the EPA-rated 47 mpg combined. The Energi is a plug-in hybrid with a range of about 20 miles on electricity alone. It is, for now, sold only in a few areas of the U.S.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Wagon **Trim lines:** Hybrid SE, Hybrid SEL, Energi **Price:** \$25,200-\$32,950 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 electric (188 hp); 2.0L 4 hybrid (188 hp) **Trans.:** CVT **Fuel:** Regular or electric **Version tested:** Hybrid SE 4 **CR mpg:** 37 **Accel.:** 8.4 **Braking:** 138 **Ratings pg. 29**

Ford Edge

The Edge's 3.5-liter V6 engine provides lively acceleration and returned 18 mpg in our tests. But the powertrain lacks refinement, and the six-speed automatic isn't that smooth. A 240-hp, turbocharged four-cylinder that returned 21 mpg overall is available, but only on front-wheel-drive versions. The ride is a bit jittery, and road noise is pronounced. The MyFord Touch system has touch-sensitive buttons that give no tactile feedback and a busy touch screen that forces you to take your eyes off the road too much. Reliability is well below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** SE, SEL, Limited, Sport **Price:** \$27,525-\$39,060 **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 pg. 36**

Ford Escape

Based on the Focus, the Escape drives very well, with agile and sporty handling and a composed ride. Most versions have a 1.6-liter turbo four-cylinder, and uplevel models use a 2.0-liter, turbo four. Both get 22 mpg overall, but the 2.0-liter is stronger and quieter. The footwell is a bit narrow, and the base-level cloth seats are mediocre in support and comfort, although the optional leather seats are better shaped. The rest of the interior is roomy enough. Many controls are needlessly complicated, especially the MyFord Touch system.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 4-door SUV **Trim lines:** S, SE, SEL, Titanium **Price:** \$22,470-\$32,120 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.5L 4 (168 hp); 1.6L 4 turbo (173 hp); 2.0L 4 turbo (231 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** SE 4 **CR mpg:** 22 **Accel.:** 9.9 **Braking:** 133 **Ratings pg. 34, 35**

Ford Expedition

The Expedition is available in two lengths, with the extended-length EL offering massive cargo space and seating for up to eight. The roomy third-row seat folds flat into the floor and is as comfortable as the second row. The coarse sounding V8 produces 310 hp but often sounds as if it is straining. It's 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.



Recommended

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:** \$40,605-\$54,005 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **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 pg. 36**

Ford Explorer

The Explorer has a roomy and well-finished 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 available only on FWD models. The interior is well-finished and relatively quiet. The optional MyFord Touch control interface is complicated and distracting. A terrain-select system facilitates light off-road capability. Reliability has been much below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, XLT, Limited, Sport **Price:** \$29,135-\$40,720 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.0L 4 turbo (240 hp); 3.5L V6 (290 hp); 3.5L V6 turbo (350 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** XLT V6 **CR mpg:** 18 **Accel.:** 7.9 **Braking:** 135 **Ratings pg. 36**

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. The integrated tailgate step is a nice option. Crash-test results are impressive, and reliability has been average.



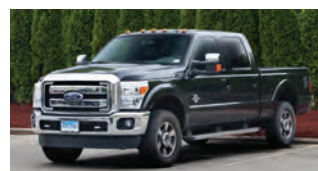
Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body styles: Regular cab, extended cab, crew cab **Trim lines:** XL, STX, XLT, FX2, Lariat, FX4, SVT Raptor, King Ranch, Platinum, Limited **Price:** \$23,670-\$52,455 **Drive wheels:** Rear or part-time 4WD **Seating:** 3/3 **Engines:** 3.7L V6 (302 hp); 5.0L V8 (360 hp); 3.5L V6 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 pg. 38**

Ford F-250

The F-250 is mainly for towing or hauling heavy loads. The ride is stiffer and snappier than in the F-150, but slightly better than in some competitors. The 6.7-liter V8 is mated to a six-speed automatic. The high floor makes access difficult. Some conveniences include built-in controls for proportional braking when towing a trailer. Handling is very clumsy even for a heavy-duty truck. Very low emergency-handling scores prevent us from recommending the F-250, and reliability has been well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: Regular cab, extended cab, crew cab **Trim lines:** XL, XLT, Lariat, King Ranch, Platinum **Price:** \$28,895-\$50,150 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engines:** 6.2L V8 (385 hp); 6.7L V8 turbodiesel (400 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or diesel **Version tested:** Lariat V8 **CR mpg:** 16 **Accel.:** 8.7 **Braking:** 157 **Ratings pg. 38**

Ford Fiesta

The Fiesta subcompact sedan and hatchback drive 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, with options such as keyless entry and Ford's Sync multimedia system. But the rear seat is very cramped. Fuel economy with either transmission is excellent. A new turbocharged 1.0-liter, three-cylinder engine will be available later this year as an option. Reliability has been below average.



Reliability: Satisfaction: Owner cost:

Body styles: 4-door hatchback, sedan **Trim lines:** S, SE, Titanium **Price:** \$13,200–\$18,200 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.0L 3 turbo (123 hp); 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 pg. 28**

Ford Flex

The Flex combines SUV-like versatility with carlike driving dynamics. The base 3.5-liter V6 now gets 18 mpg overall. Choosing the optional V6 turbo gives you quick acceleration at the sacrifice of just 1 mpg. The ride is comfortable and quiet, and handling is sound but not particularly agile. The vast interior is very roomy and has good fit and finish, but the footwell is too narrow. Rear visibility is somewhat difficult. The MyFord Touch interface is complicated and distracting. Reliability of the V6 turbo is well below average, but the regular V6's is average.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** SE, SEL, Limited **Price:** \$30,885–\$44,300 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 3.5L V6 (287 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium **Version tested:** SEL V6 **CR mpg:** 18 **Accel.:** 8.5 **Braking:** 141 **Ratings pg. 36**

Ford Focus

The Focus has sporty handling and is fun to drive. Its controlled ride, low noise levels, and solid interior make it feel substantial. The 160-hp four-cylinder provides adequate acceleration, and we got 28 mpg overall; the SFE returned 31 mpg. The PowerShift automatic is not smooth at very low speeds. The rear seat is tight, and some controls are needlessly complex. A sporty ST version is quick and fun to drive, and the Focus EV is the nicest affordable electric. It can go about 80 miles on a charge. First-year reliability is well below average.



Reliability: Satisfaction: Owner cost:

Body styles: 4-door hatchback, sedan **Trim lines:** S, SE, SE SFE, Titanium, ST, Electric **Price:** \$16,200–\$39,200 **Drive wheels:** Front **Seating:** 2/3 **Engines:** Electric (143 hp); 2.0L 4 (159 hp); 2.0L 4 (160 hp); 2.0L 4 turbo (252 hp) **Trans.:** 6-spd. seq.; 5-spd. man.; 6-spd. man.; 1-spd. dir. **Fuel:** Regular or premium or electric **Version tested:** SE 4 **CR mpg:** 28 **Accel.:** 9.2 **Braking:** 141 **Ratings pgs. 28, 29, 30, 33**

Ford Fusion

The Fusion's 2013 redesign endowed it with stylish looks, great handling, and a quiet, composed ride, making the car feel sophisticated and upscale. But fuel economy of the nonhybrid Fusions isn't stellar, and the MyFord Touch controls on the uplevel versions are a nuisance. The 1.6-liter turbo is fine, but the 2.0-liter turbo is punchier. Regular and plug-in hybrids are offered. The 39-mpg Hybrid works well and maximizes the time it is in electric mode. The Energi plug-in hybrid can run in EV mode for about 20 miles.



Reliability: New Satisfaction: New Owner cost:

Body style: Sedan **Trim lines:** S, SE, SE Hybrid, Titanium, Titanium Hybrid, Energi **Price:** \$21,700–\$32,200 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.6L 4 turbo (173 hp); 2.5L 4 (175 hp); 2.0L 4 hybrid (188 hp); 2.0L 4 turbo (231 hp) **Trans.:** 6-spd. man.; CVT; 6-spd. auto. **Fuel:** Regular **Version tested:** SE 1.6T **CR mpg:** 25 **Accel.:** 8.9 **Braking:** 129 **Ratings pg. 30**

Ford Mustang

The Mustang has agile handling and, for a sporty car, a tolerable ride. Its refined and punchy 305-hp V6 attained an impressive 24 mpg overall. The GT's 5.0-liter V8 is a scorcher and sounds great. The automatic sacrifices just a little performance compared with the crisp short-throw manual shifter. The view out is decent and access is easy, making it a reasonable daily driver. The front seats are comfortable, but the rear seats are tight. Interior fit and finish is mostly good. Reliability of the V8 is below average, but the V6 version is average.



Reliability: Satisfaction: Owner cost:

Body styles: Convertible, coupe **Trim lines:** Base, Premium, GT, GT Premium, Boss 302, Shelby GT500 **Price:** \$22,200–\$59,200 **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:** Premium V6 **CR mpg:** 24 **Accel.:** 6.2 **Braking:** 134 **Ratings pg. 33, 34**

Ford Taurus

The Taurus puts styling ahead of comfort, visibility, and ease of use, and the convoluted MyFord Touch system makes matters worse. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic sometimes shifts harshly. AWD is offered with the V6. A more refined four-cylinder turbo is available. Otherwise, the car is quiet and rides comfortably. Handling is responsive but not sporty, and the turning circle is wide. The quick SHO model isn't very engaging. Reliability of the turbocharged V6 is well below average, but the regular V6 is average.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** SE, SEL, Limited, SHO **Price:** \$26,700–\$39,300 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.5L V6 (288 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Limited V6 **CR mpg:** 21 **Accel.:** 7.2 **Braking:** 135 **Ratings pg. 31**

GMC Acadia

The Acadia is a contemporary three-row SUV. This corporate cousin of the Chevrolet Traverse and Buick Enclave uses the same 3.6-liter V6 and six-speed automatic. The recent freshening has improved the transmission, made the head restraints less intrusive, and brightened the interior with nicer trim. This large SUV has a comfortable and quiet ride, and handling is agile and secure. The third-row seat is roomy enough for adults. Reliability has improved to average.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** SL, SLE, SLT, Denali **Price:** \$34,050–\$47,945 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.6L V6 (288 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V6 **CR mpg:** 16 **Accel.:** 7.9 **Braking:** 141 **Ratings pg. 36**

GMC Terrain

The Terrain 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. For 2013 a 3.6-liter V6 replaces the underpowered 3.0-liter. 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 for the four-cylinder, and above average for the V6.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** SLE1, SLE2, SLT1, SLT2, Denali **Price:** \$25,835–\$36,275 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (182 hp); 3.6L V6 (301 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 1LT 4 **CR mpg:** 21 **Accel.:** 10.7 **Braking:** 138 **Ratings pg. 36**

GMC Yukon XL

This extended-length version of the Yukon can tow a heavy trailer and swallow more cargo than most minivans, with room for up to nine occupants. 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. Four-wheel-drive 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.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** SLE, SLT, Denali **Price:** \$43,905-\$61,110 **Drive wheels:** Rear, selectable 4WD, or AWD **Seating:** 3/3/3 **Engines:** 5.3L V8 (320 hp); 6.0L V8 (352 hp); 6.2L V8 (403 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LT V8 CR **mpg:** 14 **Accel.:** 8.4 **Braking:** 147 **Ratings pg. 36**

Honda Accord

The redesigned Accord is well-rounded and roomy and is now our top-rated affordable family sedan. The new 2.4-liter four-cylinder and smooth CVT got an impressive 30 mpg overall. The powerful 3.5-liter V6 and six-speed automatic get a very good 26 mpg overall. Handling is quite agile and secure, and the ride is supple and controlled. The cabin is comfortable, with supportive front seats and a roomy rear seat. A backup camera is standard. Top-trim models have a fussy radio. A plug-in hybrid debuts in early 2013; a regular hybrid arrives in the summer.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: Coupe, sedan **Trim lines:** LX, LX-S, Sport, EX, EX-L, Touring, Hybrid, Plug-in Hybrid **Price:** \$21,680-\$33,430 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.4L 4 (185 hp); 2.0L 4 electric (196 hp); 3.5L V6 (278 hp) **Trans.:** 6-spd. man.; CVT; 6-spd. auto. **Fuel:** Regular or electric **Version tested:** LX 4 CR **mpg:** 30 **Accel.:** 7.7 **Braking:** 136 **Ratings pg. 30**

Honda CR-V

The CR-V is one of the more sensible and competitively priced choices in the small SUV class. Its four-cylinder engine and five-speed automatic are smooth and responsive. We got a commendable 23 mpg overall in our tests. Despite the slightly vague steering, handling is responsive in ordinary driving but doesn't shine at the limits. The ride is absorbent, but road noise is pronounced. The rear seat is roomy, but rear visibility is compromised. The rear seat has a handy quick-folding feature. A standard rear-view camera is a plus.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** LX, EX, EX-L **Price:** \$22,695-\$30,195 **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 pg. 34**

Honda CR-Z

This two-seat hybrid is based on the Insight and Fit. It uses a 1.5-liter four-cylinder that makes 130 hp for 2013. The electric power is used to enhance performance, and acceleration is livelier in Sport mode. It got 35 mpg overall in our tests, not that impressive for a hybrid. The engine shuts off at idle but kills the A/C, which is maddening in the summer. Handling is responsive, but the ride is stiff and choppy. Rear visibility is compromised. 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:** \$19,975-\$23,805 **Drive wheels:** Front **Seating:** 2 **Engine:** 1.5L 4 hybrid (130 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** EX 4 CR **mpg:** 35 **Accel.:** 9.3 **Braking:** 139 **Ratings pg. 34**

Honda Civic

Honda has rushed the Civic's 2013 freshening, which has made the car much better. It rides comfortably, handles more responsively, and is a bit quieter, and the interior is nicer. The EX gets automatic climate control, and all versions have a standard backup camera. The powertrain remains smooth and unobtrusive. Fuel economy is impressive at 30 mpg overall for the LX, 29 mpg for the EX, 32 for the HF, and 40 mpg in the hybrid. The rear seat provides decent room. The sporty Si is quick and has a slick shifter but is very loud.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body styles: Coupe, sedan **Trim lines:** LX, EX, HF, EX-L, Si, Hybrid, Natural Gas **Price:** \$17,965-\$27,805 **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, premium, or CNG **Version tested:** EX 4 CR **mpg:** 29 **Accel.:** 9.7 **Braking:** 136 **Ratings pgs. 29, 33**

Honda Crosstour

This raised hatchback is based on the previous-generation Accord, with optional AWD. We like the seating position, spacious cabin, comfortable seats, and responsive 3.5-liter V6. The gauges and controls are convenient and well designed. At its limits the Crosstour handles clumsily. The styling blocks the rear view and diminishes cargo volume. The turning circle is surprisingly wide. A 2.4-liter four-cylinder is available on FWD versions. Updates for 2013 included a stronger, more efficient V6 and a six-speed automatic.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ○

Body style: Wagon **Trim lines:** EX, EX-L **Price:** \$27,230-\$37,090 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (192 hp); 3.5L V6 (278 hp) **Trans.:** 5-spd. auto.; 6-spd. auto. **Fuel:** Regular **Version tested:** EX-L V6 CR **mpg:** 20 **Accel.:** 7.4 **Braking:** 139 **Ratings pg. 35**

Honda Fit

The subcompact Fit offers easy cabin access and very good visibility. It has impressive interior room and various seat-folding arrangements. It's not overly powerful but feels responsive, with a smooth 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 is available in limited numbers for lease. It has a range of about 82 miles and retains most of the regular Fit's attributes.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door hatchback **Trim lines:** Base, Sport, EV **Price:** \$15,325-\$19,690 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.5L 4 (117 hp); 1.5L 4 electric (123 hp) **Trans.:** 5-spd. man.; 1-spd. dir.; 5-spd. auto. **Fuel:** Regular or electric **Version tested:** 4-door hatchback 4 CR **mpg:** 30 **Accel.:** 10.7 **Braking:** 132 **Ratings pg. 28**

Honda Insight

The five-passenger Insight uses Honda's mild hybrid system, and fuel economy is an impressive 38 mpg overall. Though it's less expensive than the Prius, it's also less roomy, and rear access is awkward. The ride is rather stiff, and road noise is pronounced. Handling lacks agility and tends to get sloppy at the limits. In 2013 it got larger tires and suspension tweaks in an effort to improve the ride. The onboard computer scores your driving economy. The Insight scores too low to be recommended.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door hatchback **Trim lines:** Base, LX, EX **Price:** \$18,600-\$23,790 **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 pg. 28**

Honda Odyssey

The Odyssey tops our minivan Ratings, and its reliability has improved to average. The V6 performs well and is mated to a standard five-speed automatic, returning 19 mpg overall. Top trim versions get a six-speed automatic. Handling is responsive, but the steering has lost some precision. Tire grip is unimpressive, though the van is ultimately secure. Some road noise is evident. The versatile interior has room for eight occupants and is nicely finished, with an easy-to-fold third-row seat.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Minivan **Trim lines:** LX, EX, EX-L, Touring, Touring Elite **Price:** \$28,575-\$43,925 **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 pg.** 34

Honda Pilot

The Pilot has impressive functionality and seating for eight. We found the six-cylinder engine and five-speed automatic to be smooth and refined, but acceleration is not that quick. In our tests we got 18 mpg overall. 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 those of some competitors, and the dash has a mix of similar-looking buttons. The 60/40-split second- and third-row seats fold flat into the floor.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** LX, EX, EX-L, Touring **Price:** \$29,420-\$41,170 **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 pg.** 35

Honda Ridgeline

Honda's pickup has agile handling, a supple and steady ride, and an all-weather, lockable trunk beneath the bed. The V6 is quiet, smooth, and responsive. Handling is agile, and the ride is comfortable, 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 composite cargo bed has no wheel-arch intrusion, and the tailgate opens vertically or horizontally. 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:** \$29,350-\$37,280 **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 pg.** 38

Hyundai Accent

Hyundai's entry-level model is a basic yet sensible subcompact. The sedan attained 31 mpg overall with the smooth automatic. We got 32 mpg in the stick-shift hatchback 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. First-year reliability has been average.



Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

Body styles: 4-door hatchback, sedan **Trim lines:** GLS, GS, SE **Price:** \$14,545-\$17,095 **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 pg.** 28

Hyundai Azera

The Azera is nicely finished and has a quiet interior. The cabin has comfortable front seats and a spacious rear seat. Its smooth and powerful 3.3-liter V6 and six-speed automatic return 23 mpg overall, good for a large car. But the ride is too stiff for a large sedan and feels busy, even on the highway. Handling lacks agility, and the heavy steering feels artificial. The cabin is filled with luxury touches, such as a power steering column and rear sunshade. Although it's competitively priced, the Azera is no longer a bargain.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: Sedan **Trim line:** 3.3L **Price:** \$32,250 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 3.3L V6 (293 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 3.3L V6 **CR mpg:** 23 **Accel.:** 7.2 **Braking:** 132 **Ratings pg.** 31

Hyundai Elantra

The Elantra sedan combines nimble and secure handling with a fairly comfortable, well-controlled ride. The 1.8-liter four-cylinder and six-speed automatic deliver solid performance and a very good 29 mpg overall. A six-speed manual is also available. The car is well equipped for the price, the interior is nicely laid out, and rear-seat room is decent. Our major gripe is the pronounced road and engine noise. We also tested the mediocre, less fuel-efficient GT hatchback, which rides stiffly and is cramped.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: 4-door hatchback, coupe, sedan **Trim lines:** GLS, Limited, GS, SE, GT **Price:** \$16,695-\$20,945 **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 pgs.** 29, 30

Hyundai Equus

Hyundai's flagship competes with luxury cars but at a lower price. The Equus has a comfortable ride, but motions can be a bit busy and handling isn't that agile. The V8 is smooth and refined. The spacious interior is well finished, with leather, wood, and a very roomy rear seat. A four-seat version is also available. Some controls are complex. Available features include adaptive cruise control, a lane-departure warning system, and massaging seats. A 2012 update included a 5.0-liter V8 and eight-speed automatic.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** Signature, Ultimate **Price:** \$59,250-\$66,250 **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 pg.** 33

Hyundai Genesis

Hyundai's upscale sedan delivers almost everything a \$50,000 sedan does, but for \$10,000 less. The refined V6 delivers quick acceleration and gets 22 mpg overall with the eight-speed automatic. The optional V8 is nice but doesn't add much to the package. Handling is responsive, but this isn't a sports sedan, and the ride is a bit fidgety. The interior is very quiet and well finished, with a very hospitable rear seat. Controls are simple except in uplevel versions, which have a multifunction controller. A 5.0-liter V8 powers the R-Spec.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 3.8, 5.0 R-Spec **Price:** \$34,200-\$46,500 **Drive wheels:** Rear **Seating:** 2/3 **Engines:** 3.8L V6 (333 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 pg.** 32

Hyundai Genesis Coupe

The Genesis Coupe has a lot of potential, but several flaws hold it back. The 3.8-liter V6 is powerful and sounds great; a noisy 2.0-liter turbo four-cylinder is standard. The Coupe is sporty and agile, and the steering has good feedback, which makes the car sporty. But the imprecise, clunky manual shifter hurts the fun factor. The ride is very stiff and can be unsettled. Front-seat occupants will find ample room, but the rear is very cramped. A 2013 freshening brings updated styling. Reliability has dropped to below average.



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:** \$24,250-\$34,250 **Drive wheels:** Rear **Seating:** 2/2 **Engines:** 2.0L 4 turbo (274 hp); 3.8L V6 (348 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** 3.8 Grand Touring V6 **CR mpg:** 23 **Accel.:** 6.2 **Braking:** 138 **Ratings pg. 33**

Hyundai Santa Fe

This redesigned midsize SUV is roomy, stylish, and comfortable. The Sport version seats five, rides well, has a quiet interior, and is powered by a responsive 2.4-liter four-cylinder mated to a smooth and seamless six-speed automatic. We got a very good 23 mpg overall. A 2.0-liter turbo four-cylinder is also available. Handling is sound but not exceptional, and the steering feels numb. The well-finished cabin is packed with many features. But rear visibility is poor, and a backup camera is a costly option. The longer three-row Santa Fe comes with a 3.3-liter V6.



Reliability: New Satisfaction: New Owner cost:

Body styles: 4-door SUV, extended SUV **Trim lines:** Sport, Sport 2.0T, GLS, Limited **Price:** \$24,450-\$29,450 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.4L 4 (190 hp); 2.0L 4 turbo (264 hp); 3.3L V6 (290 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Sport 4 **CR mpg:** 23 **Accel.:** 9.7 **Braking:** 132 **Ratings pg. 35**

Hyundai Sonata

The midsize Sonata has a firm yet comfortable ride and fairly nimble handling. The base 200-hp, four-cylinder and responsive six-speed automatic returned an impressive 27 mpg overall. The more powerful four-cylinder turbo returned 25 mpg overall. Road noise is evident in all versions. The interior is nicely finished in all trim levels. Rear-seat room and visibility are decent despite the swoopy styling, but rear-seat access is compromised. Reliability of the regular four-cylinder has been average; the hybrid and turbo are below.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** GLS, SE, Hybrid, Limited **Price:** \$20,995-\$27,595 **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. auto. **Fuel:** Regular **Version tested:** GLS 4 **CR mpg:** 27 **Accel.:** 8.2 **Braking:** 134 **Ratings pgs. 30, 31**

Hyundai Tucson

The Tucson is a worthy but forgettable small SUV. Its 2.4-liter four-cylinder returns a good 22 mpg overall, and the six-speed automatic is smooth and responsive. Handling is secure but uninspiring. The ride is stiff, and road noise is pronounced. Front- and all-wheel drive are offered. 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.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** GL, GLS, Limited **Price:** \$19,395-\$27,095 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 (165 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 pg. 35**

Hyundai Veloster

The sporty Veloster has an extra right-side rear door to improve rear-seat access. The 1.6-liter four-cylinder delivers adequate power, and the manual shifter is precise. A dual-clutch, six-speed automated manual and a conventional six-speed manual are available. Handling is responsive and secure. The ride is quite stiff but not punishing. Despite the split rear window, visibility to the rear is decent. A more powerful 201-hp turbo is available. First-year reliability has been above average.



Reliability: Satisfaction: Owner cost:

Body style: 3-door hatchback **Trim lines:** Base, Turbo **Price:** \$17,600-\$22,100 **Drive wheels:** Front **Seating:** 2/2 **Engines:** 1.6L 4 (138 hp); 1.6L 4 turbo (201 hp) **Trans.:** 6-spd. seq.; 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** 3-door hatchback 4 **CR mpg:** 31 **Accel.:** 9.2 **Braking:** 131 **Ratings pg. 33**

Infiniti EX

The EX is essentially a G wagon, with similar handling and a steady ride. The powerful engine makes the EX quick. But the EX is very cramped inside, with a tight rear seat and tiny cargo area. Rear visibility is compromised. 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. For 2013, the 3.5-liter V6 is replaced by a 3.7-liter with a seven-speed automatic.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** Base, Journey **Price:** \$36,900-\$40,650 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engine:** 3.7L V6 (325 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** Journey V6 **CR mpg:** 18 **Accel.:** 6.7 **Braking:** 130 **Ratings pg. 37**

Infiniti FX

The FX has a strong powertrain and responsive handling. The 3.5-liter V6 got 18 mpg overall in our tests. For 2013 it is upgraded to a 3.7-liter V6. Body roll is well suppressed, although the FX isn't exactly agile. The ride is quite stiff. The fairly roomy cabin is well-finished and mostly quiet, except for the engine note. The styling hurts visibility and limits cargo capacity. A wide array of optional high-tech safety features includes autonomous braking and forward-collision warning. The surround-view camera system helps while parking.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** FX37, FX50 **Price:** \$44,950-\$61,500 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.7L V6 (325 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 pg. 37**

Infiniti G

A redesigned G goes on sale this summer and will be renamed Q50. The outgoing car is agile, and the strong 3.7-liter V6 and seven-speed automatic make the car quick yet return 21 mpg overall. The engine is a bit loud at high revs, but the car is quiet at highway speeds. The ride is well controlled but not very cushy and the cabin is snug. The interior has high-quality materials and easy-to-use controls. AWD is optional. The convertible suffers from body shake. Reliability of the sedan and coupe have been excellent, but the convertible is well below average.



Reliability: Satisfaction: Owner cost:

Body styles: Convertible, coupe, sedan **Trim lines:** Base, X, Journey, Sport, IPL **Price:** \$37,350-\$61,450 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.7L V6 (325 hp); 3.7L V6 (328 hp); 3.7L V6 (330 hp); 3.7L V6 (343 hp); 3.7L V6 (348 hp) **Trans.:** 6-spd. man.; 7-spd. auto. **Fuel:** Premium **Version tested:** Journey V6 **CR mpg:** 21 **Accel.:** 5.6 **Braking:** 126 **Ratings pgs. 31, 34**

Infiniti JX

The JX offers a spacious, quiet, luxurious, and well-finished interior with room for seven. It has a comfortable ride, but handling lacks agility. Power comes from a 3.5-liter V6 paired with a CVT. This powertrain delivers smooth and adequate acceleration and returned 19 mpg overall on premium fuel, but towing capacity is a low 3,500 pounds. A family-friendly feature is the ability to gain access to the third row even with a child seat installed in the second row. Reliability is likely to be above average.



Recommended

Reliability: Satisfaction: New Owner cost:

Body style: 4-door SUV **Trim line:** – **Price:** \$41,250–\$42,650 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engine:** 3.5L V6 (265 hp) **Trans.:** CVT **Fuel:** Premium **Version tested:** 4-door SUV V6 CR **mpg:** 19 **Accel.:** 8.3 **Braking:** 137 **Ratings pg. 37**

Infiniti M

The M is quick and handles responsively. Its punchy 3.7-liter V6 and smooth seven-speed automatic return a decent 21 mpg overall. V8 and V6 hybrid versions are available. Handling is fairly agile, and the ride is firm yet compliant. The car is quiet, but there is some engine noise at high revs. Interior quality is top-notch, and the rear seat is roomy. The controls are easy to use. An optional blind-spot system uses the brakes to keep the M in its lane. 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:** \$48,700–\$63,700 **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 pg. 32**

Infiniti QX

The QX is very large and plush, with a quiet cabin and a steady ride. But handling is ungainly. The seven-speed automatic and 400-hp, 5.6-liter V8 provide strong performance, but it gobbles premium fuel, returning just 15 mpg overall. The tall step-up into the cabin is an awkward climb. Cargo volume is plentiful, and there's a usable third-row seat. Handling is cumbersome in everyday driving and doesn't shine at its limits. Electronic safety aids include lane-departure and blind-spot warning systems and a panoramic rear-view camera.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim line:** – **Price:** \$60,750–\$63,850 **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 pg. 38**

Jaguar F-Type

Jaguar's new F-Type is a two-seat roadster that's priced below the XK. Three supercharged engines are available: two V6s and a 495-hp V8. The eight-speed automatic offers manual shifts via paddles on the steering. It is intended to be a high-performance, luxury sports car. Jaguar chose a soft-top design in the interest of folding speed, lighter weight, and trunk space. The S version and the V8 feature an adaptive suspension to better restrain ride motions. The F-Type goes on sale in spring 2013.



Reliability: New Satisfaction: New Owner cost:

Body style: Convertible **Trim lines:** Base, S, V8 S **Price:** \$69,000–\$92,000 **Drive wheels:** Rear **Seating:** 2 **Engines:** 3.0L V6 supercharged (340 hp); 3.0L V6 supercharged (380 hp); 5.0L V8 supercharged (495 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium

Jaguar XF

The XF drives very nicely, with agile handling and a taut yet comfortable ride. Steering is communicative and quick. The new supercharged V6 and eight-speed automatic make for a strong powertrain. A four-cylinder turbo is also new. The somewhat 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 very fussy. The small buttons and tiny font are a nuisance. Reliability has been well below average. All-wheel drive is now optional.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** 2.0, 3.0, Supercharged, XFR **Price:** \$46,975–\$83,200 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (240 hp); 3.0L V6 supercharged (340 hp); 5.0L V8 supercharged (470 hp); 5.0L V8 Supercharged (510 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium

Jaguar XJ

The XJ is a capable, luxurious sports sedan. Powered by a refined 5.0-liter V8, the big XJ is quiet, very quick, and agile. The ride is supple and steady. The plush interior is crafted with wood trim, leather, and abundant chrome details. But the complex touch screen for the climate, audio, and navigation systems responds slowly. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline hurts access, and the trunk is small. Reliability has been well below average. A supercharged V6 and all-wheel drive are new for 2013.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** Base, Portfolio, XJL Portfolio, Supercharged, XJL Supercharged, Supersport, XJL Supersport, Ultimate **Price:** \$73,200–\$155,100 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 supercharged (340 hp); 5.0L V8 supercharged (470 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium **Version tested:** XJL V8 CR **mpg:** 19 **Accel.:** 5.5 **Braking:** 138 **Ratings pg. 32**

Jaguar XK

The XK coupe and convertible use a strong V8 as the base engine, and the supercharged V8 in the XKR-S produces effortless thrust with a bellowing exhaust note. 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 tiny. The XK's fabric top provides good noise insulation, but it creates large blind spots when raised.



Reliability: NA Satisfaction: NA Owner cost:

Body styles: Convertible, coupe **Trim lines:** Touring, Base, XKR, XKR-S **Price:** \$79,000–\$138,000 **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:** XKR V8 CR **mpg:** 19 **Accel.:** 7.0 **Braking:** 128 **Ratings pg. 34**

Jeep Compass

The Compass' low-speed ride is composed, and handling is secure but not agile. The sluggish 2.4-liter engine got 22 mpg overall, and the CVT accentuates the guttural engine sound. It gets a six-speed automatic this spring. The upright front seats are narrow and not particularly comfortable, and the cabin is cramped. The controls are straightforward, and the interior, though basic, is constructed of somewhat better materials. The high belt line makes the cabin feel claustrophobic, and the styling restricts visibility to the rear.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** Sport, Latitude, Limited **Price:** \$19,395–\$26,145 **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 pg. 35**

Jeep Grand Cherokee

The Jeep has a supple and controlled ride, and handling is relatively agile. The refined 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 have some off-road ability. The Quadra-Drive II has a low range. The well-trimmed cabin is quiet, with comfortable seats, but the touch-screen radio is awkward. A freshening arrives in May with an eight-speed automatic, diesel engine, and nicer interior. Reliability of the V8 is below average; the V6 is average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Laredo, Limited, Overland, Overland Summit, SRT8 **Price:** \$27,695-\$62,790 **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 pgs.** 35, 36

Jeep Liberty

The new 2014 Liberty will go on sale this summer, sharing a platform with the Dodge Dart. It will move to a FWD platform, with optional AWD, and feature a nine-speed automatic. It's bound to be less rudimentary and more upscale. The outgoing model is still available, but don't be swayed by big discounts. It's noisy, cramped, and outdated. Handling was clumsy but overall secure in our tests, and the noisy 3.7-liter V6 was lethargic and thirsty, returning just 16 mpg overall. The cabin is rather narrow, and access is awkward.



Reliability: ● Satisfaction: ● Owner cost: ○

Body style: 4-door SUV **Trim lines:** Sport, Latitude, Limited, Limited Jet **Price:** \$23,395-\$28,995 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 3.7L V6 (210 hp) **Trans.:** 4-spd. auto. **Fuel:** Regular

Jeep Patriot

Although the Patriot 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 exacerbates the engine noise. A freshening arrives this spring, which includes replacing the CVT with a six-speed automatic. The narrow cabin, wide center console, and small windows give the car a closed-in feeling, and the cargo area is small. Reliability has been above average, but the Patriot scores too low for us to recommend it.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Sport, Latitude, Limited **Price:** \$15,995-\$25,695 **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 pg.** 35

Jeep Wrangler

The Wrangler's 3.6-liter V6 and five-speed automatic get 17 mpg overall. Although better than ever, the Jeep isn't great for everyday use. The ride rocks and jiggles constantly, and handling is clumsy. Wind noise is loud at highway speeds. Access is awkward, and the interior is uncomfortable. Off-road performance is more impressive in the Rubicon than our tested Unlimited Sahara. IIHS side-crash results without the optional side air bags are unimpressive. Reliability of the four-door is below average, the two-door is average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: 2-door SUV, 4-door SUV **Trim lines:** Sport, Unlimited Sport, Sahara, Rubicon, Unlimited Sahara, Unlimited Rubicon **Price:** \$22,195-\$36,495 **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 pg.** 36

Kia Cadenza

Kia's version of the Hyundai Azera is a large FWD sedan that will be the brand's flagship. Equipment levels are expected to be lavish. The car will use the Azera's smooth and refined 3.3-liter V6 and six-speed automatic, which yielded respectable fuel economy. The Cadenza's interior is roomy, equipment level is generous, and the controls are intuitive. The Cadenza will compete with large sedans such as the new Chevrolet Impala and Toyota Avalon. It goes on sale this summer.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Sedan **Trim line:** — **Price:** \$32,000-\$38,000 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 3.5L V6 (286 hp); 3.3L V6 (293 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in an upcoming issue.**

Kia Forte

The Forte gets a redesign for 2013, sharing a platform with the current Hyundai Elantra. Although the outgoing version is competitive, it lacks refinement because of its stiff ride, lots of road noise, and a boomy engine. The new Forte aims to address all of that. The sedan will be followed by a five-door hatchback and a two-door coupe.



Reliability: New Satisfaction: New Owner cost: ●

Body styles: 4-door hatchback, coupe, sedan **Trim lines:** LX, EX, SX **Price:** \$15,400-\$19,800 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 1.8L 4 (148 hp); 2.0L 4 (156 hp); 2.0L 4 (173 hp); 2.4L 4 (173 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Ratings pgs.** 30, 33

Kia Optima

The Optima falls short in ride comfort, braking, and fuel economy. It has responsive and very secure handling, but the ride is stiff and road noise is noticeable. The standard 2.4-liter four-cylinder performs well. Top-level trims get a four-cylinder turbo that's economical and powerful but not as refined as a V6. An unrefined hybrid is also available. The front seats are comfortable, but the rear seat is low. The coupelike styling detracts from rear visibility and access. Reliability has been average or above.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** LX, EX, SX, Hybrid, Limited **Price:** \$21,200-\$26,800 **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. auto. **Fuel:** Regular **Version tested:** LX 4 **CR mpg:** 25 **Accel.:** 8.6 **Braking:** 143 **Ratings pg.** 30

Kia Rio

The Rio sedan and hatchback are powered by a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic, an unusual feature for a subcompact. The hatchback's 29 mpg overall with the automatic isn't stellar. We got 30 mpg in the sedan. The Rio feels solid when compared with some other subcompacts. The stiff 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. First-year reliability has been above average.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body styles: 4-door hatchback, sedan **Trim lines:** LX, EX, SX **Price:** \$13,600-\$17,900 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.6L 4 (138 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** EX 4 **CR mpg:** 29 **Accel.:** 9.9 **Braking:** 136 **Ratings pg.** 28

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Kia Sorento

The Sorento has been a good choice. A freshening arrives this spring and includes a 3.3-liter V6 and improvements to the controls. The ride is stiff, particularly in the EX V6, but handling is responsive and very secure. The seats are comfortable, and the view out is good. Though the optional third-row seat is tiny, it does increase the Sorento's functionality. The cabin is well finished, with mostly high-quality materials. Reliability of the four-cylinder has been average, but the V6 model is below average.



Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: 4-door SUV **Trim lines:** LX, EX, SX, SX Limited **Price:** \$23,150-\$33,400 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 2.4L 4 (191 hp); 3.3L V6 (290 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** LX 4 CR mpg: 20 **Accel.:** 10.4 **Braking:** 136 **Ratings pg. 35**

Kia Soul

The Soul is particularly roomy considering its small footprint. Its 2.0-liter four-cylinder and six-speed automatic deliver decent acceleration and returned 26 mpg overall in our tests. But stopping distances are quite long. Cabin access is easy, with abundant head room and a spacious rear seat. 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.



Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: Wagon **Trim lines:** Base, Plus, 1 **Price:** \$14,400-\$19,900 **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: 26 **Accel.:** 8.6 **Braking:** 149 **Ratings pg. 30**

Kia Sportage

The Sportage has nimble handling and a refined 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 overall. The SX has a stronger 2.0-liter, four-cylinder turbo that gets 21 mpg overall, but has a stiffer ride due to different suspension tuning and tires. The sporty styling compromises cargo space and the view out, especially to the rear. Cabin appointments are basic but nicely fitted. Reliability has been well above average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, LX, EX, SX **Price:** \$19,000-\$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 pg. 35**

Land Rover LR2

The LR2's six-cylinder was recently replaced by a 2.0-liter, turbo four-cylinder. We got 21 mpg overall with that engine in the Evoque. The AWD system can be adjusted depending on the terrain type. The ride is firm but steady, and the steering is well weighted and provides good feedback. Off-road ability is decent. In our accident-avoidance test, the LR2 disconcertingly lifted two wheels at its handling limits. 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:** \$36,500-\$41,500 **Drive wheels:** AWD **Seating:** 2/3 **Engine:** 2.0L 4 turbo (240 hp) **Trans.:** 6-spd. auto. **Fuel:** Premium

Land Rover LR4

The LR4's 5.0-liter V8 provides effortless acceleration and fuel economy of 15 mpg overall. The ride is supple but can get unsettled. Handling is secure but not a strength. 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.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, HSE, HSE LUX **Price:** \$49,750-\$58,995 **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 pg. 37**

Land Rover Range Rover

The redesigned 2013 Range Rover is roomier but also lighter, for better performance and fuel economy. The normally-aspirated V8, mated to the eight-speed automatic, delivers effortless punch with hardly a whisper. The upgraded interior is less cluttered, with digital instruments and an elaborate touch screen. Rear access and rear-seat room have been greatly improved. The new Range Rover rides comfortably, and the responsive handling belies its size. A new Terrain Response system is designed to facilitate off-road ability.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, HSE, SC, Autobiography **Price:** \$83,545-\$130,995 **Drive wheels:** Permanent 4WD **Seating:** 2/3 **Engines:** 5.0L V8 (375 hp); 5.0L V8 supercharged (510 hp) **Trans.:** 8-spd. auto. **Fuel:** Premium

Land Rover Range Rover Evoque

The Evoque is offered in two- and four-door versions. Its Ford-supplied 2.0-liter, turbo four-cylinder is mated to a six-speed automatic and returned 21 mpg overall in our tests. Acceleration and fuel economy are commendable, but the ride is choppy and noise levels are elevated. Routine handling is quite agile but becomes disconcerting at the limits. Interior room and visibility are sacrificed for the striking styling. Controls are a bit quirky. The Evoque has moderate off-road capability, uncommon in this class, but overall it's more about style than functionality.



Reliability: NA Satisfaction: NA Owner cost: ●

Body styles: 2-door SUV, 4-door SUV **Trim lines:** Pure, Prestige, Dynamic **Price:** \$43,995-\$52,895 **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 pg. 37**

Land Rover Range Rover Sport

A redesigned Sport, based on the new Range Rover, goes on sale this summer. It will have a unibody frame and aluminum construction. Expect it to be sportier and less roomy than the regular Range Rover but with the same level of opulence and high-tech features. The outgoing Sport has a stiff ride handling that's not very agile. The V8 is very powerful. With a height-adjustable suspension and an advanced 4WD system, it does well off-road. The wood- and leather-lined interior is lavish, but the controls are frustrating to use.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 4-door SUV **Trim lines:** HSE, HSE LUX, SC, Autobiography **Price:** \$60,895-\$87,195 **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

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. Its four-cylinder hybrid powertrain returned 40 mpg, 4 mpg less than the roomier Prius. Acceleration is leisurely. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is nicely trimmed, but it is cramped and lets in too much road noise. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. Reliability has been impressive.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door hatchback **Trim line:** Base
Price: \$32,050 **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 pg.** 32

Lexus ES

In the process of redesigning the ES, Lexus hurt the ride comfort and made the controls complex. The 3.5-liter V6 and six-speed automatic got a good 25 mpg overall; the hybrid got 36 mpg overall and 44 mpg on the highway. The ride is decent but not as plush as before; it is worse with the optional 18-inch wheels. Handling is sound but unexceptional. The very quiet cabin looks good, and rear-seat room is ample. The driver-interaction system with navigation is distracting and convoluted. Reliability is likely to be above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 350, 300h
Price: \$36,100-\$38,850 **Drive wheels:** Front
Seating: 2/3 **Engines:** 2.5L 4 hybrid (200 hp); 3.5L V6 (268 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular
Version tested: 350 V6 **CR mpg:** 25 **Accel.:** 6.7
Braking: 139 **Ratings pg.** 32

Lexus GS

The redesigned GS is much better than its predecessor in terms of ride, handling, quietness, and roominess. A 3.5-liter V6 and six-speed automatic, driving the rear wheels, is standard. AWD is optional, and a hybrid version is available. Interior space has been improved, and the cabin is nicely furnished. The mouselike controller for the navigation system and audio controls is fussy and distracting to use. The car is engaging to drive, with good handling and a supple, controlled ride. Reliability of the new GS has been above average.



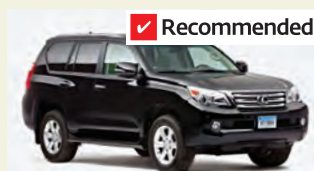
✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 350, 450h, F Sport
Price: \$47,250-\$59,450 **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 **Version tested:** 350 V6 **CR mpg:** 21
Accel.: 6.2 **Braking:** 137 **Ratings pg.** 32

Lexus GX

The GX is a very quiet and quick body-on-frame SUV that 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 a pretty good 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.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** 460, 460 Premium **Price:** \$53,795-\$58,950 **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 pg.** 37

Lexus IS

The redesigned IS goes on sale this June. The new car shares its platform with the GS and has a roomier backseat. Lexus promises a more engaging driving experience. Curiously, the hybrid version won't be sold in North America. The outgoing IS isn't as sporty as most competitors. Handling is secure, but the ride is jittery. The 2.5-liter V6 delivers decent acceleration and a good 24 mpg overall. The cabin is tight, and the rear seat is extremely cramped. The hard-top convertible has little trunk space with the top lowered. Reliability has been above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ○

Body styles: Convertible, sedan **Trim lines:** 250, 350, F **Price:** \$35,065-\$61,750 **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. auto.; 8-spd. auto. **Fuel:** Premium **Version tested:** 250 V6 **CR mpg:** 24 **Accel.:** 7.7 **Braking:** 131
Ratings pgs. 31, 34

Lexus LS

The LS delivers luxurious, highly refined, and comfortable motoring. It has a quiet cabin and excellent fit and finish. The recent freshening made handling a bit more responsive while retaining the silky ride. The eight-speed automatic is very smooth and responsive. The extended-length version has a generous rear seat. All-wheel drive and a self-parking feature are optional. The LS 600h hybrid comes with standard all-wheel drive. The 2013 freshening brought the Entune system and the same mouse-controlled screen as in the GS.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 460, 460L, F Sport, 600h L **Price:** \$71,990-\$119,910 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 4.6L V8 (360 hp); 4.6L V8 (386 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 pg.** 32

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 height-adjustable suspension helps with off-road use. Unfortunately, the third-row seat folds up to the sides of the interior, limiting cargo space.



✓ Recommended

Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 4-door SUV **Trim line:** 570 **Price:** \$81,530 **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, with a comfortable ride and well-finished interior. But handling is lackluster, and the steering gives little feedback. The 3.5-liter V6 provides strong acceleration and 21 mpg overall. The RX 450h hybrid got an impressive 26 mpg overall. The optional navigation system includes a mouselike controller that takes too much attention and the driver's eyes from the road. The rear seat is roomy. Rear visibility and cargo volume are impaired by the sloped styling.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** 350, 450h **Price:** \$39,660-\$46,310 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 3.5L V6 (270 hp); 3.5L V6 hybrid (295 hp) **Trans.:** CVT; 6-spd. auto.; 8-spd. auto. **Fuel:** Regular or premium **Version tested:** 350 V6 **CR mpg:** 21 **Accel.:** 7.3 **Braking:** 136
Ratings pg. 37

Lincoln MKS

This large sedan has a strong but unrefined 3.7-liter V6. The turbo V6 matched with AWD has plenty of power with little loss in fuel economy. The suspension has three modes, none of which is ideal. Comfort mode results in some floating on undulations but is otherwise the best. Handling, though secure, lacks agility. The interior is well finished, but the driving position is narrow. The huge trunk has a small opening, and rear visibility is limited. Crash-test results are impressive. The MyLincoln Touch infotainment system is complicated and distracting.



Reliability: ○ Satisfaction: ○ 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 (304 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium **Version tested:** Sedan V6 **CR mpg:** 20 **Accel.:** 7.1 **Braking:** 137 **Ratings pg. 32**

Lincoln MKT

The three-row MKT uses a lackluster 3.7-liter V6, but the uplevel V6 turbo we tested was quick and returned 18 mpg overall. The ride is fairly comfortable. Handling lacks agility, and the MKT is cumbersome at its limits. The luxurious interior is roomy and quiet, but the driving position and visibility are compromised. The third-row is habitable, but not expansive. A wide turning circle hampers maneuverability. Reliability has been well below average. The frustrating MyLincoln Touch infotainment system is distracting.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** 3.7, 3.5 EcoBoost **Price:** \$45,285-\$47,280 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engines:** 3.7L V6 (303 hp); 3.5L V6 turbo (365 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular or premium

Lincoln MKX

The MKX has an absorbent ride and a plush cabin, and its 3.7-liter V6 provides strong performance. Handling, though sound, isn't agile, and though the cabin is quiet, \$50,000 should buy more silence. The MyLincoln Touch interface, which consist of a touch screen and touch-sensitive buttons, makes adjusting the climate, audio, and other functions distracting and tedious. The MKX scores too low to be recommended, and reliability has been well below average.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim line:** – **Price:** \$39,545-\$41,395 **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 pg. 37**

Lincoln MKZ

Based on the dynamically impressive Ford Fusion, the more upscale Lincoln MKZ offers three powertrains. The standard engine is the 2.0-liter, turbo four-cylinder. Buyers can also opt for a 3.7-liter V6 or a hybrid version. We got 39 mpg overall with our Fusion hybrid. The controls include a push-button shifter along with the MyLincoln Touch interface, which uses capacitive-touch buttons instead of knobs and switches. The new MKZ is stylish and drives nicely.



Reliability: New Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** 3.7, 2.0 EcoBoost, Hybrid **Price:** \$35,925-\$44,250 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 hybrid (188 hp); 2.0L 4 turbo (240 hp); 3.7L V6 (300 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Look for a full test in a forthcoming issue.**

Lincoln Navigator

The Navigator is available in two lengths, with the extended-length version offering massive cargo space and seating for up to eight. The roomy third-row seat folds flat into the floor and is as comfortable as the second row, even in the short-wheelbase version that we tested. The interior is lavish, and the cabin is quiet. The V8 delivers ample thrust, and the ride is fairly steady. Handling is not the Navigator's forte, but it's secure enough. The power-retractable running boards are a neat feature.



Reliability: ○ Satisfaction: ● 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 pg. 38**

Lotus Evora

The Evora four-seat coupe is 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 shared with a Toyota pickup truck. The 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: NA Satisfaction: NA 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 CX-5

The CX-5 has taut and agile handling, with quick, well-weighted steering. But we found the ride to be choppy. The 2.0-liter, four-cylinder Skyactiv engine returned an impressive 25 mpg overall, but it feels underpowered when merging or climbing hills. The optional 2.5-liter is much more responsive. The six-speed automatic is smooth; a six-speed manual is available on front-drive versions. The cabin is roomy and versatile, and the controls are simple to use. First-year reliability has been well above average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Sport, Touring, Grand Touring **Price:** \$21,195-\$29,870 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 (155 hp); 2.5L 4 (184 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Version tested:** Touring **4 CR mpg:** 25 **Accel.:** 10.0 **Braking:** 133 **Ratings pg. 35**

Mazda CX-9

The three-row CX-9 is a hidden gem. It's agile, comfortable, quiet, and nicely finished. Power comes from a smooth 3.7-liter V6, but its 16 mpg overall is not impressive. Handling is taut and agile, and the firm ride is steady yet comfortable. The cabin is quiet, and the attractive interior is well assembled. Like many SUVs, the 60/40-split second-row seats slide fore and aft for greater second- or third-row leg room, which is relatively hospitable. The blind-spot detection system works well. Reliability has been well above average.



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 pg. 35**

Mazda MX-5 Miata

The Miata is a pure fun-to-drive roadster with a rev-happy 2.0-liter four-cylinder. The shifter 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 and tiring on long rides. 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. Operating the manual top is a breeze. Reliability has been above average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Convertible **Trim lines:** Sport, Club, Grand Touring **Price:** \$23,720-\$30,350 **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 pg. 34**

Mazda2

The Mazda2 subcompact hatchback uses a 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 lets in too much road and engine noise. Rear-seat room is relatively good. It is related to the Ford Fiesta, but in exchange for a lower price the Mazda2 gives up some refinement and comfort. Reliability has been above average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door hatchback **Trim lines:** Sport, Touring **Price:** \$14,720-\$17,050 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 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 pg. 28**

Mazda3

The pleasant, practical, fun-to-drive Mazda3 is one of the better small cars. Its 2.0-liter, Skyactiv four-cylinder delivers ample performance and an impressive 32 mpg overall. The 2.5-liter is more powerful but got only 25 mpg overall. Handling is precise and responsive, and the ride is firm yet fairly comfortable. Road noise is pronounced. Interior quality is very good, but rear-seat room is tight. The sporty turbocharged Mazdaspeed3 is very quick but has too much torque steer and a harsh ride.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: 4-door hatchback, sedan **Trim lines:** i SV, i Sport, i Touring, i Grand Touring, Mazdaspeed3 Touring, s Grand Touring **Price:** \$16,700-\$25,850 **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- & 6-spd. man.; 5-spd. auto.; 6-spd. auto. **Fuel:** Regular or premium **Version tested:** i Touring 4 **CR mpg:** 32 **Accel.:** 9.1 **Braking:** 139 **Ratings pgs. 29, 33**

Mazda5

The Mazda5 microvan is a compact wagon that seats six. Its 2.5-liter, four-cylinder engine can be overtaxed on hills. Elevated noise levels make it feel less substantial than some larger alternatives. On the other hand, it is agile and fun to drive and has good visibility. The sliding rear doors provide easy access. But a fifth passenger is relegated to the cramped third row. Still, by combining utility, sportiness, and affordability, the Mazda5 is a practical alternative to a larger minivan or a small SUV. Reliability has been well above average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Wagon **Trim lines:** Sport, Touring, Grand Touring **Price:** \$19,940-\$24,025 **Drive wheels:** Front **Seating:** 2/2/2 **Engines:** 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 pg. 29**

Mazda6

A redesigned Mazda6 just went on sale and features Mazda's Skyactiv technology, which on paper should deliver good fuel economy. The new car loses its optional six-cylinder engine but will offer a diesel in fall 2013. Early impressions indicate that the 6 is agile and capable in the corners. The ride is taut and steady but on the firm side, especially at low speeds. It has a sportier and more compact demeanor than most mid-sized sedans. The front seats are comfortable, but some controls appear a bit dated.



Reliability: New Satisfaction: New Owner cost:

Body style: Sedan **Trim lines:** Sport, Touring, Grand Touring **Price:** \$20,880-\$30,395 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 (184 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular **Look for a full test in a forthcoming issue.**

Mercedes-Benz C-Class

Mercedes' small sedan is agile, quiet, and comfortable. The 1.8-liter, turbo four-cylinder is exceptionally smooth, and the seven-speed automatic shifts seamlessly. We got 24 mpg overall. Stronger V6 engines are available. We liked the taut, steady ride in our tested Luxury trim. The Sport has better cornering grip but a stiffer ride. The front seats are supportive, but the rear is tight. Some controls are not that logical. Only the C300 offers AWD. The C63 AMG is a delight to drive, and a coupe is available. Reliability has been above average of late.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: Coupe, sedan **Trim lines:** C250, C300, C350, C63 AMG **Price:** \$35,350-\$62,330 **Drive wheels:** Rear **Seating:** 2/3 **Engines:** 1.8L 4 turbo (201 hp); 3.0L V6 (248 hp); 3.5L V6 (302 hp); 6.3L V8 (451 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium **Version tested:** C250 4 **CR mpg:** 24 **Accel.:** 7.6 **Braking:** 131 **Ratings pg. 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:** \$115,300-\$213,200 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 4.6L V8 turbo (429 hp); 5.5L V12 turbo (510 hp); 5.5L V8 turbo (536 hp); 6.0L V12 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 and a sound to match. 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: NA Satisfaction: NA Owner cost:

Body style: Sedan **Trim lines:** CLS550, CLS63 AMG **Price:** \$72,000-\$95,900 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 4.6L V8 turbo (402 hp); 5.5L V8 turbo (518 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium

Mercedes-Benz E-Class

The E-Class is solid and well finished, and one of the better choices among luxury sedans. Handling is agile and secure. Luxury trims have a smooth and cushy ride, but the Sport is firmer. The punchy, quiet 3.5-liter V6 returned 21 mpg overall. The strong diesel gets 26 mpg overall, and engine clatter is hardly noticeable. The interior is plush, with excellent seats and fit and finish. A coupe, convertible, and wagon are also available. Reliability of the sedans has been average or better, but the convertible is below average.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: Convertible, coupe, sedan, wagon
Trim lines: E350, E350 BlueTec, E400 Hybrid, E550, E63 AMG **Price:** \$51,000-\$92,400 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (210 hp); 3.5L V6 (302 hp); 3.5L V6 hybrid (306 hp); 4.6L V8 turbo (402 hp); 5.5L V8 turbo (518 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** E350 V6 **CR mpg:** 21 **Accel.:** 6.3 **Braking:** 131 **Ratings pg. 32**

Mercedes-Benz GL

This impressive, roomy seven-passenger luxury SUV was redesigned for 2013. Available engines include a 240-hp turbodiesel V6 and two 4.6-liter, twin-turbo V8s. Essentially a stretched ML, the GL's interior is luxurious and full of thoughtful details, and the third row is comfortable. It is the most comfortable riding SUV we've tested. Handling is responsive but doesn't shine at the limits. We got 20 mpg with the refined diesel. Features include an active parking system and one that limits body lean in turns.



Reliability: New Satisfaction: New Owner cost:

Body style: 4-door SUV **Trim lines:** GL350 BlueTec, GL450, GL550, GL63 AMG **Price:** \$62,400-\$116,925 **Drive wheels:** Permanent 4WD **Seating:** 2/3/2 **Engines:** 3.0L V6 turbodiesel (240 hp); 4.6L V8 turbo (362 hp); 4.6L V8 turbo (429 hp); 5.5L V8 turbo (550 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** GL350 BlueTec V6 **CR mpg:** 20 **Accel.:** 8.2 **Braking:** 136 **Ratings pg. 38**

Mercedes-Benz GLK

Based on the C-Class, the GLK's 2013 freshening includes the new 3.5-liter V6. It rides well, except for some side-to-side rocking on rough pavement. Handling is fairly nimble. The high seating position gives a good view out. The excellent front seats are firm and well shaped. Leg room in the rear is stingy, and the wide doorsills impede access. The freshening also brings a new layout for the controls and a more luxurious-looking interior. Reliability has been average. A four-cylinder diesel will be available in early 2013.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** GLK250, GLK350 **Price:** \$37,090-\$39,090 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 2.1L 4 turbodiesel (190 hp); 3.5L V6 (302 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** GLK350 V6 **CR mpg:** 21 **Accel.:** 6.1 **Braking:** 130 **Ratings pg. 37**

Mercedes-Benz M-Class

The M-Class's gasoline V6 delivers smooth and powerful acceleration. A turbodiesel V6, V8, and AMG versions are also available. Handling is responsive but let down by vague steering, and the ML doesn't shine at its cornering limits. The ride is generally firm, but it's steady and supple. The ML is very refined, with a quiet cabin, meticulous fit and finish, and excellent seats. Some controls have improved, but others remain complicated. Towing capacity is impressive. First-year reliability has been below average.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** ML350, ML350 BlueTec, ML550, ML63 AMG **Price:** \$47,270-\$96,100 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.5L V6 (302 hp); 4.6L V8 turbo (402 hp); 5.5L V8 turbo (518 hp) **Trans.:** 7-spd. auto. **Fuel:** Diesel or premium **Version tested:** ML350 V6 **CR mpg:** 18 **Accel.:** 6.8 **Braking:** 138 **Ratings pg. 37**

Mercedes-Benz S-Class

The S-Class is quick, luxurious, and a delight to drive. A powerful and fuel-efficient 4.6-liter V8 arrived for 2012. The cushy ride is extremely comfortable, yet handling, steering, and ride control are also first class. The vast cabin is luxurious, comfortable, and very quiet, with plenty of rear-seat room. The driver-interaction system can be frustrating to use. Diesel and hybrid versions are also available. A new S-Class debuts this spring and will include versions that bring it to the uber-luxury level.



Reliability: NA Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** S400 Hybrid, S350 BlueTec, S550, S63 AMG, S600, S65 AMG **Price:** \$92,350-\$212,000 **Drive wheels:** Rear or AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.5L V6 hybrid (295 hp); 4.6L V8 turbo (429 hp); 5.5L V12 turbo (510 hp); 5.5L V8 turbo (536 hp); 6.0L V12 turbo (621 hp) **Trans.:** 5- & 7-spd. auto. **Fuel:** Diesel or premium

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 stop/start 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 lines:** SL550, SL63 AMG, SL65 AMG **Price:** \$105,500-\$212,240 **Drive wheels:** Rear **Seating:** 2 **Engines:** 4.6L V8 turbo (429 hp); 5.5L V8 turbo (530 hp); 5.5L V8 turbo (557 hp); 6.0L V12 turbo (621 hp) **Trans.:** 7-spd. auto. **Fuel:** Premium

Mercedes-Benz SLK

The SLK features a retractable hard top to serve as either a coupe or roadster. The SLK250 features a 1.8-liter turbo four-cylinder that delivers plenty of thrust. With the manual it returned a very good 26 mpg overall, but the shift action is rubbery. Handling is crisp and enjoyable, and the steering feedback and balanced chassis make the SLK rewarding to drive. The ride is firm but comfortable enough for lengthy trips. Reliability is still unknown.



Reliability: NA Satisfaction: NA Owner cost:

Body style: Convertible **Trim lines:** SLK250, SLK350, SLK55 AMG **Price:** \$42,900-\$67,990 **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 **Version tested:** SLK250 4 **CR mpg:** 26 **Accel.:** 7.0 **Braking:** 115 **Ratings pg. 34**

Mini Cooper

The Mini has agile handling and quick, precise steering, but the ride is choppy. The base four-cylinder has adequate response; the turbocharged Cooper S is stronger and has a great exhaust note. Fuel economy ranges from 29 to 33 mpg depending on the version. Up front the cabin is roomy, with plenty of leg room, but the rear seat is very tight. The audio and climate controls are confusing. The convertible top has a partial-sunroof position. A two-seat coupe and roadster are new. Reliability of the non-S versions has been average or better; the S is below average.



Recommended

Reliability: Satisfaction: Owner cost:

Body styles: 2-door hatchback, convertible, coupe, wagon **Trim lines:** Base, S, Clubman, Clubman S, JCW **Price:** \$19,700-\$35,300 **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 pg. 30, 33, 34**

Mini Cooper Countryman

The SUV-like Countryman is larger than other Minis but is still fun to drive. The quirky interior has well-shaped and comfortable seats. It retains 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. Four- and five-passenger seating configurations are offered. AWD is available only on the S version. Reliability has dropped to well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, S, JCW **Price:** \$22,000-\$34,800 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 1.6L 4 (121 hp); 1.6L 4 turbo (184 hp); 1.6L 4 turbo (208 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** S 4 CR **mpg:** 26 **Accel.:** 8.3 **Braking:** 135 **Ratings pg. 35**

Mini Paceman

The Paceman is essentially a two-door version of the Countryman. The four-seater offers a 1.6-liter four-cylinder with FWD, but AWD versions get the more powerful 181-hp, four-cylinder turbo. The Countryman S we tested has a punchy powertrain, and it posted a very good 26 mpg overall in AWD. Downsides included frustrating controls, a stiff ride, and a noisy cabin. The car uses the center rail system to attach cup holders and cell-phone holders. Pricing starts at \$23,900 for the base model.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 2-door SUV **Trim lines:** Base, S, JCW **Price:** \$23,900-\$32,000 **Drive wheels:** Front or AWD **Seating:** 2/3 **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

Mitsubishi Lancer

The Lancer is unimpressive among compact sedans. Its 2.0-liter four-cylinder and CVT do the job, but it's sluggish from a stop and returns uncompetitive fuel economy. Handling is secure, but cornering grip is limited. The cabin is furnished with drab plastics and subpar fit and finish, 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 during all but the most spirited drives.



Reliability: NA Satisfaction: NA Owner cost: ●

Body styles: 4-door hatchback, sedan **Trim lines:** DE, ES, Ralliart, GT, Evolution GSR, Evolution MR **Price:** \$15,995-\$37,895 **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 pgs. 29, 33**

Mitsubishi Outlander

A redesigned Outlander arrives this summer with the current version's engine, a four-cylinder and CVT that delivers modest acceleration and 22 mpg overall. The smooth and punchy 3.0-liter V6 returned just 19 mpg overall and will be dropped with the redesign. Handling is agile and secure, with restrained body lean and quick, well-weighted steering. The ride is fairly stiff, and road noise is pronounced. Interior fit and finish is so-so. The redesign will have a standard third-row seat, and a plug-in hybrid will be offered.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** ES, SE, GT **Price:** \$22,695-\$28,595 **Drive wheels:** Front or selectable AWD **Seating:** 2/3/2 **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 pg. 35**

Mitsubishi Outlander Sport

This shortened version of the Outlander has reduced rear-seat and cargo space, and is not exactly sporty to drive. Handling isn't very 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: ● Satisfaction: NA Owner cost: ●

Body style: 4-door SUV **Trim lines:** ES, SE **Price:** \$19,170-\$23,695 **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 pg. 35**

Mitsubishi i-MiEV

The i-MiEV electric car uses a 16-kWh lithium-ion battery. It takes 6 to 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got 56. We measured its energy consumption at 111 mpg equivalent. At \$29,125 before tax credits, it's one of the cheapest electric cars available, but it's slow, clumsy, stiff riding, and spartan inside. With its roomier interior and more comfortable ride, the Nissan Leaf is worth the extra few thousand dollars.



Reliability: NA Satisfaction: NA 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 **Version tested:** SE electric CR **mpg:** 111 **Accel.:** 14.7 **Braking:** 132 **Ratings pg. 28**

Nissan Altima

The redesigned Altima is a well-rounded, roomy sedan that delivers excellent fuel economy. The revised 2.5-liter four-cylinder and the 3.5-liter V6 use a CVT that works well. Our tested 2.5 got an impressive 31 mpg overall, and the V6 got 24 mpg overall. Handling is rather ordinary but ultimately secure. Both ride comfortably, but the ride is better in the 2.5 S. The rear seat is roomy. Blind-spot and lane-departure warnings are available. Reliability is likely to be above average based on the previous generation.



Reliability: ● Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** 2.5, 2.5 S, 2.5 SV, 2.5 SL, 3.5 S, 3.5 SV, 3.5 SL **Price:** \$21,760-\$30,560 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 (182 hp); 3.5L V6 (270 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** 2.5 S 4 CR **mpg:** 31 **Accel.:** 8.2 **Braking:** 140 **Ratings pg. 30**

Nissan Armada

The large truck-based Armada has seating for eight. Power comes from a smooth and punchy 5.6-liter V8 engine coupled with a slick five-speed automatic. Fuel economy, at 13 mpg overall, is abysmal. 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 dropped to much below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** SV, SL, Platinum **Price:** \$41,290-\$58,850 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **Engine:** 5.6L V8 (317 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** Platinum V8 CR **mpg:** 13 **Accel.:** 7.2 **Braking:** 142 **Ratings pg. 37**

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 been average, but the Cube scores too low to recommend.



Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: Wagon **Trim lines:** 1.8 S, 1.8 SL **Price:** \$16,760-\$18,860 **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 pg.** 30

Nissan Frontier

The Frontier shares a platform with the Xterra and the larger Titan pickup. We found the Frontier to be quick and relatively 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. A freshened model debuts for 2013.



Reliability: ● Satisfaction: ○ Owner cost: ○

Body styles: Extended cab, crew cab **Trim lines:** S, SV, DR, PRO-4X, SL **Price:** \$19,260-\$32,470 **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 pg.** 38

Nissan GT-R

The GT-R is the latest generation of Nissan's premium sports car, which was previously known worldwide as the Skyline GT-R. The upgraded twin-turbo V6 engine now puts out 545 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 turbo (545 hp) **Trans.:** 6-spd. seq. **Fuel:** Premium

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. Reliability has been average.



Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** S, SV, SL **Price:** \$20,280-\$26,940 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 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 pg.** 35

Nissan Leaf

The Leaf five-seat, electric-powered hatchback has a 75-mile typical range. A full charge takes 6 hours using a 240-volt outlet or 16 hours using 120 volts. At low speeds it is quick 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. A heated steering wheel and front seats are standard. For 2013 it gets a faster on-board charger. Reliability has been excellent.



Reliability: ● Satisfaction: ● 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 **CR mpg:** 106 **Accel.:** 10.3 **Braking:** 136 **Ratings pg.** 28

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.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Sedan **Trim lines:** 3.5 S, 3.5 SV **Price:** \$33,270-\$35,570 **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 pg.** 31

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.



Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: 4-door SUV, convertible **Trim lines:** S, SV, SL, LE, CrossCabriolet **Price:** \$34,450-\$41,240 **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 pg.** 35

Nissan Pathfinder

The redesigned Pathfinder is now a car-based SUV with seating for seven. The third row is tight, and even the second row's posture is not ideal. Like the similar Infiniti JX, the passenger-side seat can tilt even with a child seat installed. The cabin is quiet and spacious. The powertrain is a 3.5-liter V6 engine coupled to a new continuously variable transmission. Its towing capability of 5,000 pounds is competitive. In our tests we got 18 mpg overall. The ride is comfortable enough, but handling lacks agility. The controls are fairly easy to master.



Reliability: New Satisfaction: New Owner cost: ●

Body style: 4-door SUV **Trim lines:** S, SV, SL, Platinum **Price:** \$28,650-\$41,150 **Drive wheels:** Front or selectable AWD **Seating:** 2/3/2 **Engine:** 3.5L V6 (260 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** SL V6 **CR mpg:** 18 **Accel.:** 7.7 **Braking:** 137 **Ratings pg.** 36

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 has been average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Minivan **Trim lines:** S, SV, SL, LE
Price: \$25,990-\$42,640 **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 pg. 34

Nissan Rogue

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. A redesign is imminent.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** S, SV, SL **Price:** \$22,610-\$30,250 **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 pg. 35**

Nissan Sentra

The redesigned 2013 Sentra enters the compact sedan segment with a very roomy backseat and trunk, along with the latest in connectivity. We got 29 mpg overall from the noisy 130-hp, 1.8-liter four-cylinder and CVT, far below the EPA rating of 34 mpg combined. A six-speed manual is also available. The ride can be stiff and jittery. Handling lacks agility but is secure overall. Feature content is high on the SV trim with connectivity and a backup camera, and a low-cost navigation system is optional.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Sedan **Trim lines:** S, FE S, SV, FE SV, SR, SL **Price:** \$15,990-\$19,820 **Drive wheels:** Front
Seating: 2/3 **Engine:** 1.8L 4 (130 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular **Version tested:** SV 4 **CR mpg:** 29 **Accel.:** 9.7 **Braking:** 129 **Ratings pg. 29**

Nissan Titan

Nissan's full-sized truck has a large cabin and is relatively agile. It has a fairly composed 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. Reliability has dropped to below average.



Reliability: ○ Satisfaction: ○ Owner cost: ●

Body styles: Extended cab, crew cab **Trim lines:** S, SV, PRO-4X, SL **Price:** \$28,820-\$42,740 **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 pg. 38**

Nissan Versa

Nissan's subcompact Versa sedan is disappointing, with a noisy and cheap interior. 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 redesigned hatchback, called the Versa Note, arrives this summer starting at \$13,990. First-year reliability of the sedan has been well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Sedan **Trim lines:** S, S Plus, SV, SL
Price: \$11,990-\$16,890 **Drive wheels:** Front
Seating: 2/3 **Engine:** 1.6L 4 (109 hp) **Trans.:** 5-spd. man.; CVT; 4-spd. auto. **Fuel:** Regular **Version tested:** SV 4 **CR mpg:** 32 **Accel.:** 10.6 **Braking:** 140
Ratings pg. 28

Nissan Xterra

The Xterra feels crude but is very capable off-road. Although the ride is stiff, handling is relatively responsive. The strong V6 engine delivers quick acceleration, but overall fuel economy is just 17 mpg. The automatic is smooth, but the four-wheel-drive system is a rudimentary part-time type. The basic interior looks rugged and is well assembled. Side and curtain air bags are standard. Reliability has been average, but the Xterra scores too low to be recommended. A substantially redesigned model debuts for 2013.



Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: 4-door SUV **Trim lines:** X, S, PRO-4X
Price: \$25,840-\$31,690 **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 pg. 36**

Nissan Z

The Z two-seater features a strong and smooth V6. Acceleration is very quick, and fuel economy is respectable. The six-speed manual is a bit notchy but easy to use. Handling is very agile, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. A convertible is also available. Reliability has improved to above average.



✓ Recommended

Reliability: ● Satisfaction: NA Owner cost: ●

Body styles: Convertible, coupe **Trim lines:** Base, Touring, NISMO **Price:** \$33,120-\$47,000 **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 pg. 33**

Porsche 911

The iconic 911 now delivers more power and better fuel economy. The base engine is a 350-hp, 3.4-liter six-cylinder; the Carrera S gets a 400-hp, 3.8-liter. Both use a seven-speed manual. Other measures to help with fuel efficiency include shut-off at idle when sitting at traffic lights and electric power steering. The 911 is quick, super-agile, and sounds terrific, and the automated manual gives nothing up to the stick shift. The car is now less taxing on a long trip, with a more supple ride and better sound deadening.



Reliability: NA Satisfaction: ● Owner cost: ●

Body styles: Convertible, coupe **Trim lines:** Carrera, Carrera S, Carrera 4, Carrera 4S, Turbo, Turbo S **Price:** \$84,300-\$172,100 **Drive wheels:** Rear or AWD **Seating:** 2/2 **Engines:** 3.4L 6 (350 hp); 3.8L 6 (400 hp); 3.8L 6 turbo (500 hp); 3.8L 6 turbo (530 hp) **Trans.:** 7-spd. seq.; 6-spd. man.; 7-spd. man. **Fuel:** Premium

Porsche Boxster

Porsche's roadster was redesigned for 2013. The engines gained power, and the car grew in size. Both engines are offered with a six-speed manual or seven-speed automated manual. The 2.7-liter engine we tested is very responsive, and the manual shifter is smooth and crisp. Handling is still excellent despite some loss of steering feedback, and the ride is not punishing. The power top is quick and can be opened or closed on the go at up to 35 mph, a very nice convenience, and the front and rear trunks continue to be a bonus.



Reliability: NA Satisfaction: New Owner cost: ●

Body style: Convertible **Trim lines:** Base, S **Price:** \$49,500-\$60,900 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.7L 6 (265 hp); 3.4L 6 (315 hp) **Trans.:** 7-spd. seq.; 6-spd. man. **Fuel:** Premium **Version tested:** Convertible 6 **CR mpg:** 23 **Accel.:** 6.1 **Braking:** 112 **Ratings pg.** 34

Porsche Cayenne

The Cayenne is one of the sportiest SUVs on the market. All of the engines are strong and use a new, supersmooth eight-speed automatic. The ride is supple and steady but rather stiff at low speeds. The seats are comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls are confusing. The stop/start feature shuts the engine off at idle to save fuel but is slow to restart at times; luckily it can be disabled. A 3.0-liter turbodiesel V6 is new for 2013. Reliability remained below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** Base, Diesel, S, S Hybrid, GTS, Turbo, Turbo S **Price:** \$48,850-\$108,750 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 hp); 3.6L V6 (300 hp); 3.0L V6 hybrid (380 hp); 4.8L V8 (400 hp); 4.8L V8 (420 hp); 4.8L V8 turbo (500, 550 hp) **Trans.:** 6-spd. man.; 8-spd. auto. **Fuel:** Diesel or premium **Version tested:** 4-door SUV V6 **CR mpg:** 19 **Accel.:** 7.8 **Braking:** 134 **Ratings pg.** 37

Porsche Cayman

The two-seat Cayman coupe is redesigned for 2013, sharing its platform with the new Boxster. With a power upgrade, a nicer interior, a composed ride, and comfortable noise levels, it practically takes the place of the 911, considering the latest 911 has become a luxury high-performance car that easily cracks the six-figure barrier. The seven-speed automated manual works very well, and handling is superb.



Reliability: New Satisfaction: New Owner cost: ●

Body style: Coupe **Trim lines:** Base, S, R **Price:** \$52,600-\$63,800 **Drive wheels:** Rear **Seating:** 2 **Engines:** 2.7L 6 (275 hp); 3.4L 6 (325 hp) **Trans.:** 7-spd. seq.; 6-spd. man. **Fuel:** Premium

Porsche Panamera

Porsche's four-door luxury car delivers strong performance, with comfort for four adults. Handling is agile, capable, and enjoyable, with excellent steering and lots of cornering grip. The ride is firm but supple. Normally aspirated and turbocharged V8s are offered, along with a V6. The seven-speed automated manual is smooth. The beautiful interior has an intimidating button-dominated center console. The hybrid version shuts off the engine while coasting, even at highway speeds.

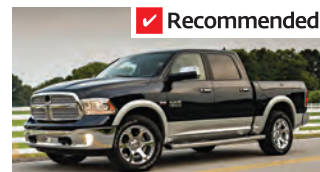


Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 4-door hatchback **Trim lines:** Base, S, 4, 4S, Hybrid, GTS, Turbo, Turbo S **Price:** \$75,850-\$175,300 **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 (430 hp); 4.8L V8 turbo (500, 550 hp) **Trans.:** 7-spd. seq.; 8-spd. auto. **Fuel:** Premium **Version tested:** S V8 **CR mpg:** 20 **Accel.:** 5.5 **Braking:** 116 **Ratings pg.** 32

RAM 1500

The Ram 1500's coil-spring rear suspension delivers a very good ride for a full-sized truck. The 5.7-liter V8 has plenty of power and a subdued, pleasant sound. Handling is secure. Interior quality and comfort are good, with a roomy rear seat in the quiet cabin. Curtain air bags are standard. The optional Ram Box provides storage alongside the bed but takes up some bed width. Reliability has been average. A revamped RAM with an eight-speed automatic is new for 2013. The base version gets Chrysler's 3.6-liter V6.



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:** \$22,590-\$41,760 **Drive wheels:** Rear, part-time, or permanent 4WD **Seating:** 3/3 **Engines:** 3.6L V6 (305 hp); 4.7L V8 (310 hp); 5.7L V8 (390 hp); 5.7L V8 (395 hp) **Trans.:** 4-spd. auto.; 6-spd. auto.; 8-spd. auto. **Fuel:** Regular **Version tested:** SLT V8 **CR mpg:** 14 **Accel.:** 7.6 **Braking:** 137 **Ratings pg.** 38

RAM 2500

The Ram 2500, more than other heavy-duty trucks, is very stiff when driven without a payload in the bed. Choosing this work truck over the regular 1500 lets you opt for the 6.7-liter Cummins turbodiesel six-cylinder. It is noisy but pulls strongly. The six-speed automatic doesn't shift smoothly. Handling is clumsy, and the high step-in makes cabin access difficult. Chrysler's powerful 383-hp, 5.7-liter V8 is the standard engine. The crew cab's rear seat is very roomy. Reliability of the turbodiesel version is well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body styles: Mega cab, regular cab, crew cab **Trim lines:** ST, SLT, TRX, Power Wagon, Laramie **Price:** \$27,545-\$51,005 **Drive wheels:** Rear or part-time 4WD **Seating:** 2/3 **Engines:** 6.7L 6 turbodiesel (350 hp); 5.7L V8 (383 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Regular or diesel **Version tested:** Laramie 6 **CR mpg:** 13 **Accel.:** 9.6 **Braking:** 149 **Ratings pg.** 38

Scion FR-S

Jointly developed with Subaru, the RWD FR-S features a 2.0-liter four-cylinder teamed with a choice of a six-speed manual or automatic. Its optimal weight distribution gives it super-agile handling and balance at its limits, with virtually no body lean. The steering is well weighted, with decent feedback. The FR-S has a slightly more compliant ride than the BRZ. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best suited for cargo.



Reliability: ● Satisfaction: New Owner cost: ●

Body style: Coupe **Trim line:** — **Price:** \$24,500 **Drive wheels:** Rear **Seating:** 2/2 **Engine:** 2.0L 4 (200 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** Coupe 4 **CR mpg:** 30 **Accel.:** 7.2 **Braking:** 126 **Ratings pg.** 33

Scion iQ

This tiny four-seat hatchback is one of the lowest-scoring cars we've tested in recent years. Slow, noisy, and uncomfortable, the iQ is easy to park and gets a very good 34 mpg overall. The extremely tiny rear seats won't make anyone riding back there happy, and the numb and overly quick steering makes the iQ darty. The iQ makes little sense unless you spend all of your time driving in a crowded city. Plenty of much nicer cars cost about the same, get comparable fuel economy, and don't beat you up.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 2-door hatchback **Trim line:** — **Price:** \$15,495 **Drive wheels:** Front **Seating:** 2/2 **Engine:** 1.3L 4 (94 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** 2-door hatchback 4 **CR mpg:** 34 **Accel.:** 10.6 **Braking:** 139 **Ratings pg.** 29

Scion tC

The tC is a well-equipped, affordable coupe. The 2.5-liter engine provides good acceleration and averaged a very good 28 mpg overall with the smooth and accurate six-speed manual. Though not as sporty as some more performance-oriented competitors, the tC is fairly nimble and pleasing to drive. But a jittery ride and noisy cabin detract from the overall experience. Its cabin is roomy, particularly the rear seat. 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:** \$18,725-\$21,815 **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 pg. 33**

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. Reliability has been outstanding.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Wagon **Trim lines:** Base, RS **9.0 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 pg. 30**

Scion xD

At its core, the boxy xD is reliable, utilitarian, and inexpensive transportation. It rides with short, jumpy motions, and it feels jittery on the highway. Its 1.8-liter four-cylinder 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. The front seats are comfortable enough. The rear has plenty of room for a subcompact car, and cabin access is easy thanks to its tall stance.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: 4-door hatchback **Trim lines:** Base, RS **4.0 Price:** \$16,545-\$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 pg. 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 an automated manual transmission with extremely jerky and jarring gear changes. Access to the cabin is very easy, and the seats are comfortable. An electrically powered version will be available soon.



Reliability: NA Satisfaction: NA Owner cost: ●

Body styles: 2-door hatchback, convertible **Trim lines:** Pure, Passion, ED **Price:** \$12,490-\$17,890 **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 pg. 29**

Subaru BRZ

Developed with Toyota, the BRZ is Subaru's first RWD sports car. The 2.0-liter four-cylinder drives through a six-speed manual or automatic. Handling is super-responsive, with impressive agility. It corners with virtually no body lean. The steering is quick and well weighted. It understeers more than the FR-S, making it more forgiving but slightly less rewarding, and has a more jittery ride. The cabin is plain, with well-bolstered front sport seats, but the stiff ride and noise can be taxing and the rear seats are tiny.



Reliability: ○ Satisfaction: New Owner cost: ○

Body style: Coupe **Trim lines:** Premium, Limited **Price:** \$25,495-\$27,495 **Drive wheels:** Rear **Seating:** 2/2 **Engine:** 2.0L 4 (200 hp) **Trans.:** 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** Premium 4 **CR mpg:** 30 **Accel.:** 7.2 **Braking:** 126 **Ratings pg. 33**

Subaru Forester

The 2014 Forester now gets a CVT and electric power steering to boost fuel economy. The 2.5-liter four-cylinder still makes 170 hp, and the 2.0-liter turbo climbs to 250 hp. The interior gets a significant upgrade with soft-touch surfaces, and rear leg room has increased by three inches. A rear-view camera is standard, and a power liftgate is optional. The X-Mode system appropriates the torque between the front and rear axles for light off-road conditions. The EyeSight lane-departure and collision warning systems are optional.



Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: 4-door SUV **Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 2.5i Touring, 2.0XT Premium, 2.0XT Touring **Price:** \$21,295-\$29,995 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (170 hp); 2.0L 4 turbo (250 hp) **Trans.:** 6-spd. man.; CVT **Fuel:** Regular or premium **Look for a full test in a forthcoming issue.**

Subaru Impreza

The Impreza is a particularly well-rounded package. The ride is very absorbent and controlled. Handling is responsive and secure. Acceleration is good, and 27 mpg overall for the sedan is impressive with standard AWD. The hatchback gets 26 mpg overall and has a handy-sized cargo space. The CVT transmission exacerbates engine noise, and road noise is pronounced, too—our only complaint. The rear seat is spacious for the class, controls are straightforward and easy to use, and visibility is good.



Reliability: ● Satisfaction: ○ Owner cost: ○

Body styles: Sedan, wagon **Trim lines:** 2.0i, Premium, Limited, Sport Premium, Sport Limited **Price:** \$17,895-\$22,995 **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 pg. 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 it's 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:** \$25,795-\$37,645 **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 pg. 33**

Subaru Legacy

The freshened 2013 Legacy is still a roomy sedan that rides and handles well and gets good fuel economy. But the updates to the suspension have somewhat hurt ride quality. Fuel economy improved to 26 mpg overall with the new 2.5-liter four-cylinder. The CVT accentuates engine noise, which can become a drone. Subaru's EyeSight system has adaptive cruise control, pre-collision braking, and lane-departure warning. The base trim has an upgraded audio system with Bluetooth, but the optional navigation system is not intuitive.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R, 3.6R Limited **Price:** \$20,295-\$28,895 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (173 hp); 3.6L 6 (256 hp) **Trans.:** 6-spd. man.; CVT; 5-spd. auto. **Fuel:** Regular **Version tested:** 2.5i Premium 4 **CR mpg:** 26 **Accel.:** 9.1 **Braking:** 139 **Ratings pg. 30**

Subaru Outback

The freshened 2013 Outback's 2.5-liter four-cylinder got 24 mpg overall in our tests with the CVT. Suspension tweaks made the ride considerably stiffer but tidied up the sloppy on-limit handling a bit. The interior is quite roomy. Subaru's new EyeSight driver-assist system has adaptive cruise control, pre-collision braking, and lane-departure warning. The base trim now has an upgraded audio system with Bluetooth capability, but the optional navigation system is not very intuitive.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Wagon **Trim lines:** 2.5i, 2.5i Premium, 2.5i Limited, 3.6R, 3.6R Limited **Price:** \$23,495-\$32,095 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 2.5L 4 (173 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.:** 10.3 **Braking:** 137 **Ratings pg. 35**

Subaru Tribeca

Overall the Tribeca trails the competition. 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: NA Satisfaction: NA Owner cost:

Body style: 4-door SUV **Trim line:** Limited **Price:** \$32,595 **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 pg. 35**

Subaru XV Crosstrek

This small quasi-SUV is mechanically the same as the Impreza hatchback, but with a raised ride height. That's more than enough altitude to slosh through most deeply rutted roads. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter, four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a gratifying 26 mpg. In the end the regular Impreza hatch, which is quieter, quicker, cheaper, and rides better, makes more sense. Based on the Impreza, reliability is likely to be above average.



Recommended

Reliability: Satisfaction: New Owner cost:

Body style: 4-door SUV **Trim lines:** Premium, Limited **Price:** \$21,995-\$24,495 **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:** 26 **Accel.:** 9.7 **Braking:** 130 **Ratings pg. 35**

Tesla Model S

The all-electric, roomy, and luxurious Model S offers battery packs with claimed ranges of 160, 230, and 300 miles. Charging is through a 120- or 240-volt outlet, and Tesla's high-power connector is recommended for rapid charging. Tesla's super-charging network is available in a few rest areas in CA and the Northeast. Acceleration is blisteringly quick, and the car is agile yet rides comfortably. The interior is roomy and features a 17-inch touch screen that houses audio, phone, and navigation functions, and more. A rear-facing jump seat is optional.



Reliability: New Satisfaction: New Owner cost: NA

Body style: Sedan **Trim lines:** Base, Performance, Signature, Signature Performance **Price:** \$57,400-\$105,400 **Drive wheels:** Rear **Seating:** 2/3/2 **Engines:** Electric (362 hp); Electric (416 hp) **Trans.:** 1-spd. dir. **Fuel:** Electric **Look for a full test in a forthcoming issue.**

Toyota 4Runner

The 4Runner is good for off-roading, and its rough-sounding 4.0-liter V6 is powerful and relatively fuel-efficient. The ride is unsettled, and handling is clumsy. It leans in corners, chipping 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 four-wheel-drive system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well 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:** \$31,440-\$41,030 **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 pg. 36**

Toyota Avalon

The redesigned Avalon carries over the slick 3.5-liter V6 and gets a hybrid version with a 200-hp, 2.5-liter four-cylinder promising 40 mpg combined. It is more stylish inside and out, with a roomy and plush interior adding amenities including a charging area for electronic devices. Handling is more responsive, but the ride took a turn for the worse, particularly in the Limited trim, which comes with 18-inch wheels. Models with the optional navigation system get a distance-sensing cruise control system.



Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** XLE, Premium, Touring, Hybrid, Limited **Price:** \$30,990-\$41,400 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.5L 4 hybrid (200 hp); 3.5L V6 (268 hp) **Trans.:** CVT; 6-spd. auto. **Fuel:** Regular **Look for a full test in a forthcoming issue.**

Toyota Camry

The Camry is refined, comfortable, and roomy. The powertrains are impressive. In our tests the base 2.5-liter four-cylinder got 27 mpg overall, the very quick 3.5-liter V6 got 26 mpg, and the Hybrid got an amazing 38 mpg overall. The interior is roomy front and rear. Drawbacks include touch-screen radio controls that could be better designed. Bluetooth and a USB port are standard, and Toyota's Entune smart-phone integration is available. Reliability of the redesign for all versions is above average.



Recommended

Reliability: Satisfaction: Owner cost:

Body style: Sedan **Trim lines:** L, LE, SE, Hybrid LE, Hybrid XLE, XLE **Price:** \$22,235-\$30,465 **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 pg. 30**

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 automatic and manual transmissions, one of the most frugal among nonhybrids or nondiesel sedans.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Sedan **Trim lines:** Base, LE, S **Price:** \$16,230-\$19,060 **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 pg.** 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 well above 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:** \$26,880-\$28,470 **Drive wheels:** Rear, part-time, or permanent 4WD **Seating:** 2/3 **Engine:** 4.0L V6 (260 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 pg.** 36

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.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ○

Body style: 4-door SUV **Trim lines:** Base, SE, Limited, Hybrid, Hybrid Limited **Price:** \$28,870-\$46,370 **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 pg.** 35

Toyota Land Cruiser

Toyota's flagship SUV is plush, luxurious, and expensive. It uses a powerful 5.7-liter V8. It's quick but isn't sparing with fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well finished. The Land Cruiser showed terrific off-road performance in our tests, partly because of its crawl mode to help ascend and descend steep slopes. 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.



Reliability: NA Satisfaction: NA Owner cost: ●

Body style: 4-door SUV **Trim line:** — **Price:** \$78,555 **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 pg.** 38

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.



✓ Recommended

Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Wagon **Trim lines:** Base, S **Price:** \$19,275-\$22,415 **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 pg.** 30

Toyota Prius

The Prius, the most economical five-passenger car that doesn't have to be plugged in, averaged 44 mpg overall and 55 mpg on the highway. With light throttle it can drive on electric power up to 25 mph. The ride is firm yet steady, and handling is secure but not particularly agile. Road noise is pronounced. The interior is roomy, but some controls take a bit of getting used to. The plug-in version delivers around 12 to 15 miles on electricity. After that it works like the regular Prius. Reliability of both versions is above average.



✓ Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door hatchback **Trim lines:** Two, Three, Four, Five, Plug-in, Plug-in Advanced **Price:** \$24,200-\$39,525 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.8L 4 hybrid (134 hp) **Trans.:** CVT **Fuel:** Regular or electric **Version tested:** IV 4 **CR mpg:** 44 **Accel.:** 10.6 **Braking:** 133 **Ratings pg.** 29

Toyota Prius C

The Prius C is an affordable, smaller alternative for those who want a Prius hybrid. But its harsh ride, noisy engine and cabin, and slow acceleration make it feel more econobox than sophisticated hybrid. Its 37 mpg city fuel economy is the best we've tested, and it gets 43 mpg overall. The interior is full of cheap-looking materials, the driving position and rear seats are cramped, and there's not much cargo space. Reliability is well above average, but the Prius C scores too low in our testing to be recommended.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door hatchback **Trim lines:** One, Two, Three, Four **Price:** \$19,080-\$23,360 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 hybrid (99 hp) **Trans.:** CVT **Fuel:** Regular **Version tested:** Two 4 **CR mpg:** 43 **Accel.:** 11.3 **Braking:** 135 **Ratings pg.** 28

Toyota Prius V

This wagon 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 impact fuel economy, but the V still got an excellent 41 mpg overall. 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, but rear visibility is better than the smaller car. A weight-saving plastic moonroof is optional. First-year reliability is above average.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Wagon **Trim lines:** Two, Three, Five **Price:** \$26,650-\$30,295 **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 pg.** 29

Toyota RAV4

The fourth-generation RAV4 went on sale in January, and thankfully the new version has a top-hinged rear hatch. It allows for a power liftgate, which comes standard on the top trim Limited version. Also gone are the optional V6 and third-row seat. Toyota's 2.5-liter four-cylinder and six-speed automatic make for a responsive and unobtrusive powertrain. Interior materials got an upgrade, especially on the top-level Limited version. Trim lines and options are more streamlined. A rear-view camera is standard.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** LE, XLE, Limited **Price:** \$23,300-\$28,410 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engine:** 2.5L 4 (176 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Look for a full test in a forthcoming issue.**

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 roomy, but it's a high step to get in. The power-retractable rear window is nice. Reliability has been well above average.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** SR5, Limited, Platinum **Price:** \$42,455-\$63,070 **Drive wheels:** Rear or selectable 4WD **Seating:** 2/3/3 **Engine:** 5.7L V8 (381 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** Limited V8 **CR mpg:** 15 **Accel.:** 7.1 **Braking:** 146 **Ratings pg. 36**

Toyota Sienna

The Sienna is a sensible choice, but in some ways it 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 all-wheel-drive version sacrifices just 1 mpg. Interior fit and finish is mediocre, and the cabin is a bit noisy. An eighth seat cleverly stores in the back when it isn't installed in the center of the middle row. Reliability of the FWD version is above average, the AWD version has improved to average.



Reliability: Satisfaction: Owner cost:

Body style: Minivan **Trim lines:** Base, LE, SE, XLE, XLE AWD, Limited **Price:** \$26,585-\$41,475 **Drive wheels:** Front or AWD **Seating:** 2/3/3 **Engine:** 3.5L V6 (266 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** XLE V6 **CR mpg:** 20 **Accel.:** 8.8 **Braking:** 134 **Ratings pg. 34**

Toyota Tacoma

The Tacoma remains a workhorse compact pickup. Fuel economy is competitive, but clumsy handling makes it a chore to drive. The 4.0-liter V6 provides strong performance and sounds polished. Its constantly jiggly ride is fatiguing and is particularly stiff with the TRD suspension package. The cabin's high floor and low roof makes access tricky and the driving position uncomfortable. Towing and off-road capabilities are impressive. Reliability has been average, but the Tacoma scores too low to be recommended.



Reliability: Satisfaction: Owner cost:

Body styles: Regular cab, extended cab, crew cab **Trim lines:** Base, PreRunner, V6, X-Runner **Price:** \$17,625-\$28,185 **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.:** 7.9 **Braking:** 139 **Ratings pg. 38**

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.



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 pg. 38**

Toyota Venza

The Venza fits between a 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 268-hp, 3.5-liter V6 engine gets 20 mpg overall. Handling is secure, but the steering is short on feedback and the ride is stiff. All-wheel drive is available. The styling impairs visibility. A small screen on the dash displays the rear-view-camera image, unless you opt for the optional navigation system.



Reliability: Satisfaction: Owner cost:

Body style: 4-door SUV **Trim lines:** LE, XLE, Limited **Price:** \$27,700-\$38,870 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.7L 4 (181 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 pg. 35**

Toyota Yaris

Toyota's least expensive car is sold only as a hatchback. Despite excellent fuel economy of 32 mpg overall in our tests and a relatively roomy rear seat, it remains rough and very spartan in this increasingly competitive segment. Handling is ho-hum, and acceleration is slow. The car is noisy, with a busy ride. The driving position is awkward, but the rear seat is relatively roomy. The radio is needlessly awkward. Reliability is likely to be very good, but the Yaris scores too low to be recommended.



Reliability: NA Satisfaction: NA Owner cost:

Body styles: 2-door hatchback, 4-door hatchback **Trim lines:** L, LE, SE **Price:** \$14,370-\$17,280 **Drive wheels:** Front **Seating:** 2/3 **Engine:** 1.5L 4 (106 hp) **Trans.:** 5-spd. man.; 4-spd. auto. **Fuel:** Regular **Version tested:** LE 4 **CR mpg:** 32 **Accel.:** 10.8 **Braking:** 137 **Ratings pg. 29**

Volkswagen Beetle

The Beetle drives decently but suffers from cost-cutting measures. Though the ride is compliant, it's a bit unsettled. Handling is responsive but not sporty and is sloppy in demanding conditions. The standard five-cylinder is punchy but sounds unrefined. We got just 26 mpg overall with the five-speed manual. Turbo gas and diesel engines are also available. Rear visibility is limited, and the wide center console compromise the driving position. A convertible is available. First-year reliability is well below average.



Reliability: Satisfaction: NA Owner cost:

Body styles: 2-door hatchback, convertible **Trim lines:** 2.5L, TDI, 2.0T, 2.0T Black **Price:** \$19,795-\$32,295 **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 **Version tested:** 2.5L 5 **CR mpg:** 26 **Accel.:** 8.6 **Braking:** 131 **Ratings pg. 34**

Volkswagen CC

The CC has a snug interior, compromised visibility, and difficult cabin access due to the low roofline. It's enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 2.0-liter, turbo four-cylinder is strong and returns 26 mpg overall with the 6-speed automated manual. A powerful 3.6-liter V6 and AWD are optional. The interior is nicely finished, and the seats are comfortable. A sunroof and rear-view camera are only available on higher-trim versions. Reliability has improved to average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: Sedan **Trim lines:** Sport, Sport Plus, R-Line, Lux, VR6 4Motion Executive **Price:** \$30,250-\$41,420 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 2.0L 4 turbo (200 hp); 3.6L V6 (280 hp) **Trans.:** 6-spd. seq.; 6-spd. man.; 6-spd. auto. **Fuel:** Premium **Version tested:** Sport 4 **CR mpg:** 26 **Accel.:** 7.5 **Braking:** 133 **Ratings pg.** 30

Volkswagen Eos

This four-seater has a folding metal hardtop with a 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, turbo four-cylinder, which delivers a good 25 mpg overall. The automated manual transmission is smooth and shifts quickly. Reliability has improved to average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: Convertible **Trim lines:** Komfort, Sport, Lux, Executive **Price:** \$34,350-\$40,945 **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 pg.** 34

Volkswagen GTI

The GTI is one of the best performing and most practical affordable sporty cars. It's agile and quick, with a gutsy, turbo 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 composed 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, hurting the driving position. Reliability has dropped to below average.



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 **Engines:** 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 pg.** 33

Volkswagen Golf

The excellent Golf has a base 2.5-liter five-cylinder that gets a mediocre 24 mpg overall. We got an impressive 38 mpg overall in the diesel with a manual. Steering is responsive and quick, and the car feels agile and sporty. The ride is supple and controlled. Interior quality is impressive and feels solid. The front seats are supportive, but the rear is cramped. A turbocharged, AWD Golf R is available. Reliability of the turbodiesel has been average, and the five-cylinder has been above average. A redesign arrives in 2014.



✓ Recommended

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 or diesel or premium **Version tested:** 2.5 5 **CR mpg:** 24 **Accel.:** 8.6 **Braking:** 131 **Ratings pg.** 29

Volkswagen Jetta

The Jetta's rear seat and trunk are spacious, but handling is lackluster and fit and finish is unimpressive. The five-cylinder gets a mediocre 25 mpg overall. The four-cylinder diesel gets an impressive 34 mpg overall, but the automated manual is not smooth at very low speeds. The hybrid version smoothly alternates between gas and electric power. The sporty GLI is quick, agile, and fun to drive and has a nicer interior. The diesel has average reliability and is recommended, but the base four- and five-cylinders are below average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: Sedan **Trim lines:** S, SE, SEL, TDI, GLI, GLI Autobahn, Hybrid, Hybrid SE, Hybrid SEL, Hybrid SEL Premium **Price:** \$15,545-\$31,180 **Drive wheels:** Front **Seating:** 2/3 **Engines:** 2.0L 4 (115 hp); 2.0L 4 turbodiesel (140 hp); 1.4L 4 hybrid (170 hp); 2.5L 5 (170 hp); 2.0L 4 turbo (200 hp) **Trans.:** 6- & 7-spd. seq.; 5- & 6-spd. man.; 6-spd. auto. **Fuel:** Regular, diesel, or premium **Version tested:** TDI 4 **CR mpg:** 34 **Accel.:** 9.5 **Braking:** 130 **Ratings pgs.** 29, 33

Volkswagen Jetta SportWagen

The Jetta wagon is much better than the sedan version, with its taut and composed ride and responsive handling. Acceleration is a bit leisurely with the diesel, but it has strong mid-range thrust. We got an outstanding 36 mpg overall and 49 mpg on the highway with the manual. The 2.5-liter engine is a bit coarse and returned 23 mpg overall. The high-quality interior packs a lot of usable space into a modest footprint. Reliability of the five-cylinder and diesel has been average or better.



✓ Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: Wagon **Trim lines:** S, SE, TDI **Price:** \$20,395-\$29,220 **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 pg.** 29

Volkswagen Passat

The Passat has an enticingly low base price, but most versions cost at least \$25,000. The cabin has a very roomy rear seat, but fit and finish is no longer a standout. The lackluster base 2.5-liter five-cylinder gets 25 mpg overall. The turbodiesel 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 when pushed to its limits. First-year reliability of the 2.5-liter and the diesel is above average.



✓ Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ○

Body style: Sedan **Trim lines:** S, SE, TDI SE, SEL, SEL Premium, TDI SEL Premium **Price:** \$20,845-\$33,525 **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 or diesel or premium **Version tested:** SE 5 **CR mpg:** 25 **Accel.:** 9.7 **Braking:** 136 **Ratings pgs.** 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 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: NA 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 and sporty small SUV. It offers a roomy rear seat and has excellent fit and finish. Handling is agile and secure, 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. Reliability has been average.



Recommended

Reliability: ○ Satisfaction: ○ Owner cost: ●

Body style: 4-door SUV **Trim lines:** S, SE, SEL **Price:** \$22,995-\$36,820 **Drive wheels:** Front or AWD **Seating:** 2/3 **Engines:** 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 pg. 34**

Volkswagen Touareg

The Touareg is an agile and well-finished SUV with comfortable seats and a plush interior. The V6 turbodiesel, mated to an eight-speed automatic, pulls effortlessly and returned 24 mpg overall in our tests. Its towing capacity is generous. The low-speed ride is overly firm but is steady on the highway. The cabin is quiet, and access is easy. The hybrid is very quick and shuts off the engine when coasting, even at highway speeds. For 2013, the turbodiesel gains more hp. Reliability has been well below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** V6, TDI, Hybrid **Price:** \$43,425-\$62,055 **Drive wheels:** AWD **Seating:** 2/3 **Engines:** 3.0L V6 turbodiesel (240 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 pg. 37**

Volvo C70

The C70 convertible has a power hard top that 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 dropped to well below average. The C70 will be discontinued in 2013.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Convertible **Trim lines:** T5, T5 Inscription **Price:** \$41,200-\$45,100 **Drive wheels:** Front **Seating:** 2/2 **Engines:** 2.5L 5 turbo (227 hp); 2.5L 5 turbo (250 hp) **Trans.:** 5-spd. auto. **Fuel:** Regular **Version tested:** T5 5 CR mpg: 21 **Accel.:** 8.3 **Braking:** 133 **Ratings pg. 34**

Volvo S60

The S60 is competitive and nice to drive. Though the five-cylinder can sound gruff, 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 AWD is quick and refined. The interior is quiet and nicely laid out, and the front seats are very comfortable. But the rear is tight, and the trunk is small. One safety system can brake the car to prevent a collision, and another can prevent pedestrian accidents at low speeds. Reliability has been average.



Recommended

Reliability: ○ Satisfaction: ● Owner cost: ○

Body style: Sedan **Trim lines:** T5, T6, R-Design **Price:** \$31,900-\$44,100 **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 pg. 31**

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 got 20 mpg overall in our tests. Handling is sound and predictable, but the ride remains a bit stiff for the class. The rear seat is cramped and access is compromised. The interior is well finished, and the front seats are comfortable. The blind-spot monitoring system works well. A collision-warning system is available. Reliability has been above average, but the S80 scores too low to be recommended.



Reliability: ● Satisfaction: ○ Owner cost: ●

Body style: Sedan **Trim lines:** 3.2, T6 **Price:** \$39,150-\$43,150 **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 pg. 32**

Volvo XC60

The XC60 is a good choice in the upscale compact SUV class. The ride is a little stiff, but handling is responsive. The 3.0-liter, turbo six-cylinder performs well but gets a mediocre 17 mpg overall. A 3.2-liter six-cylinder and front-wheel drive 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.



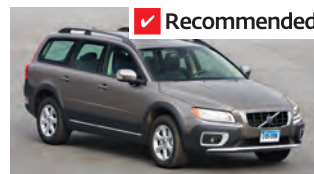
Recommended

Reliability: ○ Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** 3.2, T6, T6 R-Design **Price:** \$34,350-\$44,850 **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 pg. 37**

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 above average.



Recommended

Reliability: ● Satisfaction: ● Owner cost: ●

Body style: Wagon **Trim lines:** 3.2, T6 **Price:** \$33,600-\$40,300 **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 pg. 37**

Volvo XC90

Despite a light freshening, the XC90 is seriously outclassed. Its best features include a flexible interior, seven-passenger seating, and impressive safety gear. The 3.2-liter six-cylinder is underpowered, and its 17 mpg overall is not impressive. The ride is stiff and unsettled, and handling lacks agility. The cabin is quiet. The backup camera is very slow, and by the time it shows an image, you might be finished reversing. The radio controls are convoluted, and folding the third-row seat is a chore. Reliability has been below average.



Reliability: ● Satisfaction: ● Owner cost: ●

Body style: 4-door SUV **Trim lines:** 3.2, 3.2 R-Design **Price:** \$39,700-\$42,500 **Drive wheels:** Front or AWD **Seating:** 2/3/2 **Engine:** 3.2L 6 (240 hp) **Trans.:** 6-spd. auto. **Fuel:** Regular **Version tested:** 3.2 6 CR mpg: 17 **Accel.:** 9.6 **Braking:** 136 **Ratings pg. 37**

Safety

Crash ratings and more



Acura TL

AFTER YEARS OF declining highway fatalities on U.S. roads, government data for the first nine months of 2012 show that deaths have increased somewhat over 2011 (see page 74). The reasons aren't yet clear. But the best defense on the road is to drive the safest car possible. Ideally, it's one that provides optimum protection while also helping the driver avoid collisions in the first place.

Here, we help you in that search by listing the latest independent crash-test results of all major passenger vehicles on sale, as well as our own crash-avoidance Ratings of the vehicles we've tested.

If you're buying a used car, get one with up-to-date safety features, especially electronic stability control, a proven lifesaver, and head-protecting curtain air bags.

Who's testing what

Independent safety tests are conducted by the Insurance Institute for Highway Safety (IIHS), an organization supported by auto insurers, and the National Highway Traffic Safety Administration (NHTSA). Each does a variety of frontal-

and side-impact tests, but the tests differ in how they're performed and what they measure. That's why it's important to look at all of the crash ratings for a model in the accompanying charts.

Both groups have raised the bar in recent years, instituting more tests and more stringent grading. In addition to its crash tests, the IIHS does a roof-strength test and a rear-impact test to assess whip-lash protection. NHTSA has strengthened its requirements to take female passengers into account, and includes a new pole test to measure side impact.

A new IIHS crash test

Last year the IIHS added a new "small-overlap" frontal-crash test to its series. The test replicates a 40-mph crash in which 25 percent of the driver-side front of a car hits a rigid barrier, such as a tree or pole. That's in contrast to the institute's regular offset frontal test, which replicates hitting a vehicle. So far the new test has generated results for only two groups of cars, midsize and upscale cars, which we list separately in the tables. Results for some small cars and SUVs are due soon.

The test results in these early trials have varied widely, and much more so than in the traditional frontal-crash tests, where nearly all cars receive a Good rating, the highest for those tests. Only three of 24 cars rated Good: the Honda Accord, the Acura TL, and the Volvo S60. Poor scores went to the Toyota Camry and the Prius V, as well as the upscale Audi A4, Lexus IS, and Mercedes-Benz C-Class, which are vehicles that were designed well before the new test was announced. So spending more on a car doesn't automatically guarantee better crash protection.

The IIHS anticipates that the small-overlap test results will push automakers to improve crashworthiness in the same way that earlier testing prompted them to improve it in other circumstances.

For now, the database of small-overlap results is too small for us to incorporate into our vehicle recommendations.

Keep in mind that a vehicle's overall crashworthiness is frequently influenced by its weight. Other things being equal, in a crash between a large, heavy vehicle and a small, lighter one, the small car will fare worse.

Models with new IIHS test results

| | Make & model | CR tests | | IIHS safety tests | | | | NHTSA safety tests | | | |
|--------------|--|--------------------|---------------------------|----------------------|------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|--|
| | | Accident avoidance | Front small-overlap crash | Offset-frontal crash | Side-crash w/o side air bags | Rear crash | Roof crush | Combined overall crash protection | Overall crash protection front/side | Rollover 2WD/4WD | |
| CARS MIDSIZE | Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results. | | | | | | | | | | |
| | Chevrolet Malibu | ⊖ | Marg. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Chrysler 200 | ○ | Accept. | Good | Good | Good | Good | ⊖ | ⊖/○ | ⊖/⊖ | |
| | Dodge Avenger | ○ | Accept. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Ford C-Max | ⊖ | — | — | — | Good | — | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Ford Fusion | ⊖-⊖ | Accept. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Honda Accord | ⊖ | Good | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Hyundai Sonata | ○-⊖ | Marg. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Kia Optima | ⊖ | Accept. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Mazda6 (2014) | — | — | — | — | — | — | — | — | — | |
| | Nissan Altima | ⊖ | Accept. | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Nissan Maxima | ⊖ | Accept. | Good | Good | Marg. | Accept. | ⊖ | ○/⊖ | ⊖/⊖ | |
| | Subaru Legacy | ⊖-⊖ | Accept. | Good | Good | Good | Good | — | — | -/⊖ | |
| | Subaru Outback | ⊖ | Accept. | Good | Good | Good | Good | — | — | -/⊖ | |
| | Toyota Camry | ⊖ | Poor | Good | Good | Good | Good | ⊖ | ⊖/⊖ | ⊖/⊖ | |
| | Toyota Prius V | ⊖ | Poor | Good | Good | Good | Good | — | — | — | |

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 are for overall crash protection and front- and side-crash protection.

Better ← → Worse

⊖ ⊖-⊖ ○ ⊖-○ ⊖

IIHS CRASH RATINGS

Good
Acceptable
Marginal
Poor

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%

Guide to the chart, see page 76

| | Make & model | CR tests | IIHS safety tests | | | | | NHTSA safety tests | | |
|---------------------|--|--------------------|---------------------------|----------------------|-------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|
| | Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results. | Accident avoidance | Front small-overlap crash | 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 |
| MID-SIZED continued | Volkswagen Jetta | ○-● | Marg. | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Volkswagen Jetta SportWagen | ○-● | - | Good | Good | Good | Good | - | - | ●/- |
| | Volkswagen Passat | ● | Accept. | Good | Good | Good | Good | ● | ●/● | ●/- |
| CARS UPSCALE | Acura TL | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Acura TSX | ● | Marg. | Good | Good | Good | Good | - | - | ●/- |
| | Audi A4 | ● | Poor | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Audi Allroad | ● | - | - | - | - | - | - | ●/● | - |
| | BMW 3 Series | ● | Marg. | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Buick Regal | ● | - | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Cadillac ATS | ● | - | - | - | - | - | ● | ●/● | ●/● |
| | Hyundai Azera | ● | - | Good | Good | Good | Good | - | - | - |
| | Infiniti G | ● | Accept. | Good | Good | Marg. | Accept. | - | - | ●/● |
| | Lexus CT 200h | ● | - | Good | Good | Good | Good | - | - | - |
| | Lexus ES | ● | - | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Lexus IS | ● | Poor | Good | Good | Accept. | Accept. | ● | ●/● | ●/● |
| | Lincoln MKZ | - | - | - | - | - | - | ● | ●/● | ●/● |
| | Mercedes-Benz C-Class | ● | Poor | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Volkswagen CC | ● | Marg. | Good | Good | Good | Good | - | - | ●/● |
| | Volvo S60 | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |



TOP RATED Volvo's S60 was one of only three mid-sized cars to score Good in all IIHS crash tests.



STRONG PERFORMANCE The Dodge Dart has done well in the IIHS and NHTSA crash tests.



WISE CHOICE The Chevrolet Sonic subcompact delivers strong front- and side-impact protection.



BUTTONED DOWN The Ford Focus does well in crash tests and handles quite nimbly.



SCORES WELL The Volkswagen Passat is one of the few sedans that scored Acceptable or better in the new IIHS test.

Models without new IIHS test results

| | Make & model | CR test | IIHS safety tests | | | | NHTSA safety tests | | |
|-----------------|--|--------------------|----------------------|-------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|
| | 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 |
| CARS SUBCOMPACT | Chevrolet Sonic | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Chevrolet Spark | ● | - | - | - | - | - | - | - |
| | Fiat 500 | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Ford Fiesta | ●-● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Honda Fit | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Hyundai Accent | ● | Good | Accept. | Good | Good | ● | ●/● | ●/- |
| | Kia Rio | ● | Good | - | - | - | ● | ●/● | ●/- |
| | Mazda2 | ● | Good | Accept. | Accept. | Good | - | - | - |
| | Mini Cooper | ● | Good | Accept. | Good | Accept. | - | - | ●/- |
| | Mitsubishi i-MiEV | ○ | - | - | - | - | ● | ●/○ | ●/- |
| | Nissan Versa | ○ | Good | Good | Good | Good | ● | ○/● | ●/- |
| | Scion iQ | ○ | Good | Good | Accept. | Good | ● | ●/○ | ●/- |
| | Smart ForTwo | ○ | Good | Good | Accept. | Good | - | - | ○/- |
| | Toyota Prius C | ○ | Good | Good | Good | Good | - | - | - |
| | Toyota Yaris | ○ | Good | Good | Good | Good | ● | ●/● | ●/- |
| CARS COMPACT | Acura ILX | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Audi A3 | ● | Good | Good | Good | Good | - | - | - |
| | Buick Verano | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Chevrolet Cruze | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Chevrolet Volt | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Dodge Dart | ● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Fiat 500L | - | - | - | - | - | - | - | - |
| | Ford Focus | ●-● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Honda Civic | ○-● | Good | Good | Good | Good | - | - | ●/- |
| | Honda Insight | ○ | Good | Good | Good | Good | - | - | ●/- |
| | Hyundai Elantra | ●-● | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Kia Forte (2014) | - | - | - | - | - | - | - | - |
| | Kia Soul | ○ | Good | Good | Good | Good | ● | ●/● | ●/- |
| | Mazda3 | ●-● | Good | Good | Good | Good | ● | ●/○ | ●/- |
| | Mitsubishi Lancer | ○ | Good | Good | Good | Good | ● | ●/● | ●/- |

Ratings continued on next page

CLOSE-UP



Cars are safer but fatalities are up

Perhaps the most troubling auto-safety news in recent months has been preliminary data from the National Highway Traffic Safety Administration (NHTSA) indicating that traffic deaths were up in 2012 after many years of steady, steep declines. Annual fatalities had dropped to 32,367 in 2011, from 43,510 in 2005. But for the first nine months of 2012, the latest figures available at this writing, estimated fatalities were running about 7 percent higher than for the same period in 2011. Even if the fourth quarter shows no increase, 2012 will end with about 34,000 fatalities, about 1,700 more than in 2011.

It's not clear why this is happening. The recession may have played a role by keeping older, less-sound cars on the road longer. The average age of passenger cars in use has crept up to 11 years, the oldest ever recorded, despite robust new-car sales last year. Meanwhile, the miles driven in the first nine months increased by more than 14 billion, meaning there was more exposure to risk, even though the increase was a small fraction of the 2.2 trillion total miles driven. Distracted driving contributes to fatalities as well, although it's unclear just how much the growing use of cell phones and other in-car electronics may be contributing to the problem.

The partial economic recovery following the recession may be a key factor in the rising death rate, according to Russ Rader, a spokesman for the Insurance Institute for Highway Safety. "The recovery brings more leisure driving, which for some people means late-night partying and an increased risk of serious crashes," he says. "But 2012 may look worse than normal mostly because highway deaths were exceptionally low in 2010 and 2011." NHTSA will issue a comprehensive analysis of 2012 fatalities that should shed more light on the increase in deaths, but the report isn't due until the fall.

Models without new IIHS test results

| | Make & model | CR test | IIHS safety tests | | | | | NHTSA safety tests | | |
|--------------------------|--|---------|--------------------|----------------------|-------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|
| | | | 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 |
| CARS COMPACT continued | Models are grouped by vehicle category of similar weight except for sporty cars, where there are few crash-test results. | | | | | | | | | |
| | Nissan Cube | ○ | Good | Good | Good | Good | Good | — | — | ●/— |
| | Nissan Leaf | ● | Good | Good | Good | Good | Good | — | — | ●/— |
| | Nissan Sentra | ● | — | — | — | — | — | ● | ●/● | ●/— |
| | Scion tC | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Scion xB | ● | Good | Good | Good | Good | Good | — | — | ●/— |
| | Scion xD | ● | Good | Good | Good | Good | Good | — | — | — |
| | Subaru Impreza | ● | Good | Good | Good | Good | Good | — | — | —/● |
| | Toyota Corolla | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Toyota Matrix | ● | Good | Good | Accept. | — | — | — | — | ●/● |
| CARS LARGE/LUXURY | Toyota Prius | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Volkswagen Golf | ● | Good | Good | Good | Good | Good | — | — | ●/● |
| | Acura RLX | — | — | — | — | — | — | — | — | — |
| | Audi A6 | ● | Good | Good | Good | Good | Good | — | — | — |
| | Audi A7 | — | — | — | — | — | — | — | — | — |
| | Audi A8 | ● | — | — | — | — | — | — | — | — |
| | BMW 5 Series | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | BMW 5 Series Gran Turismo | — | — | — | — | — | — | ● | ●/● | ●/● |
| | BMW 7 Series | ● | — | — | — | — | — | — | — | — |
| | Buick LaCrosse | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Cadillac CTS | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Cadillac XTS | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Chevrolet Impala (2014) | — | — | — | — | — | — | — | — | — |
| | Chrysler 300 | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Dodge Charger | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Fisker Karma | ● | — | — | — | — | — | — | — | — |
| | Ford Taurus | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Hyundai Equus | ○ | Good | Good | Good | Good | Good | — | — | — |
| | Hyundai Genesis | ● | Good | Good | Good | Good | Good | — | — | ●/— |
| | Infiniti M | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Jaguar XF | — | — | — | — | — | — | — | — | — |
| | Jaguar XJ | ● | — | — | — | — | — | — | — | — |
| | Kia Cadenza | — | — | — | — | — | — | — | — | — |
| | Lexus GS | ● | Good | Good | Good | Good | Good | — | — | — |
| | Lexus LS | ● | Good | — | Good | — | — | — | — | — |
| | Lincoln MKS | ● | Good | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Mercedes-Benz CLS | — | — | — | — | — | — | — | — | — |
| | Mercedes-Benz E-Class | ● | Good | Good | Good | Good | Good | — | — | ●/● |
| | Mercedes-Benz S-Class | — | — | — | — | — | — | — | — | — |
| | Porsche Panamera | ● | — | — | — | — | — | — | — | — |
| | Tesla Model S | — | — | — | — | — | — | — | — | — |
| | Toyota Avalon | — | Good | Good | Good | Good | Good | — | — | — |
| | Volvo S80 | ● | Good | Good | Good | Good | Good | — | — | — |
| | Volvo XC70 | ● | — | — | — | — | — | — | — | — |
| CARS SPORTY/CONVERTIBLES | Audi A5 | ● | — | — | — | — | — | — | — | — |
| | Audi TT | ● | — | — | — | — | — | — | — | — |
| | BMW 1 Series | ● | — | — | — | — | — | — | — | — |
| | BMW Z4 | ● | — | — | — | — | — | — | — | — |
| | Chevrolet Camaro convertible | ● | — | — | — | — | — | — | — | ●/— |
| | Chevrolet Camaro coupe | ● | — | — | — | — | — | ● | ●/● | ●/— |
| | Chevrolet Corvette | ● | — | — | — | — | — | — | — | — |
| | Dodge Challenger | ● | — | — | — | — | — | ● | ●/● | ●/— |
| | Ford Mustang convertible | ● | Good | Good | Good | — | — | — | — | ●/— |
| | Ford Mustang coupe | ● | Good | Accept. | Good | — | — | ● | ●/● | ●/— |
| | Honda CR-Z | ○ | Good | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Hyundai Genesis Coupe | ● | — | — | — | — | — | — | — | ●/— |
| | Hyundai Veloster | ● | — | — | — | — | — | — | — | — |
| | Jaguar XK | ● | — | — | — | — | — | — | — | — |
| | Mazda MX-5 Miata | ● | — | — | — | — | — | — | — | — |
| | Mercedes-Benz SLK | ● | — | — | — | — | — | — | — | — |

Better ← → Worse
 ● ● ○ ● ●

| | Make & model | CR test | IIHS safety tests | | | | NHTSA safety tests | | |
|------------------------------------|--|--------------------|----------------------|-------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|
| | 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 |
| CARS SPORTY/CONVERTIBLES continued | Nissan Z | ● | — | — | — | — | — | — | — |
| | Porsche Boxster | ● | — | — | — | — | — | — | — |
| | Scion FR-S | ● | Good | Good | Good | Good | — | — | — |
| | Subaru BRZ | ● | Good | Good | Good | Good | — | — | — |
| | Subaru Impreza WRX/STi | ● | — | — | Accept. | — | — | — | —/● |
| | Volkswagen Beetle | ● | Good | — | Good | Good | ● | ●/● | ●/— |
| | Volkswagen Eos | ● | Good | Good | Good | — | — | — | — |
| | Volkswagen GTI | ● | Good | Good | Good | Good | — | — | ●/— |
| | Volvo C70 | ● | Good | Good | Good | — | — | — | — |
| MINIVANS | Chrysler Town & Country | ○ | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Dodge Grand Caravan | ○ | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Honda Odyssey | ○ | Good | Good | Good | Good | ● | ●/● | ●/— |
| | Mazda5 | ● | — | — | — | — | — | — | — |
| | Nissan Quest | ○ | Good | Good | Good | Accept. | — | — | — |
| | Toyota Sienna | ○ | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Volkswagen Routan | — | Good | Good | Good | Good | — | — | ●/— |
| SUVs SMALL | BMW X1 | ● | — | — | — | — | — | — | — |
| | Buick Encore | — | — | — | — | — | — | — | — |
| | Ford Escape | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Honda CR-V | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Hyundai Tucson | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Jeep Compass | ○ | — | Good/Marg. | Good | — | ○ | ○/● | ●/● |
| | Jeep Patriot | ○ | Good | Good/Marg. | Good | Good | ● | ○/● | ○/○ |
| | Kia Sportage | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Mazda CX-5 | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Mini Cooper Countryman | ● | Good | Good | Good | Good | — | — | — |
| | Mini Paceman | — | — | — | — | — | — | — | — |
| | Mitsubishi Outlander | ● | Good | Good | Accept. | Accept. | ● | ●/● | ●/● |
| | Mitsubishi Outlander Sport | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Nissan Juke | ● | Good | Good | Good | Good | — | ○/● | ●/● |
| | Nissan Rogue | ● | Good | Good | Good | Accept. | ● | ●/● | ●/● |
| | Subaru Forester (2014) | — | — | — | — | — | — | — | — |
| | Subaru XV Crosstrek | ● | Good | Good | Good | Good | — | — | — |
| | Toyota RAV4 | — | — | — | — | — | — | — | — |
| | Volkswagen Tiguan | ● | Good | Good | Good | Good | ● | ○/● | ●/● |
| SUVs MIDSIZED/LUXURY | Acura MDX | ● | Good | Good | Good | Good | ● | ●/● | —/● |
| | Acura RDX | ● | Good | Good | Good | Good | — | — | — |
| | Acura ZDX | — | Good | — | Good | — | ● | ●/● | —/● |
| | Audi Q5 | ● | Good | Good | Good | Good | — | — | —/● |
| | Audi Q7 | — | Good | Good | Good | — | — | — | —/● |
| | BMW X3 | ● | Good | Good | Good | Good | — | — | — |
| | BMW X5 | ● | Good | Good | Good | — | ● | ○/● | —/● |
| | BMW X6 | — | — | — | — | — | — | — | — |
| | Buick Enclave | ● | Good | Good | Good | Good | — | — | ●/● |
| | Cadillac SRX | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Chevrolet Equinox | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Chevrolet Traverse | ○ | Good | Good | Good | Good | — | — | ●/● |
| | Dodge Durango | ○ | Good | Good | Good | Good | ● | ●/● | ○/○ |
| | Dodge Journey | ○ | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Ford Edge | ● | Good | Good | Good | Good | ● | ○/● | ●/● |
| | Ford Explorer | ○ | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Ford Flex | ○ | Good | Good | Good | Good | — | — | ●/● |
| | GMC Acadia | ○ | Good | Good | Good | Good | — | — | ●/● |
| | GMC Terrain | ● | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Honda Crosstour | ● | Good | Good | Good | Good | — | — | ●/● |
| | Honda Pilot | ○ | Good | Good | Good | Good | ● | ●/● | ●/● |
| | Hyundai Santa Fe Sport | ● | Good | Good | Good | Good | ● | ●/● | ●/● |

Ratings continued on next page



GOOD CHOICE The well-rounded Golf is a great choice among compact cars for safe transportation.



SMALL SUV, BIG PERFORMANCE The Honda CR-V did very well in both the NHTSA and IIHS crash tests.



NIMBLE AND CRASHWORTHY The Scion FR-S (and Subaru BRZ twin) aced our avoidance maneuver and did well in IIHS tests.



BANK-VAULT SECURITY Among large and luxury sedans, the Chrysler 300 performed strongly in all crash tests.



SECURE AND SURE FOOTED The Audi Q5 has very good rollover results and excellent accident-avoidance capability.



FAMILY SECURITY ESC keeps the Toyota Highlander in check with secure handling, and crash tests are good all-around.



HIGH-CAPACITY PROTECTION The Lincoln Navigator and Ford Expedition twin both perform well in NHTSA tests.



FULL-SIZE SAFETY The Ford F-150 is one of just three pickups to score Good in all of the IIHS tests.

GUIDE TO THE CHARTS

Crash avoidance is a composite score derived from our track tests, including emergency handling, braking, and, to a lesser extent, acceleration, driving position, visibility, and seat comfort. Where results varied between multiple versions of the same vehicle we give a range, such as ○-●. The IIHS tests of frontal impact, side crash, rear crash and roof crush use a four-point scale of Good, Acceptable, Marginal, and Poor. The NHTSA tests use a five-point scale, with ● being the best. They comprise an overall crash-protection score and overall full-frontal crash and side-crash protection scores. Front-crash combines the results for the driver and front-seat passenger, and the side crash combines results for the driver and a rear-seat female passenger plus the pole test. (Current NHTSA results can't be compared with scores from 2010 or earlier.) NHTSA rollover ratings denote the risk of a rollover in a single-vehicle crash.

Models without new IIHS test results

Better ← → Worse



| | Make & model | CR test Accident avoidance | IIHS safety tests | | | | NHTSA safety tests | | |
|---------------------------------|---------------------------------|-------------------------------|----------------------|-------------------------------|------------|------------|-----------------------------------|-------------------------------------|------------------|
| | | | 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 |
| SUVs MID-SIZED/LUXURY continued | Infiniti EX | ◐ | Good | Good | Good | Good | - | - | ◐/◐ |
| | Infiniti FX | ◐ | Good | - | Good | - | - | - | - |
| | Infiniti JX | ○ | - | - | - | - | ◐ | ◐/◐ | ◐/◐ |
| | Jeep Grand Cherokee | ○-◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ○/◐ |
| | Jeep Liberty | - | - | - | - | - | - | - | - |
| | Jeep Wrangler | ● | Good | -/Marg. | Marg. | - | - | - | -/○ |
| | Kia Sorento | ◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Land Rover LR2 | - | - | - | - | - | - | - | - |
| | Land Rover Range Rover Evoque | ○ | - | - | - | - | - | - | - |
| | Lexus GX | ○ | - | - | - | - | - | - | - |
| | Lexus RX | ◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Lincoln MKT | - | Good | Good | Good | Good | - | - | ◐/◐ |
| | Lincoln MKX | ◐ | Good | Good | Good | Good | ◐ | ○/◐ | ◐/◐ |
| | Mazda CX-9 | ◐ | Good | Good | Marg. | Marg. | - | - | ◐/◐ |
| | Mercedes-Benz GLK-Class | ◐ | Good | Good | Good | Good | - | - | - |
| | Mercedes-Benz M-Class | ○ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Nissan Murano | ◐ | Good | Good | Good | Marg. | ◐ | ◐/◐ | ◐/◐ |
| | Nissan Pathfinder | ○ | - | - | - | - | ◐ | ◐/◐ | ◐/◐ |
| | Nissan Xterra | ○ | Good | Good | Marg. | Accept. | - | - | ○/○ |
| | Porsche Cayenne | ◐ | - | - | - | - | - | - | - |
| | Subaru Tribeca | ○ | Good | Good | Good | Good | - | - | -/◐ |
| | Toyota 4Runner | ○ | Good | Good | Good | Good | ◐ | ◐/◐ | ○/○ |
| | Toyota FJ Cruiser | ○ | Good | Good | Good | Accept. | - | - | ○/○ |
| SUVs LARGE | Toyota Highlander | ◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Toyota Venza | ◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Volkswagen Touareg | ◐ | Good | Good | Good | Good | - | - | - |
| | Volvo XC60 | ◐ | Good | Good | Good | Good | ◐ | ◐/◐ | ◐/◐ |
| | Volvo XC90 | ○ | Good | Good | Good | Good | - | - | ◐/◐ |
| | Cadillac Escalade | ○ | - | - | - | - | ◐ | ◐/◐ | ○/○ |
| | Chevrolet Suburban | ○ | - | - | - | - | ◐ | ◐/◐ | ○/○ |
| | Chevrolet Tahoe/GMC Yukon | ●-○ | - | - | - | - | ◐ | ◐/◐ | ○/○ |
| | Ford Expedition | ○ | - | - | - | - | ◐ | ◐/◐ | ○/○ |
| | GMC Yukon XL | ○ | - | - | - | - | ◐ | ◐/◐ | ○/○ |
| | Infiniti QX | ○ | - | - | - | - | - | - | - |
| | Land Rover LR4 | ◐ | - | - | - | - | - | - | - |
| | Land Rover Range Rover | - | - | - | - | - | - | - | - |
| | Land Rover Range Rover Sport | - | - | - | - | - | - | - | - |
| | Lexus LX | - | - | - | - | - | - | - | - |
| | Lincoln Navigator | ○ | - | - | - | - | ◐ | ◐/◐ | ○/◐ |
| | Mercedes-Benz GL-Class | ○ | - | - | - | - | - | - | - |
| PICKUPS COMPACT | Nissan Armada | ○ | - | - | - | - | - | - | ○/○ |
| | Toyota Land Cruiser | ○ | - | - | - | - | - | - | - |
| | Toyota Sequoia | ○ | - | - | - | - | - | - | ◐/◐ |
| | Honda Ridgeline | ○ | Good | Good | Good | Good | - | - | -/◐ |
| PICKUPS FULL-SIZED | Nissan Frontier | ○ | Good | Good | Accept. | Good | - | - | ○/◐ |
| | Toyota Tacoma | ○ | Good | Good | Good | Marg. | ◐ | ○/◐ | ◐/◐ |
| | Chevrolet Silverado 1500 (2014) | - | - | - | - | - | - | - | - |
| | Chevrolet Silverado 2500 | ○ | - | - | - | - | ◐ | ○/◐ | ○/◐ |
| | Ford F-150 | ○ | Good | Good | Good | Good | ◐ | ○/◐ | ◐/○ |
| | Ford F-250 | ● | - | - | - | - | ◐ | ◐/◐ | ◐/○ |
| | GMC Sierra 1500 (2014) | - | - | - | - | - | - | - | - |
| | GMC Sierra 2500 | ○ | - | - | - | - | ◐ | ○/◐ | ○/◐ |
| | Nissan Titan | ○ | Good | - | Good | Accept. | - | - | ◐/○ |
| | Ram 1500 | ○ | Good | - | Good | Marg. | ◐ | ◐/◐ | ◐/○ |
| | Ram 2500 | ○ | - | - | - | - | ○ | ●/◐ | ◐/○ |
| | Toyota Tundra | ○ | Good | Good | Good | Good | ◐ | ◐/◐ | ○/◐ |

The following sporty models are not listed because they have no CR or safety tests: BMW 4 Series and 6 Series, Dodge SRT Viper, Jaguar F-Type, Lotus Evora, Mercedes-Benz CL and SL, Nissan GT-R, and the Porsche 911 and Cayman.

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2008 Toyota Camry

Used cars

Watch for these common problems in 10 popular models

AN IMPORTANT LESSON we've learned from the millions of car problems our subscribers have reported to us over the years is that trouble doesn't happen randomly. In other words, the problems you're experiencing with your car are probably the same as those of many others who bought the same make and model-year vehicle. Knowing the problems associated with certain models can help you see what you're in for if you're keeping your car for a while and potential clunkers to avoid if you're buying used.

For instance, when our survey shows a high rate of transmission failure with the 2003 Honda Accord V6 and Ford Explorer,

you can assume that more of those cars probably will need a new transmission soon if they don't have one already. So if you're considering a used car, our detailed reliability ratings, beginning on page 86, help you identify known trouble areas and prompt you to inquire as to whether they've been corrected before you buy.

As a sampler of problems to watch for, we've peeked under the hood of 10 widely sold models, highlighting trends among the 17 major problem areas we survey. All of the concerns in the accompanying summaries are those that cropped up at a relatively high rate compared with other models of the same age.



► BMW 3 Series

Oil and coolant leaks, among other headaches, can make an older 3 Series a pain to own despite its wonderful driving qualities. In addition, most 2003 through 2006 versions have water-pump problems, premature brake wear, and power-window faults. Other concerns include head-gasket problems in the 2006 325i and fuel-pump and fuel-injection troubles in the 2007 through 2010 335i. Emission-control and check-engine-light complaints have emerged in the 2011 335d diesel.

► Chevrolet Silverado and GMC Sierra 1500

A long list of gremlins has followed these twin pickups over the years. Problems come and go, but they include complaints about the climate system's fan motor, compact-disc player, gauges, oxygen sensor (for some models), brakes, windows, tailgates, and check-engine light. The four-wheel-drive system is problematic for 2003 through 2006 models.



► Dodge Grand Caravan

A number of problems, including concerns with the brakes, squeaks and rattles, the sliding door, and the hatch, have been reported over the years. Air-conditioning, paint, and rust problems are common in 2003 through 2007 editions. Power steering, tie rods, and the water pump are chief complaints for 2003 through 2006 models. And owners note rough transmission shifts in models as new as the 2011. Those problems extend to the model's twin, the Chrysler Town & Country.

► Ford F-150

Brake-system ills and four-wheel-drive problems are notable sore spots for a truck that doesn't display a huge number of troubles overall, but 2003 through 2007 V8 models are prone to them. Automatic climate-system problems are noted in 2008 V8 models. Rough shifts are common in the 2009 V6, 2009 and 2010 V8, and the 2011 with the EcoBoost engine.

► Ford Focus

Squeaks and rattles are endemic in most model years. Air-conditioning problems affect 2003 and 2004 models. The 2003 model is also prone to oil leaks and engine-mount problems. Various alternator, ignition switch, and battery problems are noted by owners of 2003 through 2006 models. The 2012 redesign brought worse-than-average problem rates with the radio and communications, and a rough shifting transmission.

Jeep Grand Cherokee

Numerous troubles crop up over the years. The 2003 model is prone to electrical failure, and 2003 through 2006 models had various climate-system troubles. Some model years also had engine-cooling problems, with water-pump and radiator ills as well as leakage and overheating. The four-wheel-drive system is a problem for 2005 and 2006 V8 models. Transmission leaks are common in 2003, 2006, and 2007 V6s, and a slipping transmission is more common in 2005 and 2006 models. Power seats and heated seats can be trouble in 2003 and 2004 models. From 2003 through 2008, most models had trouble with windows, locks, latches, and the rear hatch.

Honda Accord

Transmission failure for 2003 and 2004 V6 models is a notable red flag for a car that's well known for being very reliable overall. Other vintages also have problems: Squeaks and rattles bother 2008 and 2009 editions, and from 2008 through 2010, brake problems for the Accord were much worse than average.



Nissan Altima

Battery troubles come and go between 2003 and 2010. The V6 has air-conditioning problems for the 2003, 2005, and 2006 editions. Brake problems are notable between 2003 and 2009. And that pesky check-engine light and catalytic-converter problems appear in 2003 through 2005 models, along with stalling or hesitating, and oxygen-sensor problems.

Subaru Forester

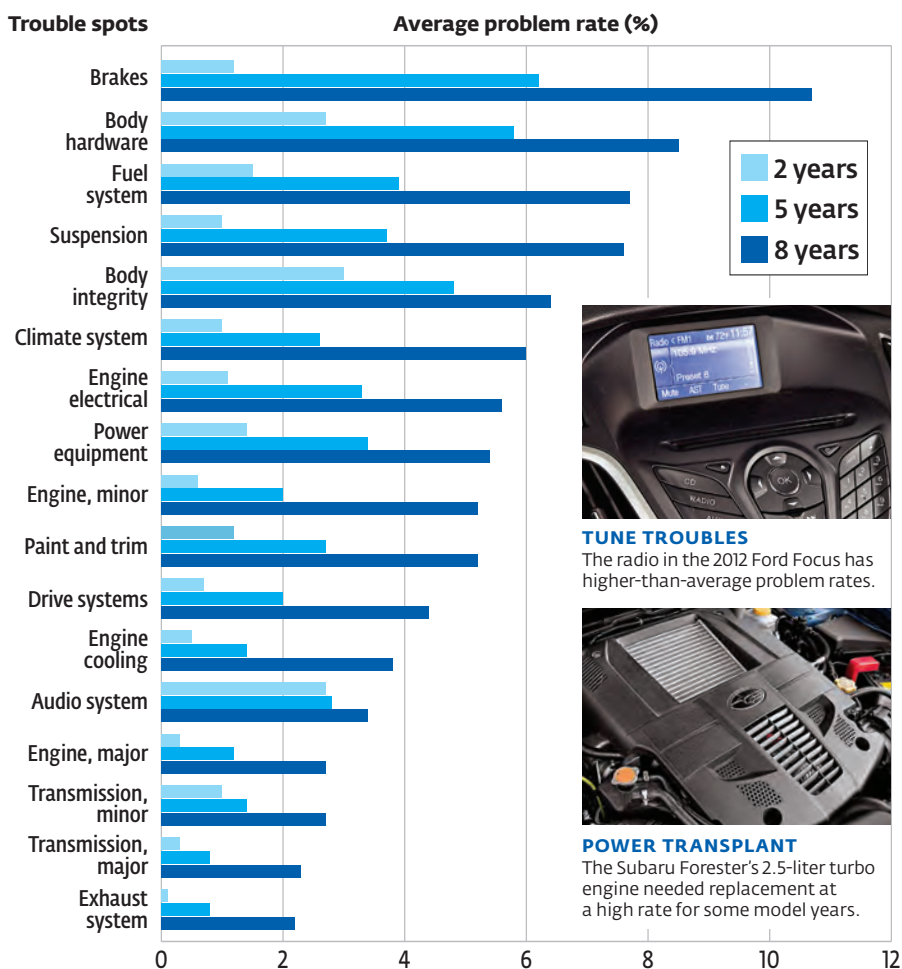
Oil leaks occur in older versions of the Forester, though the model has been mostly reliable. The turbocharged engine for 2004, 2005, and 2009 models needed replacement at a high rate, as did the 2004 and 2005 radiator. Conventional four-cylinder versions between 2003 and 2007 have a high rate of head-gasket failure.

Toyota Camry

Excessive brake wear for the 2008 four-cylinder Camry is an uncharacteristic blemish for a car with a relatively flawless reliability history. Water-pump troubles are notable in 2007 through 2009 four-cylinder and hybrid versions.

What goes wrong as cars age

Brakes, beyond typical wear, are the top trouble spot for older vehicles, though exhaust troubles are becoming rare. Here we show the problem rates for an average vehicle in 17 areas, at ages two, five, and eight (models years 2011, 2008, and 2005). The bars indicate the percentage of survey respondents who had problems with each trouble spot. Most areas cover several components. "Body hardware," for instance, is windows, locks and latches, sliding doors, hatch or trunk, seat controls, and other items. If you're considering a used car, check its vehicle history chart (beginning on page 86) see how it stacks up against competitors in these areas:



TUNE TROUBLES

The radio in the 2012 Ford Focus has higher-than-average problem rates.



POWER TRANSPLANT

The Subaru Forester's 2.5-liter turbo engine needed replacement at a high rate for some model years.

Not all hybrid cars are reliable

Though most gas/electric hybrids have shown superior reliability in the past 10 years, the Honda Civic Hybrid is emerging from our latest survey as an exception. The Civic Hybrid, which has been a reliable car overall in most years, has a big problem with its drive battery. The 2009 model was the worst: Almost one in five owners needed a replacement hybrid battery

in our 12-month survey period. But more than 10 percent of owners of the 2003, 2004, and 2010 models also needed one.

If those cars were less than eight years old and had fewer than 100,000 miles (10 years/150,000 miles in some states), the replacement should have been covered by warranty. Otherwise, replacing the Civic Hybrid's battery can be expensive, costing between \$2,000 and \$4,000.



RUNNING DOWN

The 2009 Civic Hybrid has a high rate of battery problems.



Hyundai Sonata

Best & worst used cars

Great choices for all budgets—and cars to avoid

Are you shopping for a used car but overwhelmed by the choices? These pages might be the only cheat sheet you'll need. Here, we highlight the best sedans, SUVs, and small cars available in four price ranges. Each performed well in our testing when new and had above-average reliability for the model years shown, based on our Annual Auto Survey (see page 82). All of the models came standard with electronic stability control (ESC), a proven lifesaver, during the years indicated.

LESS THAN \$10,000

SMALL CARS

Pontiac Vibe 2009

This sensible wagon's 2009 redesign brought standard ESC and stronger, more fuel-efficient engines. A twin of the Toyota Matrix, it has a flat load floor. Pontiac's 2011 demise means that you can find the Vibe at a cheap price, and parts and service remain available.



Acura TSX

SEDANS

Hyundai Sonata (4-cyl.) 2008 and Acura TSX 2004

The economical and efficient Sonata has a decent ride, secure handling, and a responsive four-cylinder engine that returned 23 mpg overall. The Acura TSX is a more upscale and sportier alternative.



Toyota RAV4

SUVs

Toyota RAV4 (4-cyl.) 2004

The RAV4 was redesigned in 2001, but it wasn't until 2004 that it got standard antilock brakes and ESC. It has nimble handling, good brakes, easy cabin access, and a particularly strong engine. Fuel economy of 21 mpg is decent for an all-wheel-drive SUV.



Honda Fit

\$10,000-\$15,000

SMALL CARS

Honda Fit 2011 and Mazda3 2011

The Fit is an excellent choice among hatchbacks. It has amazing space utilization; responsive, agile handling; and a super-efficient four-cylinder engine that returns 30 mpg overall with an automatic transmission. For a bit more refinement, look for a Mazda3 hatchback or sedan.



Pontiac Vibe



Toyota Prius

▣ SEDANS

Honda Accord (V6) 2006-07
and **Acura TL** 2005-06

The Accord is an excellent choice among used cars. Its smooth V6 engine is economical and strong, the ride is comfortable and compliant, and reliability is excellent. The four-cylinder version is nice but didn't get ESC until 2008. A more luxurious option is the Acura TL.

▣ SMALL SUVs

Toyota RAV4 (4-cyl.) 2006-08
and **Honda CR-V** 2005-07

The 2006 RAV4 gained more interior room, a V6, and an optional third-row seat. The four-cylinder's nimble handling, very good 23 mpg overall, and versatile cabin propelled it to the top of our small-SUV Ratings. The CR-V is a sportier, if somewhat noisier, alternative.

▣ MIDSIZED/LARGE SUVs

Toyota Highlander (V6) 2004-07
and **Infiniti FX** 2003-04

The Highlander is quiet and comfortable. We got 19 mpg overall with the V6. The interior is roomy and the controls are easy to use. A third-row seat was optional and a hybrid version was added in 2006. The Infiniti FX is a sportier two-row alternative.

\$15,000-\$20,000

▣ SMALL CARS

Toyota Prius 2010-11
and **Hyundai Elantra (sedan)** 2011-12

At 44 mpg overall, the Prius delivers the best gas mileage of any non-plug-in, five-passenger vehicle. The 2010 redesign brought more room, better brakes, and sound but not agile handling. For a more enjoyable driving experience, look for a Hyundai Elantra sedan.



Toyota Camry

▣ SEDANS

Toyota Camry (4-cyl.) 2010-12
and **Infiniti M** 2006-07

Expect impressive 26 to 27 mpg overall with the four-cylinder Camry in addition to a roomy cabin and superb reliability. If a powerful engine and luxurious interior are your passion, opt for the Infiniti M with the V6.



Mazda CX-9

▣ SUVs

Honda Pilot 2007-08
and **Mazda CX-9** 2009

The Pilot combines a roomy cabin, good driving dynamics, seating for eight, and respectable fuel economy in a package that isn't too big to fit in your garage. But road noise is a bit pronounced. The Mazda CX-9 is a more agile alternative with an even roomier third-row seat.

\$20,000-\$25,000

▣ SEDANS

BMW 328i 2009, **Infiniti G** 2009,
and **Toyota Avalon** 2010

The 3 Series combines agile handling, a taut ride, good brakes, and powerful six-cylinder engines in a comfortable, if slightly snug, interior. The Infiniti G is a similarly sporty alternative. Look for the Toyota Avalon if you want a roomy interior and lots of comfort.

▣ SUVs

Acura MDX 2007-08
and **Lexus RX** 2008

The Acura MDX is a well-rounded, family-friendly SUV. 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. The Lexus RX is a smaller two-row option that's quieter inside.

These used cars spell trouble

Steer clear. These 2003 through 2012 models, listed alphabetically, have had multiple years of much-worse-than-average overall reliability, according to our Annual Auto Survey. That's based on at least three years of data for each model listed.

BMW 7 Series
BMW X5 (6-cyl.)
Chevrolet Uplander
Chrysler PT Cruiser
Chrysler Town & Country
Dodge Caravan
Dodge Grand Caravan
Dodge Journey
Dodge Ram 2500 (diesel)
Ford Explorer (V6, 4WD)
Ford F-250 (diesel)
GMC Acadia
Jeep Wrangler (4-door)
Kia Sorento (V6)



Kia Sorento

Mercedes-Benz GL-Class
Mini Cooper S
Nissan Armada

Saturn Outlook
Saturn Relay
Volkswagen Touareg

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 a large number of good buys to be found.

These lists show 2003 through 2012 vehicles, in four price categories, that

tested well when 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, a proven lifesaver, as a standard or optional feature.



Toyota Corolla

| Make & model | Under \$10,000 | \$10,000-\$15,000 | \$15,000-\$20,000 | \$20,000-\$25,000 | ESC ('03-'12) | |
|--------------|----------------|-------------------|-------------------|-------------------|---------------|-----------|
| | | | | | Opt. from | Std. from |

SMALL CARS

| | | | | | | |
|----------------------------------|--------------|----------|---------|-----|----------|-----|
| Ford Focus (hatchback/wagon) | '05-'07 | — | — | — | '03, '09 | '10 |
| Ford Focus (sedan) | '05, '07-'08 | '09-'11 | — | — | '03, '09 | '10 |
| Honda Civic (sedan) | '03-'07 | '08-'11 | — | — | '09 | '12 |
| Honda Fit | '07-'08 | '09-'11 | '12 | — | '09 | '11 |
| Hyundai Elantra (sedan) | '07-'08 | '09-'10 | '11-'12 | — | '08 | '11 |
| Kia Forte | — | '10, '12 | — | — | — | all |
| Kia Soul | — | '10 | — | — | — | all |
| Mazda2 | — | '11 | — | — | — | all |
| Mazda3 | '06 | '08-'11 | '12 | — | '07 | '11 |
| Nissan Leaf | — | — | '11 | — | — | all |
| Nissan Sentra | '06 | '09-'10 | — | — | '10 | '11 |
| Pontiac Vibe | '03-'09 | '10 | — | — | '05 | '09 |
| Scion xB | '04-'06 | '08-'11 | '12 | — | — | all |
| Scion xD | — | '08, '10 | — | — | '08 | '10 |
| Subaru Impreza (sedan, nonturbo) | — | '09 | '10-'12 | — | '08 | '09 |
| Subaru Impreza (wagon, nonturbo) | '05-'06 | '07-'08 | '10-'11 | '12 | '08 | '09 |
| Suzuki SX4 | '08 | — | — | — | '07 | '12 |
| Toyota Corolla | '03-'08 | '09-'11 | '12 | — | '05 | '10 |
| Toyota Matrix | '03-'07 | '08-'10 | — | — | '05 | '10 |
| Toyota Prius | '03-'06 | '07-'08 | '09-'11 | '12 | '04 | '10 |

| Make & model | Under \$10,000 | \$10,000-\$15,000 | \$15,000-\$20,000 | \$20,000-\$25,000 | ESC ('03-'12) | |
|--------------|----------------|-------------------|-------------------|-------------------|---------------|-----------|
| | | | | | Opt. from | Std. from |

SMALL CARS continued

| | | | | | | |
|-------------------|-----|-----|---------|---|-----|-----|
| Volkswagen Golf | — | — | '10-'12 | — | '03 | '10 |
| Volkswagen Rabbit | '07 | '09 | — | — | '07 | '09 |

MIDSIZE AND LARGE SEDANS

| | | | | | | |
|----------------------------|----------|--------------|---------|---------|-----|-----|
| Acura RL | '04 | '05 | '06-'07 | '08 | — | all |
| Acura TL | — | '05-'06 | '07-'08 | '09 | '03 | '04 |
| Acura TSX | '04 | '05-'07 | '08 | '10-'11 | — | all |
| Audi A6 (V6) | — | '05-'06 | '07 | — | — | all |
| BMW 328i | — | — | — | '09 | — | all |
| Cadillac CTS (V6) | — | — | — | '10 | '03 | '08 |
| Cadillac DTS | — | — | — | '10 | '03 | '08 |
| Chevrolet Malibu (4-cyl.) | — | '11 | '12 | — | '08 | '09 |
| Ford Fusion (4-cyl.) | '08 | '09 | '12 | — | '09 | '10 |
| Ford Fusion (V6, FWD) | '06-'07 | '08-'09 | — | — | '09 | '10 |
| Ford Fusion Hybrid | — | — | '10-'11 | '12 | — | all |
| Honda Accord (4-cyl.) | '03-'05 | '06-'07 | '10-'12 | — | — | '08 |
| Honda Accord (V6) | '03-'04 | '05-'07 | '11 | '12 | — | '06 |
| Honda Accord Hybrid | — | '05-'07 | — | — | — | '06 |
| Hyundai Azera | — | '07 | — | '11 | — | all |
| Hyundai Sonata (4-cyl.) | '06, '08 | '09 | — | — | — | '06 |
| Hyundai Sonata (V6) | '05 | '08, '10 | — | — | — | '06 |
| Infiniti G (sedan) | — | '04-'06 | '07-'08 | '09 | — | '03 |
| Infiniti M | — | — | '06-'07 | '08 | — | all |
| Kia Optima (4-cyl.) | — | — | '11 | — | '06 | '10 |
| Lexus ES | — | '03-'06 | '07 | '08-'09 | '03 | '07 |
| Lexus GS | — | '03-'04 | '06 | '07 | — | all |
| Lexus IS (sedan, RWD) | '03 | '04-'05 | '06-'07 | '08-'09 | '03 | '06 |
| Lexus LS | — | — | '03-'05 | '06 | — | all |
| Lincoln MKZ (FWD) | — | '07-'08 | '09-'10 | '11 | — | '09 |
| Mazda 6 | — | '08, '10-'11 | — | — | '05 | '09 |
| Mercedes-Benz C-Class (V6) | — | '05, '07 | — | '08-'09 | — | all |



Ford Focus



BMW 328i



Mazda6



| Make & model | Under \$10,000 | \$10,000-\$15,000 | \$15,000-\$20,000 | \$20,000-\$25,000 | ESC ('03-12) | |
|--------------|----------------|-------------------|-------------------|-------------------|--------------|-----------|
| | | | | | Opt. from | Std. from |

MIDSIZE AND LARGE SEDANS continued

| | | | | | | |
|-----------------------------------|--------|----------|----------|--------|-----|-----|
| Mercedes-Benz E-Class (sedan, V6) | — | '03 | '07 | '08 | — | all |
| Mercury Milan (4-cyl.) | '08 | '09 | — | — | '09 | '10 |
| Mercury Milan (V6, FWD) | '06-08 | '09 | — | — | '09 | '10 |
| Mercury Milan Hybrid | — | — | '10-11 | — | — | all |
| Nissan Altima (4-cyl.) | '05-06 | '07, '10 | '11-12 | — | — | '10 |
| Nissan Altima (V6) | — | '06-07 | '08, '10 | — | '07 | '10 |
| Nissan Altima Hybrid | — | '07-10 | — | — | — | all |
| Nissan Maxima | — | '08 | '09 | '10-12 | '04 | '09 |
| Subaru Legacy (4-cyl.) | — | '09 | '10-11 | '12 | '07 | '09 |
| Toyota Avalon | '03-04 | '05-07 | '08-09 | '10 | '03 | '09 |
| Toyota Camry (4-cyl.) | '03-06 | '07-09 | '10-12 | — | '05 | '10 |
| Toyota Camry (V6) | '03-05 | '06-08 | '09-11 | '12 | '03 | '10 |
| Toyota Camry Hybrid | — | '07-08 | '09-11 | '12 | — | all |
| Volvo S60 | '03 | '05-07 | — | — | '03 | '07 |

SPORTS AND SPORTY CARS/CONVERTIBLES

| | | | | | | |
|--------------------|--------|--------|--------|--------|---|-----|
| BMW 328Ci | — | — | — | '08-09 | — | all |
| BMW Z4 | — | '03-04 | '06 | '07 | — | all |
| Chevrolet Corvette | — | — | '03 | '04 | — | all |
| Ford Mustang (V6) | '03-04 | — | '10 | — | — | '10 |
| Ford Mustang (V8) | '04 | '05-06 | '07-08 | '10 | — | '10 |
| Honda Civic Si | — | — | '09-10 | — | — | '07 |
| Honda S2000 | — | '03-04 | '05-07 | — | — | '06 |



| Make & model | Under \$10,000 | \$10,000-\$15,000 | \$15,000-\$20,000 | \$20,000-\$25,000 | ESC ('03-12) | |
|--------------|----------------|-------------------|-------------------|-------------------|--------------|-----------|
| | | | | | Opt. from | Std. from |

SPORTS AND SPORTY CARS/CONVERTIBLES continued

| | | | | | | |
|------------------|--------|----------|--------|-----|-----|-----|
| Lexus SC | — | — | '03-04 | — | — | all |
| Mazda MX-5 Miata | '03-04 | '06-07 | '08-09 | '11 | '06 | '12 |
| Nissan 350Z | — | '04, '06 | '07 | — | '03 | '10 |
| Porsche Boxster | — | — | '03 | '06 | — | all |
| Scion tC | '05 | '07-08 | — | — | — | '11 |

WAGONS AND MINIVANS

| | | | | | | |
|-------------------------|-----|--------|--------|--------|-----|-----|
| Honda Accord Crosstour | — | — | — | '10-12 | — | all |
| Subaru Outback (4-cyl.) | — | — | '08-10 | '11 | '07 | '09 |
| Subaru Outback (6-cyl.) | — | — | — | '09-10 | '03 | '07 |
| Toyota Sienna (FWD) | '03 | '04-06 | '07-09 | '10-11 | '03 | '08 |
| Toyota Venza (V6) | — | — | — | '09-10 | — | all |
| Volvo XC70 | '04 | — | '08 | '09 | '03 | '07 |

SMALL SUVS

| | | | | | | |
|----------------------------|--------|--------|--------|--------|-----|-----|
| Acura RDX | — | — | '07-08 | — | — | all |
| Ford Escape Hybrid | '05-06 | — | '09 | '10-11 | — | '09 |
| Honda CR-V | '03-04 | '05-07 | '08-09 | '10-12 | — | '05 |
| Hyundai Tucson | — | '08 | '09 | — | — | all |
| Kia Sportage | '06 | '07 | '11 | '12 | — | '05 |
| Mercury Mariner Hybrid | '06 | — | '09-10 | '11 | — | '09 |
| Mitsubishi Outlander | — | '07-09 | '11 | — | — | '07 |
| Mitsubishi Outlander Sport | — | '11 | — | — | — | all |
| Nissan Rogue | — | '09 | '10-12 | — | — | all |
| Subaru Forester (nonturbo) | — | — | '08-10 | '11 | '07 | '09 |
| Subaru Forester (turbo) | — | — | — | '10-11 | '07 | '09 |
| Toyota RAV4 (4-cyl.) | '03-04 | '05-08 | '09-11 | '12 | — | '04 |
| Toyota RAV4 (V6) | — | '08 | '09-11 | '12 | — | all |

MIDSIZE AND LARGE SUVS

| | | | | | | |
|--------------------------|-----|--------|--------|--------|-----|-----|
| Acura MDX | — | '04-05 | '06 | '07-08 | — | '03 |
| Honda Pilot | '03 | '04-06 | '07-08 | '09 | '05 | '06 |
| Infiniti FX | — | '03-04 | '05-06 | '07-08 | — | all |
| Lexus GX | — | — | '03-04 | '05-07 | — | all |
| Lexus RX | — | '03 | '04-07 | '08 | — | all |
| Lexus RX Hybrid | — | — | '06 | '07-08 | — | all |
| Mazda CX-9 | — | — | '09 | '10-11 | — | all |
| Nissan Murano | — | — | — | '11 | '03 | '09 |
| Subaru B9 Tribeca | — | '06 | '07 | — | — | '08 |
| Toyota 4Runner (V6) | — | '03-05 | '06-07 | '08-09 | — | all |
| Toyota Highlander (V6) | '03 | '04-07 | — | '08-09 | '03 | '04 |
| Toyota Highlander Hybrid | — | '06 | '07 | '08 | — | all |
| Toyota Sequoia | — | '03-05 | '06 | — | — | all |

PICKUP TRUCKS

| | | | | | | |
|-------------------------|-----|--------|--------|--------|-----|-----|
| Honda Ridgeline | — | — | '06-08 | '09-10 | — | all |
| Nissan Frontier | '03 | '04 | '09 | '11 | '03 | '12 |
| Toyota Tacoma (V6, 4WD) | — | '03 | '04-06 | '07-09 | '04 | '09 |
| Toyota Tundra (V8, 4WD) | — | '03-04 | '05-06 | '07 | '04 | '07 |



Flood-car alert

To people living outside the northeastern U.S., Superstorm Sandy is probably a distant memory that elicits a pang of sympathy. But if you're in the market for a used car, the effects of the storm could hit you in the wallet no matter where you live.

That's because countless vehicles with water damage from the storm are expected to find their way to the used-car market and be offered as ordinary cars rather than the flood victims they are.

That's troublesome, because water can ruin a car's electronics, lubricants, and mechanical systems. And it can take months or years for the incipient corrosion to find its way to the car's vital electronics, such as the air-bag controllers. Tracking down and repairing those gremlins can be a time-consuming, costly process, and in the end you might never find or fix them all.

The problem is that flood cars are often transported out of the affected region, where unsuspecting buyers might be less suspicious. And too often, it isn't clear to a buyer that an insurance company has designated a flood-damaged car as totaled. Once that

happens, it's supposed to get a new designation, called a salvage title. Those are usually plainly marked with the word "salvage" or "flood." But in some states the warning is simply an obscure code of letters or numbers that many buyers won't question.

Totaled cars are usually sold at a salvage auction to junkyards and vehicle rebuilders. Reselling is legal as long as the flood damage is disclosed to buyers on the title, say experts at CarFax, a website that tracks vehicle histories and sells online reports.

But some flood-damaged vehicles magically reappear with clean, or "washed," titles. Be especially wary of any used car for which the title has been "lost."

Getting a vehicle-history report before you buy can help flag some problems. They're available from AutoCheck and CarFax for a fee. Or you can get a free one from the National Insurance Crime Bureau. Go to nicb.org and



IMMERSED IN TROUBLE Water damage can cause problems for years.

click on "VINCheck" under the Theft and Fraud Awareness tab.

The federal government also sponsors a car-tracking database called the National Motor Vehicle Title Information System, with reports available through private providers (prices vary). Go to vehiclehistory.gov.

Keep in mind that vehicle-history reports are not all-inclusive and are no guarantee that a vehicle is problem-free. That's why it's important to have any used car inspected by a trusted, independent mechanic before you

PHOTO: DENNIS K. JOHNSON/GETTY IMAGES

Used cars to avoid

These 2003 to 2012 models have a record of below-average overall reliability. They're listed alphabetically by make and model.

Audi A3 '06; A4 (4-cyl.) '03-'06, '09; A6 (V6) '03, '10; Q5 (3.2) '09-'10; S4 '11; TT '08

BMW 135i '08; 325Ci '06; 325i '03-'06; 330Ci '06; 330i '03-'04; 335Ci '08; 335i '07-'08; 5 Series (6-cyl., nonturbo) '03, '06-'08; 5 Series (V8) '07; 535i '08-'10; 7 Series '06, '08, '12; X3 (turbo) '11-'12; X5 (6-cyl.) '03, '05-'06, '08, '11; Z4 '08

Buick Enclave '08-'10; LaCrosse (4-cyl.) '12; LaCrosse (V6) '08-'10, '12; Lucerne '09-'10; Regal '11; Rendezvous '03, '05; Verano '12

Cadillac CTS (V6, AWD) '08-'09; CTS (V6, RWD) '03, '05-'06; CTS-V '11; DeVille '03-'04; DTS '06; Escalade '07-'08; SRX '04, '06-'07, '09-'10; STS '07-'08

Chevrolet Astro '03; Avalanche '04-'09; Aveo '07, '09; Blazer '03; Camaro '11; Cavalier '05; Cobalt '06-'08; Colorado '09-'12; Corvette '05, '09-'10, '12; Cruze '11; Equinox (4-cyl.) '10-'11; Equinox (V6) '05-'06; HHR '06, '08-'10; Impala '03-'09, '12; Malibu (4-cyl.) '06-'08; Malibu (V6) '03, '07-'08; Monte Carlo '03; S-10 Pickup '03; Silverado 1500 (V6) '08; Silverado 1500 (V8, 2WD) '09; Silverado 1500 (V8, 4WD) '04-'06, '10; Silverado 2500 (turbodiesel) '11-'12; Suburban '04-'09, '12; Tahoe '07-'09; TrailBlazer (6-cyl.) '05-'08; TrailBlazer (V8) '03, '06-'07; Traverse '09; Uplander '05-'08; Venture '05

Chrysler 200 Sedan '12; 300 (V8) '11; Pacifica '04, '06-'08; PT Cruiser (nonturbo) '03-'09; PT Cruiser (turbo) '03-'06; Sebring Convertible '04, '06; Sebring Sedan '04-'06; Town & Country '03-'12; Voyager '03

Dodge Avenger '08; Caliber '07-'08; Caravan '03-'07; Challenger '11-'12; Charger '08, '11-'12; Dakota '05-'07; Durango (V8) '11; Grand Caravan '03-'12; Journey '09-'12; Magnum '06; Ram 1500 (V8) '07, '11; Ram 2500 (turbodiesel) '06-'11; Stratus '04-'06

Ford Edge '11-'12; Escape (4-cyl.) '10; Escape (V6) '07, '09; Expedition '09; Explorer (V6, 2WD) '04, '06, '11-'12; Explorer (V6, 4WD) '03-'06, '09, '11-'12; Explorer (V8) '03-'04, '06-'07; Explorer Sport Trac '07; F-150 (V6) '12; F-150 EcoBoost '11; F-250 '06, '11; F-250 (turbodiesel) '04-'08, '10-'12; Fiesta '11-'12; Flex '09-'11; Flex EcoBoost '10-'11; Focus '12; Freestar '04-'05; Fusion (V6, AWD) '10-'11; Mustang '12; Taurus SHO '10-'11; Taurus Wagon '04; Taurus X '08; Windstar '03

GMC Acadia '07-'10; Canyon '09-'12; Envoy (6-cyl.) '05-'08; Envoy (V8) '03, '06-'07; S-15 Sonoma '03; Safari '03; Sierra 1500 (V6) '08; Sierra 1500 (V8, 2WD) '09; Sierra 1500 (V8, 4WD) '04-'06, '10; Sierra 2500 (turbodiesel) '11-'12; Terrain (4-cyl.) '10-'11; Yukon '07-'09; Yukon XL '04-'09, '12

Honda Civic Hybrid '09

Hummer H3 '06

Hyundai Elantra Touring '10-'11; Entourage '07; Genesis Coupe '10; Genesis Sedan '12; Santa Fe (V6) '10; Sonata (turbo) '11-'12; Sonata Hybrid '11; Veracruz '08

Infiniti G Convertible '11

Jaguar XF '09-'10; XJ '04, '11

Jeep Commander '06; Compass '07, '11; Grand Cherokee (V6) '03-'07, '11; Grand Cherokee (V8) '03, '11; Liberty '05-'08, '10-'11; Patriot '07-'08; Wrangler (2-door) '06-'08; Wrangler (4-door) '07-'11

Kia Optima (turbo) '11; Rondo '08; Sedona '03-'08; Sorento (4-cyl.) '11; Sorento (V6) '04-'06, '08, '11

Land Rover LR3 '06

Lexus GX '12; LS '12

Lincoln Aviator '03; LS '04; MKS '09; MKT '10; MKX '11-'12; MKZ Hybrid '12; Town Car '10

Mazda CX-7 '07-'08; MPV '03; RX-8 '04; Tribute (4-cyl.) '10; Tribute (V6) '09; Speed3 '08; 5 '06-'09

Mercedes-Benz CLK '05; E-Class Convertible '11; GL-Class '07-'08, '10-'12; M-Class '06, '12; SL '03; SLK '07

Mercury Mariner (4-cyl.) '10; Mariner (V6) '07, '09; Milan (V6, AWD) '10-'11; Monterey '04-'05; Mountaineer (V6, 2WD) '04, '06; Mountaineer (V6, 4WD) '03-'06, '09; Mountaineer (V8) '03-'04, '06-'07; Sable Wagon '04

buy it. That can run about \$100.

Here are telltale signs of water damage:

- Soiled carpets. Inspect them for signs of mud or dampness, or for a moldy smell.
- New seat-mounting screws. That could indicate that seats were removed to dry the carpets.
- Foggy headlights. Look for a water line or moisture on the lens or the reflector. Lights are expensive to replace, so they might be damaged.
- Trapped and hidden mud. Inspect difficult-to-clean places, such as gaps between panels in the trunk and under the hood, for debris still lodged there.
- Engine-bay crud. Pop the hood and look for a waterline on the sides and back of the engine. Areas that are hard to access are less likely to have been cleaned.
- Rusty surfaces. Look at the heads of any unpainted exposed screws under the dashboard.
- Missing drain plugs. Check under the car and on the bottom of doors to see whether they are new or missing. They may have been removed to drain floodwater.

If you're from an area affected by a flood and have a car that wasn't damaged, be aware that buyers might suspect it was. Consider having a mechanic inspect your car before you put it up for sale so that you can present potential buyers with a clean bill of health.

Mini Cooper (except S) '03-'07, '09; Cooper S '03, '05-'11; Cooper Clubman S '08-'09; Cooper Countryman '11-'12;

Mitsubishi Endeavor '04

Nissan Armada '10-'11; Juke '11; Maxima '06; Murano '03, '05-'06; Pathfinder '05-'06; Quest '04-'05, '07; Titan '04, '11; Versa Sedan '12; Xterra '05-'06

Pontiac Bonneville '03; G6 Coupe & Convertible '07; G6 Sedan '06-'08; G8 '09; Grand Am '03; Grand Prix '03, '05, '07-'08; Montana '05; Montana SV6 '05-'06; Solstice '08; Sunfire '05; Torrent '06

Porsche 911 '07-'08; Cayenne '11-'12; Cayman '08

Saab 9-3 '04; 9-5 '03

Saturn Aura '08; Outlook '07-'09; Relay '05-'07; Sky '08; Vue '03, '08

Smart ForTwo '08

Subaru Baja '05; Impreza WRX/STi '06, '08; Legacy (4-cyl.) '03; Legacy (turbo) '05-'06; Outback (4-cyl.) '03-'04; Outback (turbo) '05-'06

Toyota Tacoma (4-cyl., 4WD) '10

Volkswagen Eos '08; Golf TDI '10; GTI '07-'11; Jetta Sedan (4-cyl.) '03, '11; Jetta Sedan (5-cyl.) '06, '11-'12; New Beetle '03-'05, '07-'08; Beetle '12; Passat (4-cyl.) '03-'07, '10; Passat (V6) '03-'04, '06; Passat TDI '05; Tiguan '09; Touareg '04, '11-'12

Volvo C30 '11; C70 '11; XC60 '10; XC90 (6-cyl.) '04, '10

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NS0413M

Reliability

Detailed data on new and used models

WHEN YOU'RE BUYING a car—either new or used—it is impossible to know whether it will be problematic. You can assume that a Hyundai Sonata Hybrid and Toyota Camry Hybrid will deliver great mileage. But which one is likely to eat up that savings in repair bills?



Our detailed reliability Ratings, gleaned from the experiences of owners of about 1.2 million cars, minivans, SUVs, and trucks, show you the specific strengths and weaknesses of 248 models.





Without our reliability data, you'd never know the Hyundai has one of the worst predicted-reliability scores among family cars, based on the recent history of these cars. The Toyota has the best score, so you're likely to spend less money on repairs and less time at the repair shop. That is why it is so important to choose a vehicle that has a good reliability record.

Respondents to our Annual Auto Survey reported on problems with their vehicles in any of 16 trouble spots during the previous 12 months. The data cover model years 2007 through 2012, focusing on problems 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. At the time of the survey, 2012 models were generally less than six months old 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 2013 or 2014. One or two years' data might be used if the model was redesigned in 2012 or 2011, or if there were insufficient data for some years. "NA" means there were insufficient data to make a new-car prediction.

Major redesigns. A year in  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 subscribers.

| Acura MDX | | | | | Acura RDX (4-cyl., turbo) | | | | | Acura TL | | | | | Acura TSX | | | | | TROUBLE SPOTS | Audi A3 | | | | | Audi A4 (4-cyl.) | | | | | Audi A5/S5 | | | | | Audi A6 (V6) | | | | |
|-----------|-----|-----|-----|-----|---------------------------|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----------|-----|-----|-----|-----|---------------|---------|-----|-----|-----|-----|------------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|--------------|--|--|--|--|
| '07 | '08 | '09 | '10 | '11 | '12 | '07 | '08 | '09 | '10 | '11 | '12 | '07 | '08 | '09 | '10 | '11 | '12 | '07 | '08 | | '09 | '10 | '11 | '12 | '07 | '08 | '09 | '10 | '11 | '12 | '07 | '08 | '09 | '10 | '11 | '12 | | | | |
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| BMW X3 (nonturbo) | BMW X5 (6-cyl.) | Buick Enclave | Buick LaCrosse (V6) | TROUBLE SPOTS | Buick Lucerne | Buick Regal | Buick Verano | Cadillac CTS (V6, RWD) | | |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | |
| ○ ● ★ ★ ★ ★ | ★ ★ ★ ★ ○ ● | ○ ○ ● ● ● ● | ○ ○ ● ● ● ● | | 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 | Discontinued | Average ○ | Much worse than avg. ● | Better than avg. ○ | | |

| Cadillac DTS | Cadillac Escalade | Cadillac SRX | Chevrolet Avalanche | TROUBLE SPOTS | Chevrolet Camaro | Chevrolet Cobalt | Chevrolet Colorado | Chevrolet Corvette | |
|---|--|---|---|--------------------|---|---|---|---|---|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | |
| <div><div></div><div></div><div></div><div></div><div></div><div></div></div> | <div><div></div><div>*</div><div>*</div><div></div><div>*</div><div></div></div> | <div><div></div><div></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> | |
| Discontinued | Average <div><div></div></div> | Worse than avg. <div><div></div></div> | Better than avg. <div><div></div></div> | NEW-CAR PREDICTION | Average <div><div></div></div> | Discontinued | Discontinued | Worse than avg. <div><div></div></div> | |

| Chevrolet Cruze | Chevrolet Equinox (V6) | Chevrolet HHR | Chevrolet Impala | TROUBLE SPOTS | Chevrolet Malibu (4-cyl.) | Chevrolet Malibu (V6) | Chevrolet Silverado 1500 (V8, 2WD) | Chevrolet Silverado 1500 (V8, 4WD) |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|---------------------------|-------------------------|------------------------------------|------------------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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 ○ | Better than avg. ● | Discontinued | New | NEW-CAR PREDICTION | New | Discontinued | New | New |

| Chevrolet Silverado 2500 (turbodiesel) | Chevrolet Sonic | Chevrolet Suburban | Chevrolet Tahoe | TROUBLE SPOTS | Chevrolet TrailBlazer (6-cyl.) | Chevrolet Traverse | Chevrolet Volt | Chrysler 300 (V6) |
|--|-------------------------|-------------------------|-------------------------|--------------------|--------------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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 ○ | Average ○ | Average ○ | NEW-CAR PREDICTION | Discontinued | Average ○ | Better than avg. ● | Average ○ |

| Chrysler 300 (V8) | Chrysler PT Cruiser (nonturbo) | Chrysler Pacifica | Chrysler Sebring/200 sedan | TROUBLE SPOTS | Chrysler Town & Country | Dodge Caliber | Dodge Challenger | Dodge Charger |
|-------------------------|--------------------------------|-------------------------|----------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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 worse than avg. ● | Discontinued | Discontinued | Worse than avg. ● | NEW-CAR PREDICTION | Much worse than avg. ● | Discontinued | Worse than avg. ● | Much worse than avg. ● |

[illegible][illegible]

| Ford Taurus | GMC Acadia | GMC Canyon | GMC Sierra 1500 (V6) | TROUBLE SPOTS | GMC Terrain (4-cyl.) | GMC Yukon | GMC Yukon XL | Honda Accord (4-cyl.) | |
|---|---|---|---|--------------------|---|---|---|---|---|
| '07'08'09'10'11'12 | '07'08'09'10'11'12 | '07'08'09'10'11'12 | '07'08'09'10'11'12 | | '07'08'09'10'11'12 | '07'08'09'10'11'12 | '07'08'09'10'11'12 | '07'08'09'10'11'12 | '07'08'09'10'11'12 |
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| Better than avg. <div><div></div></div> | Better than avg. <div><div></div></div> | Much better than avg. <div><div></div></div> | Better than avg. <div><div></div></div> | NEW-CAR PREDICTION | Better than avg. <div><div></div></div> | Discontinued | Much better than avg. <div><div></div></div> | Better than avg. <div><div></div></div> |

| Honda Odyssey | | | | | | Honda Pilot | | | | | | Honda Ridgeline | | | | | | Hyundai Accent | | | | | | TROUBLE SPOTS | Hyundai Azera | | | | | | Hyundai Elantra sedan | | | | | | Hyundai Genesis Coupe | | | | | | Hyundai Genesis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Better ← → Worse

| Hyundai Santa Fe (4-cyl.) | Hyundai Santa Fe (V6) | Hyundai Sonata (4-cyl.) | Hyundai Sonata Hybrid | TROUBLE SPOTS | Hyundai Tucson | Hyundai Veloster | Hyundai Veracruz | Infiniti EX |
|---------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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 ○ | Worse than avg. ● | NEW-CAR PREDICTION | Average ○ | Better than avg. ● | Discontinued | Better than avg. ● |

| Infiniti FX | Infiniti G sedan | Infiniti M | Jaguar XF | TROUBLE SPOTS | Jaguar XJ | Jeep Compass | Jeep Grand Cherokee (V6) | Jeep Grand Cherokee (V8) |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|--------------------------|--------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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 ○ | Much better than avg. ● | Average ○ | Much worse than avg. ● | NEW-CAR PREDICTION | Much worse than avg. ● | Worse than avg. ● | Average ○ | Worse than avg. ● |

| Jeep Liberty | Jeep Patriot | Jeep Wrangler (2-door) | Jeep Wrangler (4-door) | TROUBLE SPOTS | Kia Forte | Kia Optima (4-cyl.) | Kia Optima (turbo) | Kia Rondo |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| | | | | 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. ● | Better than avg. ● | Average ○ | Worse than avg. ● | NEW-CAR PREDICTION | Average ○ | Average ○ | Better than avg. ● | Discontinued |

[illegible]

| Lexus GX | Lexus HS 250h | Lexus IS sedan (RWD) | Lexus LS | TROUBLE SPOTS | Lexus RX | Lexus RX Hybrid | Lincoln MKS | Lincoln MKX |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ● ● ★ ● ● ● | ● ● ● ● ● ● | ○ ● ● ● ● ● | ● ● ● ● ● ● | 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 better than avg. ● | Better than avg. ● | NEW-CAR PREDICTION | Much better than avg. ● | Much better than avg. ● | Average ○ | Much worse than avg. ● |

| Lincoln MKZ, Zephyr (FWD) | Lincoln Navigator | Lincoln Town Car | Mazda B-Series | TROUBLE SPOTS | Mazda CX-5 | Mazda CX-7 | Mazda CX-9 | Mazda MX-5 Miata | |
|---------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ●●●●●● | ●●●●●● | ●●●●●● | ●●●●●● | | 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 | Average ○ | Discontinued | Discontinued | NEW-CAR PREDICTION | Much better than avg. ● | Better than avg. ● | Much better than avg. ● | Better than avg. ● | |

[illegible]

| Nissan Frontier | Nissan Juke | Nissan Leaf | Nissan Maxima | TROUBLE SPOTS | Nissan Murano | Nissan Pathfinder | Nissan Quest | Nissan Rogue |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ○ ● ● ● ● ● | ○ ● | ● ● | ○ ● ● ● ● ● | 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. ● | Average ○ | Much better than avg. ● | Better than avg. ● | NEW-CAR PREDICTION | Better than avg. ● | New ○ | Average ○ | Better than avg. ● |

[illegible][illegible]

Better ← → Worse

| Subaru Impreza sedan | Subaru Impreza WRX/STI | Subaru Impreza wagon & hatchback | Subaru Legacy (4-cyl.) | TROUBLE SPOTS | Subaru Outback (4-cyl.) | Subaru Outback (6-cyl.) | Toyota 4Runner (V6) | Toyota Avalon |
|-------------------------|-------------------------|----------------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ★ | ○ | ○ | ○ | 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. ● | Average ○ | Much better than avg. ● | Better than avg. ○ | NEW-CAR PREDICTION | Much better than avg. ● | Better than avg. ○ | Much better than avg. ● | Better than avg. ○ |

| Toyota Camry (4-cyl.) | Toyota Camry (V6) | Toyota Camry Hybrid | Toyota Corolla | TROUBLE SPOTS | Toyota FJ Cruiser | Toyota Highlander (V6) | Toyota Highlander Hybrid | Toyota Matrix |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ○ | ○ | ○ | ○ | 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. ○ | Much better than avg. ● | Much better than avg. ● | NEW-CAR PREDICTION | Much better than avg. ● | Better than avg. ○ | Better than avg. ○ | Much better than avg. ● |

| Toyota Prius | Toyota Prius V | Toyota RAV4 (4-cyl.) | Toyota RAV4 (V6) | TROUBLE SPOTS | Toyota Sequoia | Toyota Sienna (AWD) | Toyota Sienna (FWD) | Toyota Tacoma (V6, 2WD) |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 | '07 '08 '09 '10 '11 '12 |
| ○ | ○ | ○ | ○ | 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. ○ | Much better than avg. ● | Much better than avg. ● | NEW-CAR PREDICTION | Much better than avg. ● | Average ○ | Better than avg. ○ | Better than avg. ○ |

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| 90 | 9.0 |

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|-----------|-------------|
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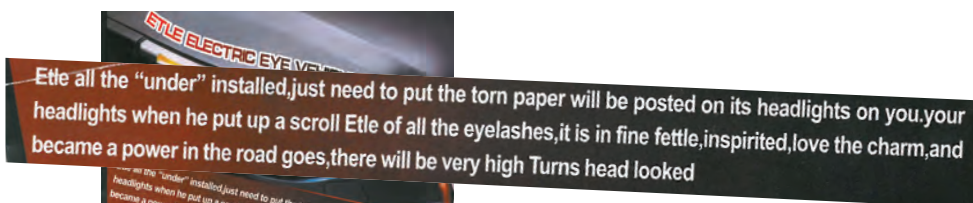
Auto ads-travaganza

According to a Gallup poll released in December, just 8 percent of Americans rate car salespeople's honesty and ethical standards high or very high. (Even Congress did better, with 10 percent.) So it's no surprise that our readers have plenty of complaints about car marketing. For one, there was an offer to buy back a reader's 2006 Nissan Frontier for "100% of the manufacturers original suggested retail base price when your vehicle was new.*" The asterisk noted various deductions, and once the reader did the math, he realized, "they would give me an astounding \$800!" But enough criticism. Here are ads more likely to amuse than annoy.



Happy trails

Just for fun, a reader asked Google for driving directions from his home, in Virginia, to his son's home, in Hawaii. He was taken aback by instruction 34. "Fourteen days in a kayak is quite a trip," he pointed out. (When we performed the same search, Google advised us to sail.)



Eye-opening

We were indeed in fine fettle after reading the instructions for these whimsical car "eyelashes."



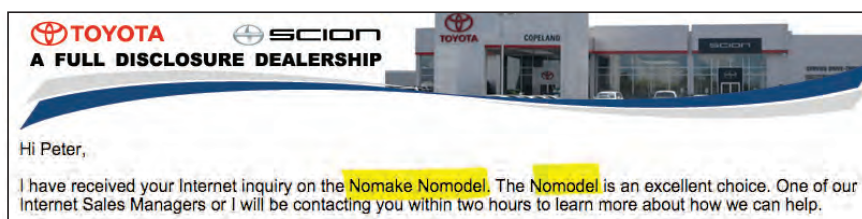
Spell-check!

Thanks, but we're considering a Totoya. Or a Frod.



Just say no

"I saw this sign in my neighborhood," a reader wrote, "and I'm not quite sure what it means. No upside-down trucks? No driving upside-down?"



Is it Nocost, too?

This dealer was very enthused about a car the reader had never heard of.



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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*.



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- 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.
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Canada Extra

Information from CONSUMER REPORTS® for Canadian readers

In this special section

The 2013 cars

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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 2013 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 | Range |
|--------------------|---------------------|
| Acura ILX | \$27,790 - \$34,990 |
| Acura MDX | 53,190 - 63,390 |
| Acura RDX | 40,990 - 43,990 |
| Acura RLX | NA |
| Acura TL | 39,890 - 49,390 |
| Acura TSX | 33,990 - 42,290 |
| Acura ZDX | 56,690 |
| Audi A3 | 34,100 - 37,500 |
| Audi A4 | 37,800 - 59,400 |
| Audi A5 | 43,800 - 77,000 |
| Audi A6 | 52,500 - 82,300 |
| Audi A7 | 69,200 - 89,300 |
| Audi A8 | 89,900 - 172,000 |
| Audi Allroad | 45,100 - 51,900 |
| Audi Q5 | 39,900 - 56,600 |
| Audi Q7 | 58,200 - 73,500 |
| Audi TT | 48,600 - 67,600 |
| BMW 1 Series | 36,000 - 48,700 |
| BMW 3 Series | 35,900 - 82,300 |
| BMW 4 Series | NA |
| BMW 5 Gran Turismo | 70,400 - 81,200 |
| BMW 5 Series | 54,500 - 101,500 |

| Make & model | Range |
|--------------------|----------------------|
| BMW 6 Series | \$99,800 - \$128,900 |
| BMW 7 Series | 106,600 - 189,100 |
| BMW X1 | 36,900 - 39,900 |
| BMW X3 | 42,450 - 47,400 |
| BMW X5 | 64,300 - 98,500 |
| BMW X6 | 66,800 - 102,900 |
| BMW Z4 | 54,300 - 77,900 |
| Buick Enclave | 41,525 - 53,370 |
| Buick Encore | 26,895 - 34,455 |
| Buick LaCrosse | 36,195 - 45,890 |
| Buick Regal | 36,845 - 41,455 |
| Buick Verano | 22,895 - 30,900 |
| Cadillac ATS | 36,985 - 53,450 |
| Cadillac CTS | 42,860 - 75,460 |
| Cadillac Escalade | 80,770 - 113,055 |
| Cadillac SRX | 40,495 - 55,795 |
| Cadillac XTS | 48,995 - 64,975 |
| Chevrolet Camaro | 28,200 - 64,250 |
| Chevrolet Corvette | 60,600 - 129,420 |
| Chevrolet Cruze | 14,995 - 26,445 |
| Chevrolet Equinox | 26,395 - 36,005 |
| Chevrolet Impala | 28,300 - 34,450 |

| Make & model | Range |
|--------------------------|---------------------|
| Chevrolet Malibu | \$24,995 - \$32,450 |
| Chevrolet Silverado 1500 | 27,205 - 58,625 |
| Chevrolet Silverado 2500 | 36,595 - 55,490 |
| Chevrolet Sonic | 13,665 - 24,910 |
| Chevrolet Spark | 11,845 - 18,245 |
| Chevrolet Suburban | 52,610 - 73,605 |
| Chevrolet Tahoe | 49,930 - 72,175 |
| Chevrolet Traverse | 32,995 - 48,875 |
| Chevrolet Volt | 42,000 |
| Chrysler 200 | 19,995 - 40,195 |
| Chrysler 300 | 34,245 - 43,445 |
| Chrysler Town & Country | 40,995 - 46,995 |
| Dodge Avenger | 19,995 - 29,295 |
| Dodge Challenger | 26,995 - 49,745 |
| Dodge Charger | 29,995 - 48,345 |
| Dodge Dart | 15,995 - 23,245 |
| Dodge Durango | 39,345 - 51,495 |
| Dodge Grand Caravan | 27,995 - 39,995 |
| Dodge Journey | 21,495 - 33,045 |
| Dodge Ram 1500 | 26,995 - 55,295 |
| Dodge Ram 2500 | NA |
| Dodge SRT Viper | 99,995 - 119,995 |
| Fiat 500 | 15,995 - 24,495 |
| Fiat 500L | NA |
| Fisker Karma | 109,000 - 125,000 |
| Ford C-Max | 27,199 - 36,999 |
| Ford Edge | 27,999 - 43,499 |
| Ford Escape | 21,499 - 37,499 |
| Ford Expedition | 47,481 - 61,799 |
| Ford Explorer | 29,999 - 48,299 |
| Ford F150 | 19,999 - 57,199 |
| Ford F250 Super Duty | 27,499 - 44,124 |
| Ford Fiesta (2014) | 14,495 - 24,999 |
| Ford Flex | 30,499 - 44,399 |
| Ford Focus | 15,999 - 41,199 |
| Ford Fusion | 22,499 - 41,399 |
| Ford Mustang (2014) | 24,499 - 44,799 |
| Ford Taurus | 28,799 - 49,199 |
| GMC Acadia | 36,210 - 55,335 |
| GMC Sierra 1500 | 27,205 - 58,625 |
| GMC Sierra 2500 | 36,595 - 55,490 |
| GMC Terrain | 28,695 - 41,885 |
| GMC Yukon | 49,930 - 81,250 |
| GMC Yukon XL | 52,610 - 77,545 |
| Honda Accord | 23,990 - 35,290 |
| Honda Civic | 18,590 - 26,190 |
| Honda Crosstour | 28,990 - 39,290 |
| Honda CR-V | 25,990 - 35,140 |
| Honda CR-Z (2012) | 22,590 |
| Honda Fit | 14,580 - 20,080 |
| Honda Insight (2012) | 21,990 |
| Honda Odyssey | 29,990 - 47,190 |
| Honda Pilot | 34,990 - 48,590 |

| Make & model | Range |
|-------------------------------|---------------------|
| Honda Ridgeline | \$34,990 - \$42,190 |
| Hyundai Accent | 13,399 - 18,949 |
| Hyundai Azera | not sold |
| Hyundai Elantra | 15,949 - 26,349 |
| Hyundai Equus | 64,499 - 71,999 |
| Hyundai Genesis | 39,999 - 53,499 |
| Hyundai Genesis Coupe | 26,499 - 38,799 |
| Hyundai Santa Fe | 26,499 - 38,499 |
| Hyundai Sonata | 23,999 - 34,199 |
| Hyundai Tucson | 19,999 - 34,349 |
| Hyundai Veloster | 19,699 - 27,499 |
| Infiniti EX | 39,990 - 53,400 |
| Infiniti FX | 53,350 - 71,950 |
| Infiniti G | 43,950 - 67,300 |
| Infiniti JX | 44,900 - 58,400 |
| Infiniti M | 52,700 - 77,100 |
| Infiniti QX | 73,200 - 81,350 |
| Jaguar F-Type | NA |
| Jaguar XF | 53,500 - 88,000 |
| Jaguar XJ | 89,000 - 128,500 |
| Jaguar XK | 98,625 - 146,000 |
| Jeep Compass | 18,995 - 27,195 |
| Jeep Grand Cherokee | 38,795 - 56,295 |
| Jeep Liberty | NA |
| Jeep Patriot | 17,795 - 26,895 |
| Jeep Wrangler | 23,195 - 36,045 |
| Kia Cadenza | NA |
| Kia Forte | 15,995 - 26,295 |
| Kia Optima | 21,995 - 33,995 |
| Kia Rio | 13,895 - 22,195 |
| Kia Sorento | 26,895 - 41,295 |
| Kia Soul | 16,795 - 22,895 |
| Kia Sportage | 21,995 - 37,395 |
| Land Rover LR2 | 39,900 - 48,190 |
| Land Rover LR4 | 59,490 - 70,790 |
| Land Rover Range Rover | 114,750 - 144,000 |
| Land Rover Range Rover Evoque | 46,995 - 61,595 |
| Land Rover Range Rover Sport | 73,650 - 93,500 |
| Lexus CT200h | 31,450 - 39,650 |
| Lexus ES | 39,500 - 53,200 |
| Lexus GS | 51,900 - 77,150 |
| Lexus GX | 62,500 - 78,100 |
| Lexus IS | 34,280 - 72,650 |
| Lexus LS | 82,950 - 151,900 |
| Lexus LX | 87,500 - 94,850 |
| Lexus RX | 44,950 - 71,950 |
| Lincoln MKS | 47,700 - 52,200 |
| Lincoln MKT | 50,550 - 50,450 |
| Lincoln MKX | 47,650 |
| Lincoln MKZ | 38,350 - 44,050 |
| Lincoln Navigator | 72,800 - 75,800 |
| Lotus Evora | NA |
| Mazda2 | 14,450 - 19,450 |

| Make & model | Range |
|----------------------------|---------------------|
| Mazda3 | \$15,995 - \$29,995 |
| Mazda5 | 21,995 - 26,005 |
| Mazda6 (2014) | 24,495 - 32,195 |
| Mazda CX-5 | 22,995 - 33,250 |
| Mazda CX-9 | 33,995 - 44,750 |
| Mazda MX-5 Miata | 29,145 - 34,995 |
| Mercedes-Benz C-Class | 37,300 - 67,700 |
| Mercedes-Benz CL | 141,500 - 243,000 |
| Mercedes-Benz CLS | 84,800 - 111,200 |
| Mercedes-Benz E-Class | 58,300 - 99,700 |
| Mercedes-Benz GL-Class | 73,700 - 95,900 |
| Mercedes-Benz GLK | 43,500 - 44,900 |
| Mercedes-Benz M-Class | 59,500 - 101,900 |
| Mercedes-Benz S-Class | 118,100 - 236,100 |
| Mercedes-Benz SL | 123,900 - 229,900 |
| Mercedes-Benz SLK | 52,200 - 80,500 |
| Mini Cooper | 28,950 - 42,900 |
| Mini Countryman | 25,500 - 38,500 |
| Mini Paceman | 26,800 - 39,600 |
| Mitsubishi i-MiEV (2012) | 32,998 |
| Mitsubishi Lancer | 15,998 - 31,798 |
| Mitsubishi Outlander | 25,998 - 35,198 |
| Mitsubishi Outlander Sport | 19,998 - 28,998 |
| Nissan Altima | 23,698 - 32,598 |
| Nissan Armada | 59,178 - 61,278 |
| Nissan Cube | 17,788 - 22,808 |
| Nissan Frontier | 20,898 - 37,398 |
| Nissan GT-R (2014) | 106,930 - 116,565 |
| Nissan Juke | 19,998 - 29,678 |
| Nissan Leaf (2012) | 38,395 - 39,995 |
| Nissan Maxima | 37,880 - 42,880 |
| Nissan Murano | 34,498 - 47,098 |
| Nissan Pathfinder | 29,998 - 45,198 |
| Nissan Quest | 29,998 - 48,998 |
| Nissan Rogue | 23,978 - 34,398 |
| Nissan Sentra | 14,848 - 22,998 |
| Nissan Titan | 39,898 - 53,648 |
| Nissan Versa | 11,898 - 17,798 |
| Nissan Xterra (2012) | 33,998 - 37,878 |
| Nissan Z | 40,978 - 55,778 |
| Porsche 911 | 96,200 - 196,400 |
| Porsche Boxster | 56,500 - 69,500 |
| Porsche Cayenne | 56,600 - 166,600 |
| Porsche Cayman | 59,900 - 72,900 |
| Porsche Panamera | 87,500 - 200,300 |
| Scion FR-S | 26,300 - 27,480 |
| Scion iQ | 17,070 - 17,310 |
| Scion tC | 21,130 - 25,715 |

| Make & model | Range |
|------------------------------------|---------------------|
| Scion xB | \$18,860 - \$19,880 |
| Scion xD | 17,690 - 18,590 |
| Smart ForTwo | 14,400 - 23,900 |
| Subaru BRZ | 27,295 - 29,295 |
| Subaru Forester | 25,995 - 35,895 |
| Subaru Impreza | 19,995 - 27,795 |
| Subaru Impreza WRX/STi | 32,495 - 42,595 |
| Subaru Legacy | 23,495 - 36,195 |
| Subaru Outback | 28,495 - 39,995 |
| Subaru Tribeca | 38,995 - 45,495 |
| Subaru XV Crosstrek | 24,495 - 28,995 |
| Tesla Model S | 67,100 - 103,000 |
| Toyota 4Runner | 37,900 - 49,885 |
| Toyota Avalon | 36,800 - 41,850 |
| Toyota Camry | 23,700 - 35,320 |
| Toyota Corolla | 15,450 - 24,785 |
| Toyota FJ Cruiser | 33,440 - 42,495 |
| Toyota Highlander | 31,860 - 52,450 |
| Toyota Land Cruiser | not sold |
| Toyota Matrix | 16,795 - 27,815 |
| Toyota Prius | 26,100 - 40,935 |
| Toyota Prius C | 20,440 - 25,655 |
| Toyota Prius V | 27,425 - 37,120 |
| Toyota RAV4 | 23,790 - 34,835 |
| Toyota Sequoia | 51,890 - 67,140 |
| Toyota Sienna | 28,140 - 41,425 |
| Toyota Tacoma | 22,335 - 38,390 |
| Toyota Tundra | 26,210 - 53,800 |
| Toyota Venza | 28,690 - 39,550 |
| Toyota Yaris | 14,250 - 20,250 |
| Volkswagen Beetle | 22,175 - 29,575 |
| Volkswagen CC | 35,125 - 48,475 |
| Volkswagen Eos | 39,875 - 45,775 |
| Volkswagen Golf | 19,975 - 39,675 |
| Volkswagen GTI | 29,375 - 30,375 |
| Volkswagen Jetta | 14,990 - 34,025 |
| Volkswagen Passat | 23,975 - 30,575 |
| Volkswagen Routan | not sold |
| Volkswagen SportWagen (Golf Wagon) | 22,975 - 27,975 |
| Volkswagen Tiguan | 27,875 - 38,375 |
| Volkswagen Touareg | 49,675 - 59,500 |
| Volvo C70 | 52,500 - 57,400 |
| Volvo S60 | 39,150 - 54,650 |
| Volvo S80 | 47,450 - 59,850 |
| Volvo XC60 | 39,350 - 58,400 |
| Volvo XC70 | 42,400 - 52,500 |
| Volvo XC90 | 50,400 - 61,395 |

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 (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 (nhtsa.dot.gov), the Transportation Research Board (trb.org), and the Insurance Institute for Highway Safety (iihs.org).

Automotive organizations. A good source of information is 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 (ccmta.ca), a transportation and highway-safety organization, is another resource.

| MAKE | LOCAL NUMBER | TOLL-FREE NUMBER | WEB ADDRESS |
|---------------|--------------|------------------|--|
| Acura | 905-888-8110 | 888-922-8729 | acura.ca |
| Audi | NA | 800-822-2834 | audi.ca |
| BMW | 905-683-1200 | 800-567-2691 | bmw.ca |
| Buick | 905-644-5000 | 800-263-3777 | gm.ca |
| Cadillac | 905-644-5000 | 800-263-3777 | gm.ca |
| Chevrolet | 905-644-5000 | 800-263-3777 | gm.ca |
| Chrysler | 519-973-2000 | 800-465-2001 | chrysler.ca |
| Coda | NA | NA | codaautomotive.com |
| Dodge | 519-973-2000 | 800-465-2001 | dodge.ca |
| Fiat | NA | NA | fiatcanada.com |
| Fisker | NA | NA | fiskerautomotive.com |
| Ford | 905-845-2511 | 800-565-3673 | ford.ca |
| GMC | 905-644-5000 | 800-263-3777 | gm.ca |
| Honda | 905-888-8110 | 888-946-6329 | honda.ca |
| Hyundai | NA | NA | hyundaicanada.com |
| Infiniti | 905-629-2888 | 800-361-4792 | infiniti.ca |
| Jaguar | 905-696-9147 | 800-668-6257 | jaguar.ca |
| Jeep | 519-973-2000 | 800-465-2001 | jeep.ca |
| Kia | NA | NA | kia.ca |
| Land Rover | NA | 800-346-3493 | landrover.ca |
| Lexus | 416-438-6320 | 800-265-3987 | lexus.ca |
| Lincoln | 905-845-2511 | 800-565-3673 | lincolncanada.com |
| Mazda | NA | NA | mazda.ca |
| Mercedes-Benz | 416-425-3550 | 800-387-0100 | mercedes-benz.ca |
| Mini Cooper | 866-378-6464 | 866-378-6464 | mini.ca |
| Mitsubishi | NA | 888-576-4878 | mitsubishi-motors.ca |
| Nissan | 905-629-2888 | 800-387-0122 | nissan.ca |
| Porsche | 770-290-3500 | 800-767-7243 | porsche.com/canada |
| Scion | NA | NA | scion.ca |
| Smart | NA | 877-627-8004 | thesmart.ca |
| Subaru | 905-568-4959 | 800-894-4212 | subaru.ca |
| Suzuki | 514-956-7986 | NA | suzuki.ca |
| Tesla | 416-969-8800 | NA | teslamotors.com |
| Toyota | 416-438-6320 | 888-869-6828 | toyota.ca |
| Volkswagen | 248-754-5000 | 800-822-8987 | vw.ca |
| Volvo | 416-493-3700 | 800-663-8255 | volvocars.com |