

245 RATINGS &
REVIEWS

**THE TRUTH ABOUT
SELF-DRIVING TECH**

Mazda MX-5
Miata



**10 TOP
PICKS**



SMARTER CHOICES FOR A BETTER WORLD

Consumer Reports™

2017 Annual
**AUTO
ISSUE**

**BEST &
WORST**

» *New &
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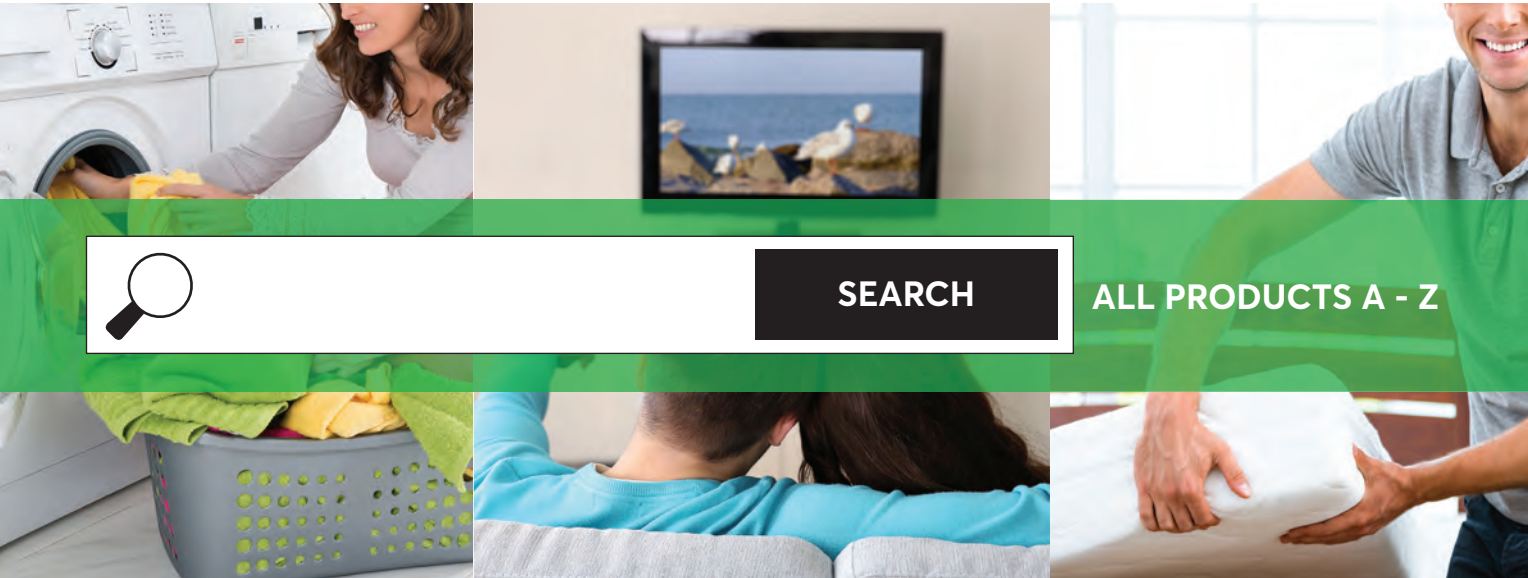
**GREAT
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2017
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2017 Annual Auto Issue



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ABOUT THE COVER

The all-new 2017 Honda CR-V reflects the continuing evolution of the small SUV segment. Our cover car was shot by **Nigel Cox**, whose strong signature lighting showcases the vehicle's bold angles. Learn more about the CR-V on page 65, and go to CR.org/cr-v to see our "First Drive." Watch for full ratings in coming months.

Burning Rubber

We evaluate factors including acceleration, braking, and handling on various courses at our 327-acre test center in Connecticut.



Why Our Car Testing Is Unique

CR's car team drives nonstop and digs deep into data so you can make a fully informed choice on your next auto purchase.

TO REALLY PUT an automobile through its paces, you have to cover a lot of ground. Good thing the Consumer Reports Auto Test Center sprawls across 327 acres in rural Connecticut, where we push the cars and trucks we test to their limits to get all of the information and insights you need to make a smart auto purchase.

The cars team tests about 60 vehicles per year, driving them a total of about 900,000 miles. We also churn through reams of reliability and satisfaction survey data collected from our subscribers to supplement the analysis, evaluations, and ratings from the track. It takes a full-time staff of almost 30, including

engineers, editors, statisticians, technicians, photographers, videographers, and support staff, to keep the Auto Test Center running.

Most automotive publications evaluate cars and trucks lent to them by manufacturers. But we purchase every vehicle we test from a dealership, just like you do. (Last year we spent \$2.1 million buying cars.) That way, we can maintain our independence and test cars with the trim and options people actually buy rather than the special versions that manufacturers want to showcase.

Here's something else that sets us apart: We're thorough. The staff at most publications spends a day to a week getting to know a car. We drive each vehicle we rate for 2,000 break-in miles over several weeks before we even start formal testing. After that, we do more than 50 tests using state-of-the-art measurement tools. Our trained staffers use a test-track facility

that includes a 4,400-foot-long main straight, a 3,500-foot handling course, an accident-avoidance course, a 33-degree rock hill, and a brake-test straightaway to gauge stopping distances on dry and wet pavement. To evaluate ride comfort, we use surrounding public roads that are studded with the type of bumps and ruts that drivers encounter every day.

Because your safety is always our first priority, we evaluate headlights on moonless nights and use carlike targets to check automatic braking systems. We also use infotainment systems thoroughly and share our experience.

In addition to testing cars, we also operate an extensive child-seat program at our Auto Test Center. For our current ratings, we crash-tested 580 seats. Plus we're the only organization that provides independent tire ratings for consumers. Each year we test about 600 tires and rate more than 150 models.

INSIGHTS FROM OUR CAR EXPERTS



Cars with an "eco" label aren't always more fuel efficient. See our fuel-economy ratings to know for sure.

—**Jake Fisher**,
director of auto testing



Don't rely on blind-spot detection in bad weather. Snow or rain can hinder its function.

—**Jennifer Stockburger**,
test center director of operations



For added safety, make sure any pre-2012 car you buy has electronic stability control by checking our used-car ratings.

—**Gabe Shenhar**,
program manager,
vehicle dynamics



A pricey tire with a long tread life may actually be a better value than a less expensive choice.

—**Ryan Pszczolkowski**,
automotive and
tire test technician



WATCH

Go to [CR.org/video](https://www.consumerreports.org/video) to watch car videos, which include Top Picks and "Talking Cars." For a look at how we put cars through their paces at our test track, go to [CR.org/autotest](https://www.consumerreports.org/autotest).

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From the President

Steering You Right

FOR MORE THAN a century, through countless trends, triumphs, and innovations, the central premise of the relationship between humans and cars has always remained the same: We are in the driver's seat. Should self-driving vehicles someday replace the model we've always known, it would arguably be the most significant step forward in the automotive field since the advent of the internal combustion engine. As exciting, daunting, or unwelcome as that prospect might be for American drivers, one thing is certain: Breakthroughs in autonomous technology are opening up entirely new sets of questions and concerns when it comes to keeping consumers safe on the road.

This month, as we reveal our 10 top vehicle picks and our best and worst lists of new and used cars, we're also bringing you up to speed on the state of self-driving vehicles. We're breaking down the complex technology to let you know exactly where things stand, from astonishing innovations on the software side to sensors that can replicate and outperform the nuances of human sight. As autonomous features and self-driving cars continue to roll



off the line and onto our streets, there is so much potential to look forward to. After all, here at CR we're as excited as anyone about visionary products that exceed our expectations. But we'll also be keeping our eyes on the road ahead, riding alongside you to ensure that, as new technologies shake up the auto market and stoke our imaginations, they always live up to the standards of safety and performance that consumers demand.

Marta Tellado

Marta L. Tellado,
President and CEO
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Rolling Back the Year

In 2016, Consumer Reports' policy and mobilization experts fought hard to help ensure that you and your loved ones would be safe on the road. We campaigned for protection from faulty cars, fought for tougher tests, and championed stricter accountability for companies that were intentionally deceiving consumers. Here are highlights of our efforts and victories throughout this past year, as well as a review of our ongoing work on your behalf.

Making Recall Reform Real

AS RECENTLY AS early 2016, it was still legal for car-rental companies to let customers drive off the lot in vehicles with open recalls. That changed on June 1, when the Raechel and Jacqueline Houck Safe Rental Car Act of 2015 took effect.

As part of the legislation, rental cars under a safety recall must be repaired before a customer is handed the keys. Consumer Reports was an aggressive advocate for the law, working with members of Congress and allied safety groups to generate support.

Tougher Safety Scores

CR WAS PLEASED to see the National Highway Traffic Safety Administration (NHTSA)

announce a plan to bolster its New Car Assessment Program, or NCAP, which evaluates new automobile designs for performance against various safety threats.

In recent years, a high percentage of vehicles have received four or five stars in the NCAP five-star safety ratings. As a result, we expressed concern to NHTSA that these ratings were no longer meaningful to consumers and encouraged the agency to make the program more rigorous.

The government's proposed changes would be the most significant enhancements to the program since its creation in 1979 and would make the ratings easier for consumers to understand, all while

creating a powerful incentive for automakers to make the latest lifesaving technology available on more vehicles more quickly. We commend NHTSA for hearing the criticism and taking action, and urge the agency to finalize the changes.

Fuel-Efficiency Victory

THE ANNOUNCEMENT BY the Environmental Protection Agency (EPA) finalizing the fuel-economy standards for passenger cars and trucks through model year 2025 is a big win for consumers. With these strong, achievable targets, consumers can expect a significant reduction in fuel expenses, more choice in fuel-efficient vehicles, and

protection from future spikes in gas prices. Automakers are already beating fuel-economy standards even as they enjoy record sales. And though new EPA leadership may seek to reverse the standards, CR will continue to work hard to protect them.

Fairness for Fraud Victims

AFTER VOLKSWAGEN WAS exposed for intentionally installing software to circumvent emissions control systems, CR vehemently called for a settlement that ensured that Volkswagen owners got restitution. The final agreement did give them the choice of what to do with their faulty cars while getting significant cash compensation regardless of their decision. We also commend the Justice Department for its ongoing investigation of executives.

But in the wake of this settlement, the EPA accused Fiat Chrysler of installing similar software in 2014-2016 Jeep Grand Cherokees and Dodge Ram 1500 trucks with 3.0-liter diesel engines sold in the U.S. Consumer Reports will be watching this troubling case of déjà vu.

More Challenges for 2017

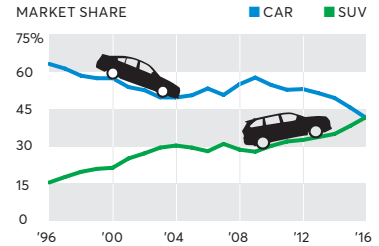
THE PROTECTION OF OUR personal data is now a critical element of motor vehicle safety, particularly as cars come to rely on electronics and software-based systems. CR submitted comments to NHTSA as it sets guidelines for car-based cybersecurity.

What's more, emerging technology now allows cars to drive themselves or operate semi-autonomously. This technology may be promising in the long term, but in the immediate future, without proper oversight, it raises serious safety concerns. And new federal guidelines on automated systems are neither comprehensive nor mandatory. Turn to page 10 to read more about how CR is pushing for better answers.

Insights

Notable news and smart solutions

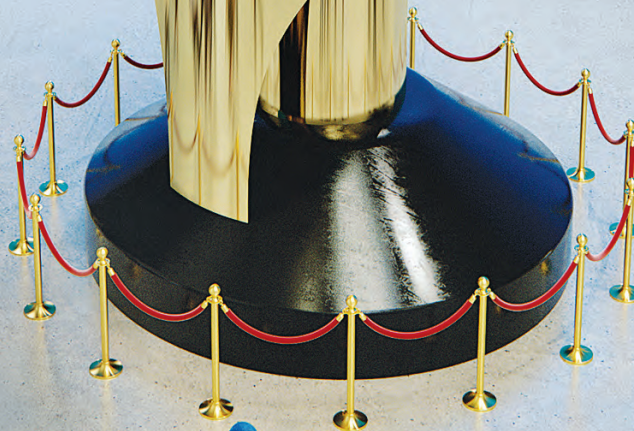
SALES OF SMALL, MIDSIZED, AND LARGE SUVs SURGE SKYWARD*



The People's Choice

SUVs have gone from being trucky, niche vehicles to the nation's favorite car. Here's why they're outselling sedans.

by Mike Monticello



SUVs ARE THE NEW KING of the road. In 2016 they outsold sedans for the very first time, knocking that category off its long-held throne and becoming the best-selling segment in America.

Much of the credit for this ascension goes to small SUVs. Car buyers purchased more than 2 million of them last year, including the Ford Escape, Honda CR-V, Nissan Rogue, Subaru Forester, and Toyota RAV4.

What's the appeal? Unlike old-school full-sized SUVs, which were built on truck platforms and usually had a rough ride to match, today's small SUVs are built on car platforms, giving them carlike road manners. They also offer more cargo room and versatility than sedans yet are easier to park and maneuver thanks to their compact footprint. Other selling points are available all-wheel drive and an elevated ride height that offers a commanding view of the road you won't find in a sedan.

Here, we bust a few of the more persistent myths and offer an SUV reality check.

Myth: SUVs are gas hogs.

Reality: Small SUVs approach the fuel economy of midsize cars. The current Toyota RAV4 manages a respectable 24 mpg overall. The Subaru Forester does even better at 26 mpg, and the RAV4 Hybrid gets an impressive 31 mpg.

Myth: SUVs aren't as safe as sedans.

Reality: CR has raised concerns about SUV handling and safety since the 1980s, but today's models benefit

from electronic stability control, a technology proven to prevent rollovers. ESC has been required on all vehicles weighing 10,000 pounds or less—which includes all passenger vehicles—since the 2012 model year, greatly increasing their safety. Today's SUVs are also designed to do less damage to cars in a collision.

Myth: SUVs perform poorly.

Reality: Today it's common for a small SUV to meet or even exceed the performance of a comparably priced midsize sedan. A couple of examples: The Kia Sportage slices through our accident maneuver test at 52.5 mph vs. the Optima's 51.5 mph, and the Subaru Forester shot to 60 mph 1.5 seconds quicker than the Legacy yet required 1 foot less to stop from 60 mph.

Myth: Cars are more comfortable than SUVs.

Reality: Because small SUVs are basically tall-roof versions of compact cars, most have the ride comfort of cars and drive much like them. Our top-rated small SUV, the Subaru Forester, has a spacious interior, a supple ride, and secure handling. The upscale and inviting cabin of the new Honda CR-V, which we're testing, puts many cars to shame. Apart from being taller, it will make you swear you're in a car.



LEARN

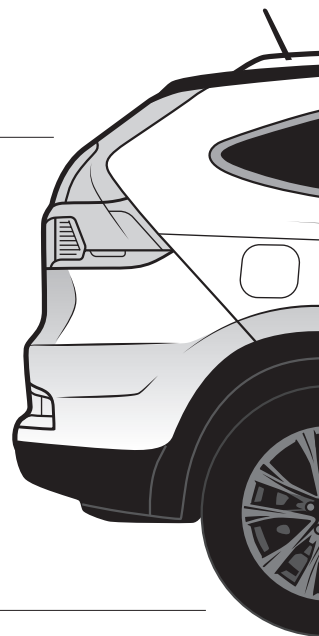
We have ratings, full road-test reports, a buying guide, and videos at CR.org/suvs.

Features That

Small SUVs combine carlike road manners

Generous Cargo Room

An SUV's tall roofline and expansive cargo opening provide more luggage space than even most large sedans. Split-folding rear seats increase flexibility.



Available All-Wheel Drive

It helps keep a car sure-footed in snow and on slick roads. Rare on compact and midsize sedans, all-wheel drive is available on every small SUV.

The Evolution of the SUV

Today's SUV has roots dating back to WW II. It did plenty of shape-shifting before becoming the largest-selling automotive segment in the country.



1941

Willys MB

Bred for battle and used by the Army, this 4WD light-utility vehicle started it all.

Jeep Wagoneer

The first family-sized 4WD SUV, a trailblazer we reported on in our June 1963 issue.

1963



1980

AMC Eagle

Half wagon/half truck, with full-time 4WD, this crossover was way ahead of its time.

Jeep Cherokee

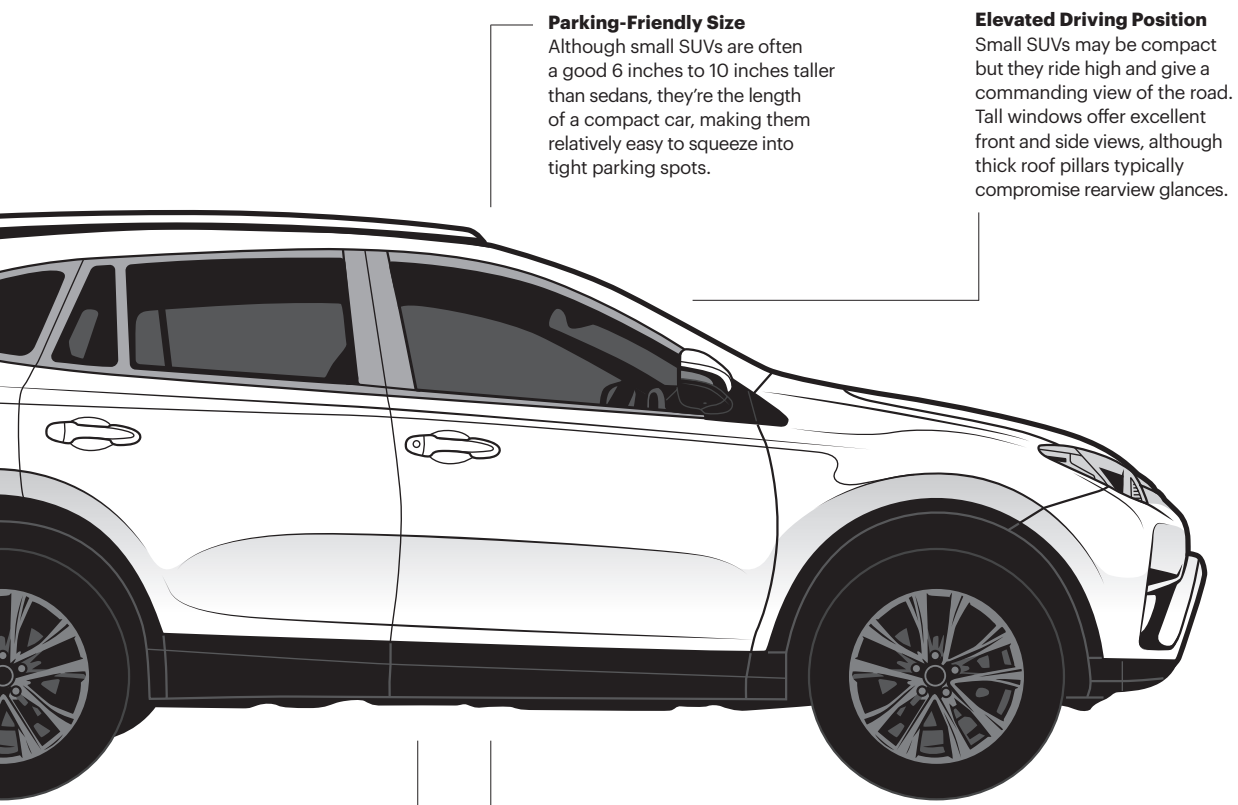
The first unibody (rather than body-on-frame) SUV. Progress, but it still rode like a truck.

1984



Make a Favorite

with added utility. Here are attributes that have made them the most popular type of SUV.



Parking-Friendly Size

Although small SUVs are often a good 6 inches to 10 inches taller than sedans, they're the length of a compact car, making them relatively easy to squeeze into tight parking spots.

Elevated Driving Position

Small SUVs may be compact but they ride high and give a commanding view of the road. Tall windows offer excellent front and side views, although thick roof pillars typically compromise rearview glances.

Increased Ground Clearance

A taller ride height than the average car makes SUVs better at coping with dirt roads and modest off-road trails, and provides room to manage daily challenges from curbs, potholes, snow, and road debris.

Easy Cabin Access

You have to duck to enter sedans and climb up to get into old-school SUVs. But the seat height and tall roofline of small SUVs make them easy to slide in and out of, which is one reason they're a hit with seniors.



1991

Ford Explorer

Popularized the midsize SUV. "The ride is about as quiet as in most sedans," we reported in 1990.

Toyota RAV4

This game changer ushered in the era of the small car-based SUV.

1996



1999

Lexus RX

The dawn of the luxury car-based SUV. The RX set a new standard for comfort and quiet.

SUVs Lead Sales

They overtake sedans for the first time ever in the U.S., led by the Honda CR-V.



2016

Toyota RAV4 Hybrid

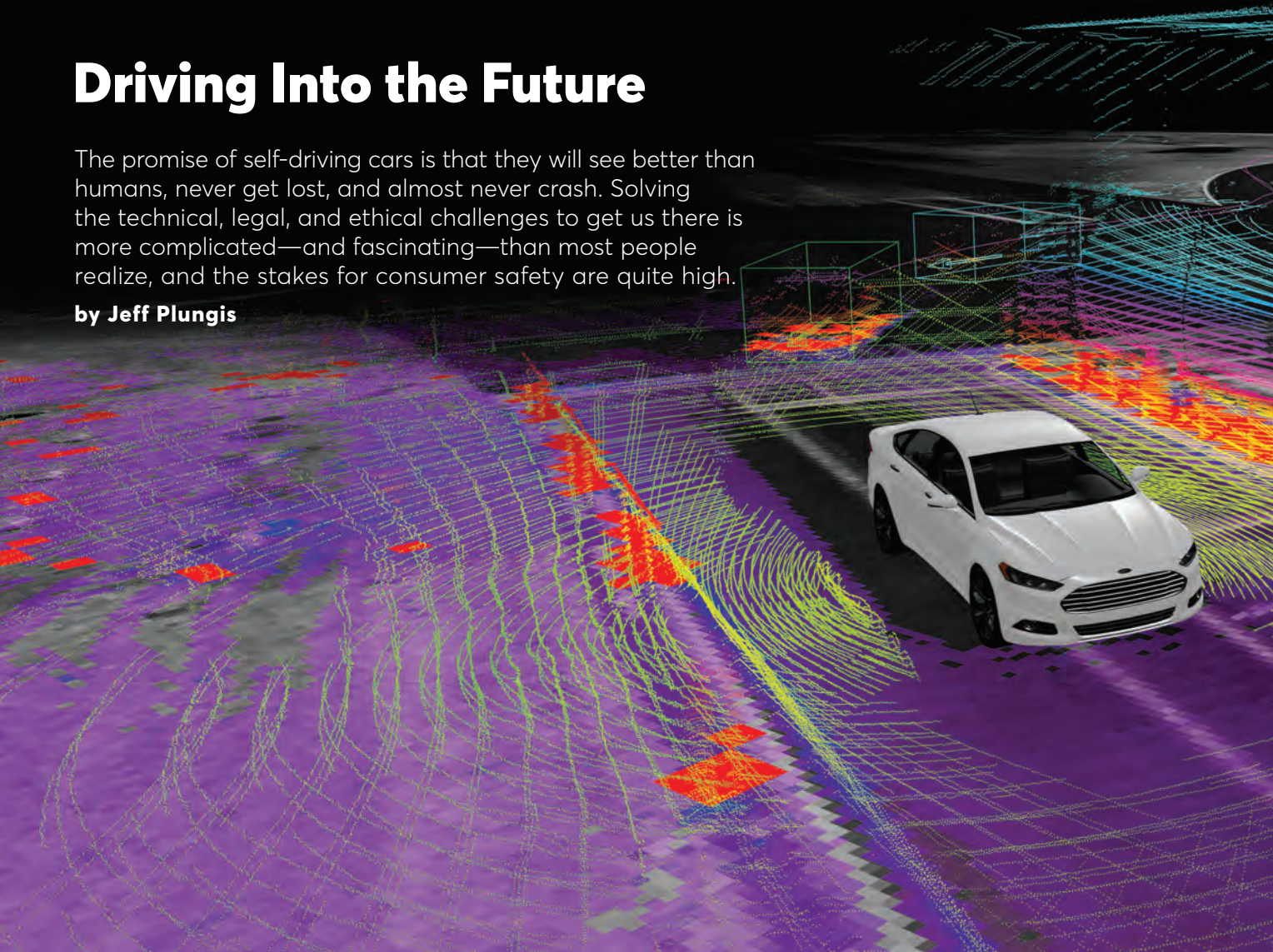
The most fuel-efficient non-plug-in SUV CR has tested, at 31 mpg overall.



Driving Into the Future

The promise of self-driving cars is that they will see better than humans, never get lost, and almost never crash. Solving the technical, legal, and ethical challenges to get us there is more complicated—and fascinating—than most people realize, and the stakes for consumer safety are quite high.

by Jeff Plungis



IN WHAT WAS ONCE an industrial-age foundry along the Allegheny River in Pittsburgh, Carnegie Mellon University has created a long-standing hub for the development of autonomous vehicle technology—the National Robotics Engineering Center.

The university's pioneering work with the government's Defense Advanced Research Projects Agency dates back to 1984 and has led to the creation of many of the vehicles that occupy the facility today.

The building's high bay has a crane capable of lifting 10 tons, and the huge open space is littered with prototypes with names like Crusher (an unmanned

military ground vehicle), Chimp (a robot with thumbs that can grasp tools), and Boss (a 2007 Chevy Tahoe modified to drive itself).

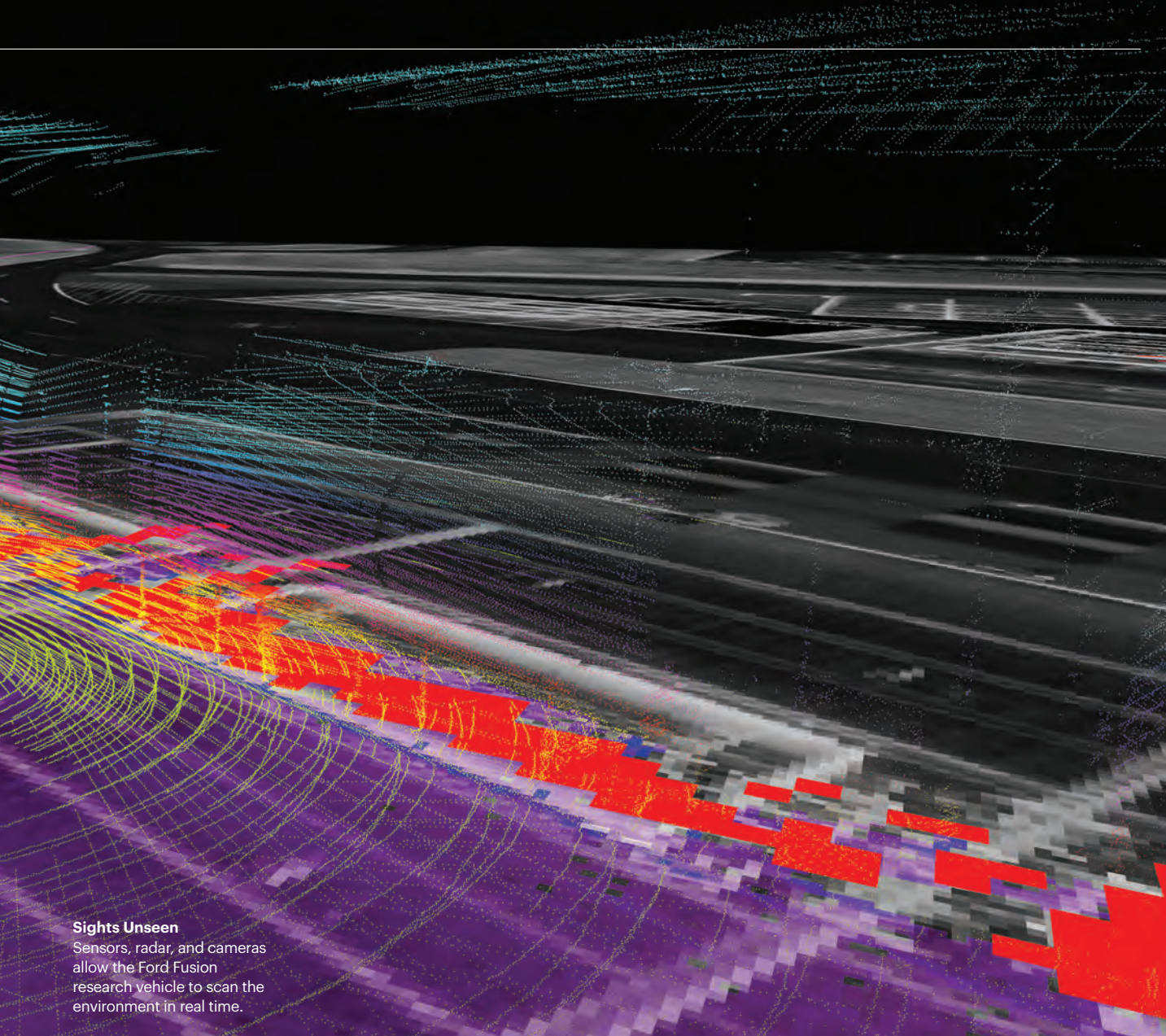
Some of the center's major clients—including NASA, Caterpillar, Ford Motor Co., John Deere, and multiple arms of the Defense Department—are underwriters of advanced autonomous vehicle technology.

Although much of this technology was originally intended for the battlefield, it has become increasingly clear in recent years that self-driving cars and trucks—animated by computer code—will be sharing the roads with ordinary drivers in the near future.

And in places like Mountain View, Calif., Pittsburgh, and Phoenix, this is already happening in the form of on-the-road testing. Pittsburgh was also the place Uber chose to launch its prototype test fleet of self-driving taxis last year.

Philip Koopman is a computer and electrical engineering professor at Carnegie Mellon who often spots Uber's self-driving taxis while riding a bus downtown. These days, his job at NREC is to stress-test the software that guides the center's self-driving car prototypes. He and his team of computer wizards throw dilemmas at the vehicles in the form of confounding nuggets of code.

One day they might try to ensure a



Sights Unseen

Sensors, radar, and cameras allow the Ford Fusion research vehicle to scan the environment in real time.

programmed speed limit holds steady in self-driving mode. On another, they'll corrupt map data to see how the vehicles respond. Do the cars stop entirely, or crash? Or act confused?

Sometimes Koopman's team's experiments are simulated inside the enormous facility. Other times they work around the country at their clients' testing facilities, riding alongside vehicles they are trying to befuddle.

It's a lopsided competition, for sure. "We've broken everything we've touched," says Koopman.

Although that sounds like bad news, Koopman's crew prefers to interpret the failures it causes as counterintuitive

moments of progress for the evolution of machine-driven vehicles.

This kind of work takes time, Koopman says, and is important, especially when you're dealing with "a shiny toy that can kill people."

Are We There Yet?

Fully self-driving technology is at a critical juncture in its development. For a few years now, test fleets have been operating on public roads, and, for the most part, those fleets have coexisted fairly well with human drivers and pedestrians. That alone can seem like such a miracle of modern engineering

that people might assume the full deployment of self-driving cars is all but inevitable, and near-term.

Most experts consulted for this story tend to agree that, technologically, we are about 85 to 90 percent of the way to perfecting the hardware, guidance systems, and software to make vehicles that can reliably and safely drive themselves. Almost all of the fully autonomous vehicles currently allowed on public roads are still under the direct supervision of human pilots, and they're only driving on roads that have been heavily studied and mapped in three dimensions.

Ford Motor Co. executive vice president Raj Nair says you get to 90

percent automation pretty quickly once you understand the technology you need. “It takes a lot, lot longer to get to 96 or 97,” he says. “You have a curve, and those last few percentage points are really difficult.”

Almost every time auto executives talk about the promise of self-driving cars, they cite the National Highway Traffic Safety Administration statistic that shows human error is the “critical reason” for all but 6 percent of car crashes.

But that’s kind of misleading, says Nair. “If you look at it in terms of fatal accidents and miles driven, humans are actually very reliable machines. We need to create an even more reliable machine.”

Some of the gnarliest issues are still to be solved. There are technical hurdles for the industry to overcome, like perfecting the sensors that enable cars to “see” in all conditions. There are legal questions, such as whether a car company will accept liability when the driver is its software. Ethical challenges may prove even harder. Should a self-driving car swerve to avoid a young child, risking the life of its owner-occupant? And for every real-life situation researchers like Koopman and his team identify, there are likely hundreds and thousands of others no one has yet thought of.

As daunting as that sounds, there has been a lot of progress in the technological foundation of autonomous driving in the last few years. And even more hype. So how long will it take to get from test cars to real-world autonomous vehicles?

Most industry analysts believe it will take many more years—even decades—before they replace human-driven cars in significant numbers. Market forecaster Moody’s projects they won’t be a majority of active cars before 2045.

Still, driverless technology is one of the major trends in the auto world, along with the rise of electric vehicles, the growth of ride sharing, and increasing Internet connectivity.

It seems an autos revolution is upon us. Mike Ableson, the vice president

of global strategy at General Motors, says GM expects to see more industry change over the next five years than in the last 50. “We’ve solved a lot of the really hard problems as far as the environment we operate in,” he says of reaching the threshold of full driving automation. “There’s not a lot of fundamental invention that’s got to go on. It’s more development and refinement and validation.”

For all the uncertainty, there’s a good deal of agreement on the biggest technical issues that still need to be solved, which boil down to three main areas: sensor technology (for “seeing” the road and any potential obstacles), mapping (for spatial orientation), and software (for thinking and problem-solving).

1 | Sensor Technology

Just like a human driver uses eyes to see the road ahead and transfers visual data to the brain, an automated vehicle will have to use a combination of sensors to transmit data about the nearby environment to its computer processors. Think how much safer a human driver would be if she had eight eyes, not two.

Prototype vehicles today are equipped with bulky equipment on the roof, where it’s easier for sensors to get a 360-degree view of the vicinity. All that gear is basically a collection of two different types of sensors. First is an array of cameras, which takes in the same type of visual information that the human eye does—only in multiple directions at the same time—then feeds that information to a computer. With enough cameras, blind spots are eliminated. Narrower-range cameras can clearly see distances beyond human vision. Wide-angle cameras offer superior peripheral vision.

Mobileye, a company based in Israel that develops cameras, hardware, and software for much of the auto industry, is marketing systems that use eight cameras spaced around the vehicle, along with chips and software to process that visual data.

The second type of object-detecting sensors includes radar and lidar. They use radio waves or light pulses to scan the road ahead for potential obstacles. This can work in tandem with cameras, leveraging the strengths and weaknesses of each technology. Researchers and automakers are still working out what combination of sensors creates the best balance of capability, complexity, and cost.

Human vision at night is limited, reduced to whatever headlights can illuminate. Meanwhile, some sensors, such as lidar, and more traditional radar, don’t need light to see, according to Michael Jellen, president and chief operating officer of Velodyne LiDAR, a leading industry supplier.

“Driving into the sunrise or sunset, of course, night driving—these are all extremely tough challenges for anything that’s not lidar-based,” Jellen says.

Radar is adept at calculating speed and distance. But it still has some limitations, including not being able to distinguish whether an upcoming obstacle is a living thing or a similarly sized rock, or whether a traffic light is red or green.

Lidar has been perhaps the most exotic, costly, and important technological piece of the self-driving puzzle. Pulsating lasers bounce off surrounding objects to generate a three-dimensional map. The third dimension is key because it gives the car the depth perception we humans naturally have, which is necessary to avoid crashes. Lidar systems are accurate, but cost as much as \$7,500 per car. And they can be easily flummoxed by commonly occurring events such as rain and snow.

Some newer vehicles, such as the 2017 Cadillac CTS, are already equipped with a radio technology known as vehicle-to-vehicle or vehicle-to-infrastructure, which lets vehicles communicate with the infrastructure around them or directly with other cars on the road. An Audi system on some Q7 and A4 models already communicates with certain “smart stoplights” and tells drivers the seconds until a light will turn green.

Federal safety regulators see enormous

What Manufacturers Have in Store

Here is a look at some of the plans, actions, and promises from many of the auto, software, and technology companies working to develop machine-driven vehicles that may one day render human drivers obsolete.

Apple

The company signaled its interest in producing an autonomous Apple Car with “Project Titan” around 2014. Now it’s focusing more on the software brain that self-driving cars need to make decisions on the road. Apple has reportedly postponed its software launch date to 2021.

BMW

BMW unveiled an i8 self-driving concept car last year. The automaker has set a 2021 goal for autonomous vehicle delivery. BMW is partnering with Intel and Mobileye to develop more-advanced photo-recognition systems.



Fiat Chrysler

The automaker has partnered with Waymo, formerly the Google self-driving car project, outfitting 100 of its Chrysler Pacifica minivans with self-driving equipment. Waymo’s test vehicles have been under development in four states. Fiat Chrysler has a semi-autonomous concept car, the Portal, aimed at millennials.

Ford

Ford announced its goal of selling robotic taxis by 2021. Ford is demonstrating its updated autonomous-driving technology

in a fleet of self-driving Ford Fusion sedans. Ford is involved in Mcity, a simulated city in Ann Arbor, Mich., designed to let automakers evaluate and develop their automated vehicles, and has an R&D facility in Silicon Valley.



Google/Waymo

In December, Waymo became the name of the Google self-driving car project. The new company’s goal is to release fully autonomous ride-sharing cars as soon as this year. It’s testing in four cities, including its home base, Mountain View, Calif. In January, Waymo announced advances in sensor technology and software.

GM

Last year GM bought Cruise Automation, a technology startup based in San Francisco, and is applying its software to fully autonomous Chevy Bolt electric cars currently being tested in three states. GM’s semi-autonomous “Super Cruise” technology will appear on some Cadillac models this year.

Mobileye

The company supplies cameras and software for much of the auto industry, and is marketing systems that use eight cameras. Mobileye is concentrating on

ways to crowdsource data so that cars can access continuously updated maps, and says artificial intelligence is needed to enable car decision-making.

Mercedes-Benz

Daimler AG, the company behind Mercedes-Benz luxury cars, has agreed to produce autonomous vehicles for Uber in the next few years. It has declared self-driving technology to be one of the pillars of its business strategy, and is testing one vehicle on public roads in California.

Nissan

Nissan’s ProPILOT system—a suite of crash-avoidance technologies that allow for limited autonomous highway driving—is now in use in Japan and is expected to roll out in Europe this year. Nissan is adapting NASA’s Mars rover technology to create self-driving programming called Seamless Autonomous Mobility. It’s targeting 2018 for launching limited self-driving capability for highway driving. Nissan plans to have 10 models with some autonomous capabilities worldwide by 2020.

Tesla

Tesla announced in October 2016 that all cars going forward would have all the hardware needed for autonomous driving—including cameras, radar, and sonar—and that software will be rolled out in phases. The company expects that fully self-driving Teslas will be possible in two to three years, pending regulatory approval.



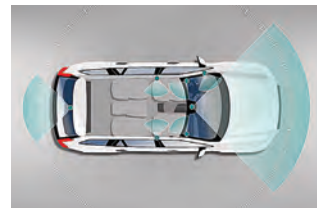
Toyota

The automaker has invested \$1 billion in artificial intelligence labs on both coasts, and is hiring professors from Stanford, Michigan, and MIT. It aims to

have some autonomous driving features on the market by 2021. In the works are “Guardian,” which is designed to engage only as crash-avoidance technology, and “Chauffeur,” which would be on all the time. Toyota unveiled an experimental prototype car, Concept-i, that uses artificial intelligence to drive itself while also monitoring the moods and needs of its human passengers.

Uber

Uber is running an experiment in Pittsburgh with a fleet of self-driving taxis, each equipped with a human driver for backup. Uber has hired many employees from the robotics lab at Carnegie Mellon University and has acquired deCarta, a mapping startup, along with associated mapping assets from Microsoft. It has set no timetable for a permanent rollout.



Volvo

The automaker is marketing its autonomous efforts as “IntelliSafe,” with its stated vision to eliminate all fatalities related to its cars by 2020. Volvo plans to give 100 autonomous XC90 SUVs to customers in Sweden and expects to introduce a self-driving car by 2021.

Volkswagen

The automaker has a software program for some semi-autonomous driving features in partnership with Mobileye. VW says it will gradually introduce self-driving capabilities to its fleet with advanced safety systems that continue to rely on humans in an emergency. Volkswagen unveiled an all-electric, self-driving concept version of its iconic bus, the I.D. Buzz, earlier this year.

potential safety benefits to V2V and V2I technologies, and have proposed that all cars eventually come with V2V equipment, enabling cars to talk to one another by broadcasting a stream of speed, acceleration, location, and braking information.

2 Mapping

Right now, GPS systems can pinpoint locations of phones and cars to within about 2 meters roughly 95 percent of the time. That's accurate enough to navigate in traffic, but not good enough to let the car drive on its own.

That's why researchers and carmakers are embarking on a massive endeavor to create high-definition 3D maps of the nation's roads. Some of this mapping is already under way in cities where self-driving fleets and research vehicles

have scanned roads using lidar.

These high-definition maps have been shown to be accurate to within a few centimeters. They can help self-driving cars navigate when conditions make it difficult for sensors to see the road. And they can assist self-driving cars in cutting through the chaos while merging onto a highway entrance ramp, joining a traffic circle, or traversing a bridge.

Ford's test vehicles, for example, scan every road they drive to pinpoint locations of trees, fire hydrants, buildings, stop signs, and traffic lights—anything within 200 meters of the moving car. Once roads—and larger areas such as towns and cities—are fully mapped, cars will know whether a crosswalk exists even when painted lines are worn thin or covered by snow.

Some companies have begun crowdsourcing the job of gathering

data for 3D maps instead of doing it all themselves. Newer-model cars already have built-in cameras for active-safety systems such as automatic braking and lane-change assist that are generating huge amounts of this kind of data.

Even temporary construction zones, potholes, and sinkholes could be identified and marked very quickly with crowdsourcing of real-time conditions, says Jim Zizelman, a vice president for electronics and safety at Delphi, an automotive and technology company.

This is one reason companies like Tesla are willing to roll out cars equipped with autonomous-vehicle hardware before having corresponding software written. By using the cars' cameras to record data about accidents and near misses, Tesla says it can evolve and validate self-driving technology before activating it.

Other companies like Mobileye are planning a similar effort to gather data from the nearly 14 million newer-model cars already using their sensors for other semi-autonomous features.

One of the challenges of 3D maps using lidar is that they'll need storage and processing powers well beyond what could fit in a car today. The crowdsourced maps would transmit data 100,000 times faster than the 3D maps using lidar, says Zizelman, and they'll be continually updated.

3 Software

Today's self-driving cars are sometimes described like teenagers: relatively safe in limited situations, not nearly as safe as an experienced human driver.

Programming cars to make them safe enough to be let loose on busy roads requires painstaking programming of real-life situations, machine learning, and artificial intelligence so that they can recognize what's happening in every conceivable circumstance. They have to process their environment and make safe decisions even about things they're encountering for the first time.

There are essentially two ways to train a vehicle to anticipate the

From Human to Machine

The levels of automation have been established by automotive engineers and federal auto safety regulators. Here's what they mean.

LEVEL 1

Driver Assistance

This describes many of today's new cars. The human driver is responsible for the safety and operation at all times, but the car can take over at least one vital function: steering or speed control. Adaptive cruise control is the best example of existing technology at this level.

Autopilot and similar systems from Mercedes-Benz, BMW, and Volvo are good examples of partial automation.

LEVEL 3

Conditional Automation

The car can drive itself, but the human driver must still pay attention and take over at any time. The car is supposed to notify its driver if intervention is needed. This may be the most difficult level to manage because experiments have shown people tend to put too much trust in the technology and stop paying attention.

routes or areas. The human driver does not need to pay attention until the car asks him to. The car is expected to have backup systems so that if one technology fails, it will still be operational. If the car determines it's not safe to continue, it will pull over and shut down. Automakers predict this type of car will become available, probably as part of ride-sharing or taxi fleets, in the next few years.

LEVEL 2

Partial Automation

Today's more advanced cars qualify as Level 2. The driver is still responsible for the safe operation of the vehicle, but it can take over steering, braking, and acceleration under certain conditions. The driver is expected to do everything else and monitor road conditions. Tesla's

LEVEL 4

High Automation

Here, the human driver has handed over control to the computer driver under certain situations, such as highway driving or set

LEVEL 5

Full Automation

The car controls itself under all circumstances, in all the places a human could drive, with no expectation of human intervention. These cars won't need steering wheels, brake pedals, or accelerators. This level would open up vast opportunities for people who can't drive today, such as the blind, the disabled, and kids.

How Safe Is Safe Enough?

Manufacturers are pursuing their own distinct strategies for self-driving cars; meanwhile, who's looking out for consumers?

WHEN IT COMES to autonomous vehicles, the fundamental question the auto industry is asking and government regulators and safety advocates are now mulling is this: "How safe is safe enough?"

But there's a bit of a strategy battle going on among automakers and the wide range of approaches they're taking to develop and introduce these new technologies.

Tesla is rolling out autonomous features to its cars incrementally when the company decides they're road-ready. To do otherwise, Tesla CEO Elon Musk says, would result in more overall driving fatalities.

"It would be morally wrong to withhold functionalities that improve safety simply in order to avoid criticisms or for fear of being involved in lawsuits," Musk says.

Then there's the company Waymo, formerly the Google self-driving car project, which is abiding by a more conservative premise that self-driving cars shouldn't be sold until human action isn't required at all.

Other companies actively developing self-driving vehicles or technology (see page 13) fall somewhere in the middle of those two approaches.

They're all trying to answer the basic questions that need to be worked out for the technology to develop: Is it okay to use human drivers as test subjects? How do humans react when a self-driving system fails? And would delaying an imperfect system that is, on average, better than a human driver but not fully tested result in more or fewer deaths on roads?

There's no way we as a society would accept self-driving cars that cause the same number of fatalities as humans, says Gill Pratt, CEO of the Toyota Research Institute, referring to the roughly 35,000 traffic deaths in the U.S. in 2015. "Society tolerates a lot of human error," Pratt said earlier this

year. "But we expect machines to be much better than us."

The fatal crash last May involving a Tesla Model S owner using "Autopilot" mode was a wake-up call for the industry and regulators. The National Highway Traffic Safety Administration's (NHTSA) investigation into the incident said it did not find any safety defect at the time.

It was the first death involving a car with Tesla's Autopilot engaged. Tesla contends neither the driver nor the car could distinguish or respond to a white tractor-trailer crossing the road up ahead, against a bright sky.

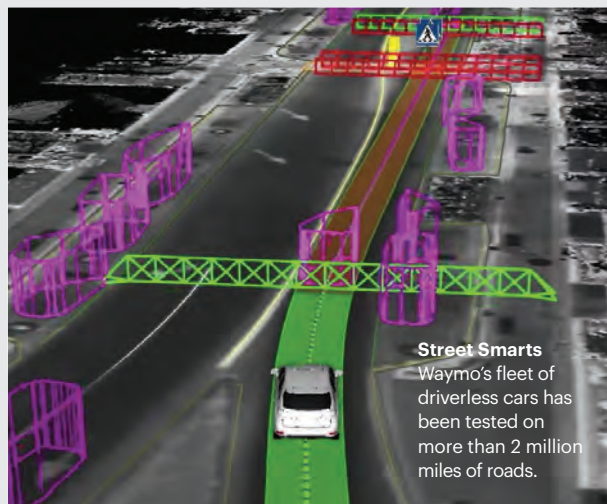
Tesla's Autopilot and similar systems—including those by Mercedes-Benz, BMW, and Volvo—are considered early steps toward automation. But even these modest steps can be safety risks if drivers aren't aware of their car's capabilities and limitations.

Early levels of automation rely on drivers to take over control in an emergency. Some automakers, like Tesla, Nissan, and Audi, consider human drivers their backup-safety system. Their logic: If humans can be relied upon to take over, then the technology can be rolled out incrementally and doesn't have to be perfect right away.

Clarity for Consumers

Consumer Reports believes automakers are sending a mixed message by rolling out these systems in a way that makes drivers falsely believe they can take their hands off the wheel despite warnings to do the opposite. We don't think humans should be used as test subjects. Automakers need to do a better job at communicating system capabilities and limitations.

As Jake Fisher, director of auto testing at CR, explains, "It's very easy to get distracted when you are no longer directly responsible for driving the car. And when



Street Smarts
Waymo's fleet of driverless cars has been tested on more than 2 million miles of roads.

the car controls both speed and steering, it's unreasonable to assume the driver will be alert enough to take over again in a moment's notice."

Consumer Reports supports any new technology that advances the needs and interests of consumers, but at CR, we're always going to make safety our priority.

Waymo is focused on creating self-driving cars without pedals or steering wheels—or human drivers as backup. Its cars are expected to have enough safety technology that a sensor failure won't bring them to a grinding stop. The downside is it will take longer to perfect and bring to market.

NHTSA's approach to regulating this area of innovation has been to stay out of the way as much as possible. Automakers say they welcome some basic federal ground rules so states don't come up with their own laws.

NHTSA unveiled a voluntary set of 15 safety measures in September that it would like any company bringing a self-driving car to market to address, such as how and in what circumstances the vehicle drives itself, how it was tested, and how it was engineered to be safe.

The Future of Safety

So far, the industry reaction to the guidelines has been positive. And during her confirmation hearing, Transportation Secretary Elaine Chao hinted at the new administration's approach, saying she sees the government's role as "a catalyst for safe, efficient technologies, not as an impediment."

Finally, there are differences of opinion about how much testing is needed. Philip Koopman, associate professor of electrical and computer engineering at Carnegie Mellon University, says there's so much uncertainty around the technology that you might need close to a billion miles of test-driving data to ensure safety on roads populated with both human and machine-driven cars. Koopman also says he worries the industry is seriously underestimating how hard it will be to build innate safety features into artificially intelligent cars. "There's a possibility at least some companies are just going to put the technology out there and roll the dice," Koopman says. "My fear is this will really happen, and it will be bad technology." — J.P.

unexpected: Program in every possible eventuality, or teach a vehicle to learn and think for itself.

The system has to be one that sees pedestrians, bicyclists, and lanes and understands driver behavior, says Ford's Nair. "It's not just recognizing there's a vehicle in front of it," he says, explaining that it learns through driving experience, like people do.

A lot of the progress has come via analysis of test cars on actual roads and in programmed simulations of road driving. Programmers have worked out a lot of the basics of ordinary driving.

The trick is getting those rare situations, ones that might occur only once in a lifetime, written into code.

Researchers scan for weird incidents among the millions of test-car miles. This has yielded oddities, such as the Google car that stopped cold while a woman in an electric wheelchair did circles in the road ahead. She was chasing a duck with a broom. The poor car had never seen anything like it.

Ford's test fleet of self-driving Fusion sedans are all learning from each other at the same time, Nair says. When one vehicle encounters a situation and a software engineer figures out a solution, it is then learned by every other self-driving car Ford owns, he says.

It's a daunting task imagining and writing all that code, then testing it in labs and on roads. "We're trying to replicate your brain," Nair says. The auto industry seems unfazed that the human brain, which works so well to process data it absorbs, evolved over millions of years. It won't take anywhere near that long to get a functional computer brain for self-driving cars, Nair says, because engineers will rely on experimenting and testing, and not random genetic mutation.

"Mother Nature, as good as she is, does a lot of work by accident," Nair says. "If something doesn't work, we can make a design change right away."

The challenge might be easier if self-driving cars only had to worry about other predictable self-driving cars. But that won't be the case. They'll be

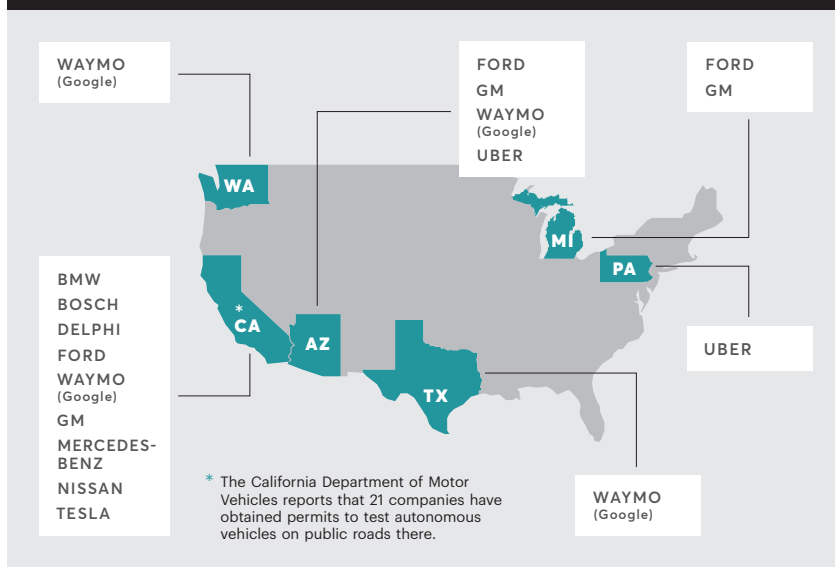
sharing the road with unpredictable human drivers for decades, at least.

That's where Waymo, a new company that was formerly Google's self-driving car project, believes it has an edge. With deep roots in software, it has experimented with machine learning in projects like Google Translate and Google Photos. "To navigate city streets, we've had to train our software to be able to understand and predict how drivers and other users of the road will behave," says Johnny Luu, a spokesman for Waymo.

Ford's recent partnership with a small visual-software company echoes the industry's growing interest in artificial intelligence. Nirenberg Neuroscience, a New York-based company founded by Weill Cornell Medical College professor Sheila Nirenberg, has developed software meant to mimic the code transmitted from the human eye to the brain. Nirenberg's research is already helping robots recognize objects, read faces, and navigate complex situations. Her company has also developed a "bionic eye" to restore sight to patients with degenerative retinal diseases.

Where the Driverless Cars Are

Here are some of the states where automated prototype cars are already being tested on roads, usually with humans at the ready as backup.



Ford hopes to use its partnership with Nirenberg to bring humanlike intelligence to driverless cars.

Nirenberg says she figured out that the human eye transmits to the brain only what it needs to know. The key to the artificial intelligence she's developing is how to be just as effective working with a much smaller amount of data.

Evolution built that editing process over millions of years, Nirenberg told CR. "I figured out what evolution did and turned it into equations." It's nearly impossible to map all circumstances in all weather conditions, she says. Humans didn't evolve with highly detailed maps in their heads. We can function in places we've never been before because our brains focus only on what they need to know at the moment.

Likewise, cars must be able to respond to something on the fly, to handle the unexpected, she says. "You want the flexibility to be like we are; you don't have to know everything."



For our ongoing coverage of self-driving technology, including articles, videos, and car safety ratings, go to [CR.org/selfdriving](https://www.cro.org/selfdriving).

From top:

For Long
Tread Life

**MICHELIN
DEFENDER**
\$120

70

OVERALL
SCORE

For Excellent
Rolling
Resistance

**CONTINENTAL
TRUECONTACT**
\$106

68

OVERALL
SCORE

For Low
Ownership
Costs

**GENERAL
ALTIMAX RT43**
\$91

66

OVERALL
SCORE

Where the Rubber Meets the Road

Nine percent of car, SUV, truck, and van crashes are caused by tires that aren't up to snuff. Here's how to determine whether the ones on your car need to be replaced—before they fail.

by Jon Linkov

YOU'RE DRIVING AT 65 mph with the kids in the back and the rain pouring down when a deer dashes across the highway. You nail the brakes and ... what happens next may hinge on how worn your tires are. And now isn't the time to realize you need new ones.

Too many drivers don't think about their tires until they have to swerve or brake suddenly, or they have a flat—often with serious consequences. About 9 percent of vehicle crashes are tire-related, according to estimates from a study by the National Highway Traffic Safety Administration. But many could be prevented just with proper tire maintenance.

So it's important to inspect your tires every month for wear. To gauge tread depth, all you need is a quarter. Put George Washington's head into one of the big grooves. If the top of his head is flush with the tread, you have about 4/32 inch of tread left, meaning you have some grip remaining for rainy or snowy conditions. That's the time when you should start shopping for new tires. If you can see space above Washington's head, you may need to replace your tires immediately.

There are lots of good tire choices, but the right one depends on your car, where you live, and your driving needs and style.

The CR Testing Difference

Consumer Reports tests more than 50 tire models every year—for cars, SUVs, and trucks—putting them through their paces in up to 14 tests, mostly on our test track in Connecticut.

Some of these tests tell us how well tires grip, brake, and handle; how they perform on snowy or wet roads;

Tire Value: Why Type Matters

EACH TIRE TYPE has strengths and limitations.

All-season tires are made to perform well in a wide range of conditions and achieve a long tread life.

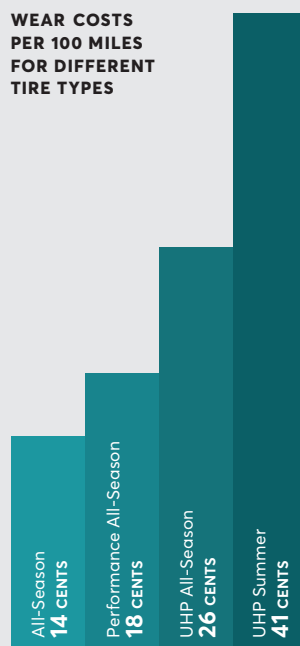
Performance all-season tires tend to grip better and provide better handling—but sometimes at the expense of longevity.

UHP all-season and UHP summer tires deliver the ultimate in road holding but have an even shorter tread life.

The general rule is that higher-performance tires cost more and wear faster, leading to a greater cost per mile, as shown below.

But it's usually best to stick with the type of tire that came on your car when you bought it. Downgrading to another tire type to save money could hurt your car's braking and handling performance. The figures below are averages for the category, which includes all tested tires, not just those on the facing page.

**WEAR COSTS
PER 100 MILES
FOR DIFFERENT
TIRE TYPES**



and how resistant they are to rolling, which affects fuel mileage.

We also evaluate tread life—by driving thousands of miles on a road course in western Texas—and use that information, along with the price we paid for the tire, to estimate the cost per 100 miles.

The cheapest tire isn't always the best value. A significant factor in getting a good idea of the true cost over a tire's life span is how long it will last before wearing out.

Be an Informed Buyer

Before you start shopping, it's good to know some tire basics.

For one, tires carry a speed rating, usually from S (112 mph) to Y (186 mph), with some winter tires having a lower speed rating. That indicates the tire's maximum speed when carrying a load. Higher speed-rated tires tend to have better grip and handling but wear out sooner, generally making them more expensive. (See "Tire Value: Why Type Matters," at left.)

Tires come in a variety of sizes, so it's important that you get the right one for your car.

On the side of each tire are numbers like this: 215/60R16. The 215 refers to the width of the tread in millimeters; 60 is the ratio of sidewall height to tire width; and 16 is the size of the wheel in inches. Most cars also list this on the driver's doorjamb.

Online retailers usually offer some of the lowest prices. But you may have to pay for shipping the tires to you, plus installation and balancing costs.

Local car dealers and tire retailers may match those prices or give you a deal on installation. Keep an eye out for promotions, too, including manufacturer rebates and sales.

Last, note that price varies by size as much as by brand and model. Expect to pay more for larger tires.

To get started, check the ratings on the facing page, where we identify the top performers from our tests.



For full ratings on all tested tires, a buying guide, and videos on all that you need to know about tires, go to [CR.org/tires](https://www.consumerreports.org/tires).

Ratings ➤ **Tops in Tires** These are the highest-scoring models from our tests of 87 tires.



		Brand & Model	Price	Overall Score	Three-Season Driving				Winter Driving		Comfort		Ownership Factors		
Recommended	Rank				Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life (Miles)	Cost Per 100 Miles (Cents)
		ALL-SEASON TIRES													
✓	1	Michelin Defender	\$120	70	⬆	⬇	⬆	⬆	⬆	⬇	⬇	⬆	⬆	90,000	13
✓	2	Continental TrueContact	\$106	68	⬆	⬇	⬆	⬆	⬆	⬇	⬆	⬆	⬆	60,000	18
✓	3	General Altimax RT43	\$91	66	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	65,000	14
✓	4	Pirelli P4 Four Seasons Plus	\$100	66	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	100,000	10
	5	Nexen Aria AH7	\$119	64	⬆	⬇	⬇	⬇	⬆	⬇	⬇	⬆	⬆	75,000	16
		PERFORMANCE ALL-SEASON TIRES (H-RATED: 130 MPH)													
✓	1	Continental PureContact	\$113	70	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	55,000	21
✓	2	Pirelli Cinturato P7 All Season Plus	\$106	70	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	70,000	15
✓	3	Michelin Premier A/S	\$136	70	⬆	⬆	⬇	⬆	⬆	⬇	⬆	⬆	⬆	85,000	16
	4	Goodyear Assurance Fuel Max	\$98	68	⬆	⬆	⬆	⬆	⬇	⬇	⬇	⬆	⬆	60,000	16
	5	General Altimax RT43	\$92	68	⬆	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	65,000	14
		PERFORMANCE ALL-SEASON TIRES (V-RATED: 149 MPH)													
✓	1	Continental PureContact	\$111	70	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	55,000	20
✓	2	Michelin Premier A/S	\$141	70	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬇	80,000	18
✓	3	Pirelli Cinturato P7 All Season Plus	\$110	70	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	65,000	17
	4	General Altimax RT43	\$94	68	⬆	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	55,000	17
	5	Goodyear Eagle Sport All-Season	\$116	64	⬆	⬇	⬆	⬆	⬇	⬇	⬇	⬇	⬆	70,000	17
		UHP ALL-SEASON													
✓	1	Michelin Pilot Sport A/S 3+	\$152	78	⬆	⬆	⬆	⬆	⬇	⬇	⬇	⬆	⬇	55,000	28
✓	2	Pirelli P Zero All Season Plus	\$126	76	⬆	⬆	⬆	⬆	⬇	⬇	⬇	⬆	⬇	50,000	25
✓	3	Continental ExtremeContact DWS06	\$141	76	⬆	⬆	⬆	⬆	⬇	⬇	⬇	⬆	⬇	45,000	31
✓	4	BFGoodrich g-Force Comp-2 A/S	\$116	74	⬆	⬆	⬆	⬆	⬆	⬆	⬇	⬇	⬇	60,000	19
	5	Goodyear Eagle Sport All-Season	\$144	72	⬆	⬇	⬆	⬆	⬇	⬇	⬇	⬆	⬇	70,000	21
		UHP SUMMER													
✓	1	Michelin Pilot Super Sport	\$167	82	⬆	⬆	⬆	⬆	NA	NA	⬇	⬆	⬇	40,000	42
✓	2	Goodyear Eagle F1 Asymmetric 3	\$177	80	⬆	⬆	⬆	⬆	NA	NA	⬇	⬆	⬇	35,000	51
✓	3	Nokian zLine	\$129	80	⬆	⬆	⬆	⬆	NA	NA	⬇	⬆	⬇	35,000	37
✓	4	Yokohama Advan Sport V105	\$225	78	⬆	⬆	⬆	⬆	NA	NA	⬇	⬆	⬇	35,000	64
✓	5	Pirelli P Zero	\$114	78	⬆	⬆	⬆	⬆	NA	NA	⬇	⬇	⬇	35,000	33
	>	Online subscribers can go to CR.org for complete up-to-date ratings.													

HOW WE TEST: Price is what we paid per tire in the tested size. Overall Score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement, from 60 mph.

Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, handling includes dry-cornering grip, avoidance-maneuver performance, and subjective steering feel. Hydroplaning

denotes a tire's ability to resist skimming along the surface of standing water. Snow Traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride Comfort and Noise are evaluated subjectively, on rough and smooth

roads. Rolling Resistance, as measured on a dynamometer, is a factor in fuel economy. Tread Life indicates wear potential from our 16,000-mile mixed-vehicle driving test. Cost Per 100 Miles is the price of the tire divided by its tread-life miles.

Proceed With Caution

Automatic shifters used to be familiar, intuitive, and generally safe. Now that carmakers are striving for stylistic differences, the results are sometimes confusing and potentially dangerous.

MANY NEW-CAR BUYERS over the past few years have probably been surprised to find a dial or a row of buttons where they expected to find the automatic transmission lever. Some cars have shifters that look—at first glance—like familiar gear selectors in the center console or on the steering column, but which function in complicated or counterintuitive ways.

The result is that one of the most fundamental systems in a car can end up being confusing to drivers, and, if used improperly, dangerous. Since it's not always immediately obvious whether these unfamiliar transmissions are in gear, Neutral, or Park, it's possible for rollaways to happen after a driver exits the car.

BMW began to deploy unusual shifter designs in the early 2000s. Since then, many other manufacturers

have introduced new takes on the conventional PRNDL shifter in more mainstream cars.

Some cars have built-in safeguards to prevent rollaways. But other vehicles have needed fixes to their transmissions after problems surfaced in the field. In April 2016, Fiat Chrysler Automobiles (FCA) had to recall 1.1 million vehicles after 41 people were reported injured. In June of that year, actor Anton Yelchin was killed when his Jeep Grand Cherokee rolled into him.

Consumer Reports believes so strongly that these types of shifters have the potential for harm that we are now deducting points from the Overall Score of any vehicle we determine has a shifter that is difficult to operate or that can be confused for other controls. We are also now deducting additional points from the Overall Score if a tested

vehicle does not automatically return to Park or engage the parking brake when the engine is shut off, or when the driver's door is opened with the engine running. Some vehicles, from manufacturers such as Ford and Honda, already employ both of these fail-safes.

While more than 50 vehicles are affected, Consumer Reports is no longer recommending the following cars because their specific deductions from among our criteria drop their Overall Score below our threshold: the Chrysler 300, Lexus CT 200h, and the Mercedes-Benz E-Class and GLE.

We reached out to those automakers for a response. Chrysler told us it plans changes in the design of the shifter function in the Chrysler 300 that will address the issues we raised. Neither Mercedes-Benz nor Lexus indicated any plans to change its vehicles. Both companies point to safeguards they do employ, such as audible and visual alerts.

"If done right, new shifter designs can actually result in safer cars," says CR's director of auto testing, Jake Fisher. "CR encourages innovations in design and engineering, but safety needs to be a priority."

The Right Way Forward

The 2017 Ford Fusion's rotary shifter represents an innovation that actually improves safety. Ford's system is easy to use and will automatically return to Park if the engine is shut off or the door is opened while the engine is running.



LEARN

For a full listing of the vehicles with confusing or dangerous shifters, go to [CR.org/carsafety](https://www.consumerreports.org/carsafety).

A Daunting Dozen

A sampling of shifters that may leave you dazed and confused

WHAT'S PROBLEMATIC

Can be confusing to use.



Acura TLX



Cadillac XT5



Lincoln Continental

WHAT'S PROBLEMATIC

Lack automatic rollaway preventions when the driver exits or tries to shut down the vehicle.



Chrysler Pacifica



Chrysler 300



Jaguar XF

WHAT'S PROBLEMATIC

Lack automatic rollaway preventions when the driver exits or tries to shut down the vehicle, and can be confusing to use.



Audi A4



BMW i3



BMW 3 Series



Nissan Leaf



Mercedes-Benz GLC



Toyota Prius

10 Top Picks

The best new cars of 2017 are outstanding all-around performers—shown to be reliable, safe, and satisfying. That means they have scored high in our stringent track tests and extensive owner surveys. They have won our admiration, and we recommend them with confidence.

by Jeff S. Bartlett



WHAT IT TAKES TO BE TOPS

Overall score To be a Top Pick, a model has to have an exemplary Overall Score in its category. This single number consolidates the findings from four key pillars: road-test performance, predicted reliability, owner satisfaction, and safety. A car that bests the competition by these measures is truly extraordinary.

Road Test Performance for each car is rated based on more than 50 evaluations conducted at our 327-acre Auto Test Center, ranging from instrumented track tests to assessments of comfort and convenience while in daily use by our staff.

Reliability We predict how trouble-free new cars will be based on actual problems reported by subscribers in our 2016 auto survey on more than half a million vehicles. Predictions for new or redesigned models depend on the manufacturer's track record or previous generations.

Owner Satisfaction Simply put, a good car should make its owner happy. We rate owner satisfaction based on the percentage of surveyed owners who say that if they had to do it all over again, they would definitely buy the same car. Our latest subscriber survey collected data on more than 300,000 vehicles from model years 2014 and later.



Sports Car

Mazda MX-5 Miata

PRICE AS TESTED \$29,905 OVERALL MPG 34

79
OVERALL
SCORE

80 ROAD TEST

RELIABILITY

OWNER SATISFACTION

The Mazda MX-5 Miata is the embodiment of driving pleasure. Its alchemical formula has been honed since 1990, with the core ingredients consistently being a pliant four-cylinder engine, rear-wheel drive, sharp handling, and light weight. The real magic is in how the machine responds to the driver. The modest power is harnessed to great effect with a slick-shifting manual transmission with closely spaced gear ratios. The Miata truly comes alive on winding roads, with immediate steering response and a handling balance that will make you grin. On top of all that, it gets impressive fuel economy. Fantastically fun and frugal, the Miata is spellbinding.

Safety All cars recommended by Consumer Reports must perform satisfactorily in accident-avoidance tests at our track and provide effective occupant protection based on crash tests conducted by the government and/or insurance industry (if tested). We give credit to models that have standard forward-collision warning (FCW) systems or automatic emergency braking (AEB) systems.



WATCH

See the Top Picks in action at [CR.org/toppicks](https://www.consumerreports.org/toppicks) and learn more about them in extended-length road tests, available to online subscribers.

Large Sedan

Chevrolet Impala

PRICE AS TESTED **\$39,110** OVERALL MPG **22**

84 OVERALL SCORE	91 ROAD TEST
	1 RELIABILITY
	OWNER SATISFACTION

The Impala continues to reign as the leading large sedan. Slide behind the wheel and you can see why. Roomy, supportive seats put you in the perfect position to access the intuitive controls. Despite its prodigious size, the Impala's handling is responsive and secure. Road imperfections are effectively absorbed, resulting in a ride reminiscent of a pricier luxury sedan. The rear seat is roomy enough for three adults, and the ample trunk can swallow their bags with ease. Sedan shoppers browsing upmarket choices would be wise to give this smart, competitively priced alternative serious consideration.



Compact Hybrid **Toyota Prius**

PRICE AS TESTED **\$27,323** OVERALL MPG **52**

77	75
OVERALL SCORE	ROAD TEST
	RELIABILITY
	OWNER SATISFACTION

The car that pioneered the hybrid movement and has defined fuel-efficiency for four model generations still stands tall as an innovative green machine. Its fuel economy in our tests was a staggering 52 mpg overall—the highest we’ve ever recorded in a car that doesn’t plug in. Prius also touts excellent reliability, a remarkable accomplishment given the inherent

complexity of its hybrid powertrain. It has improved even more with its recent redesign, reducing cabin noise, improving ride comfort, and making handling more responsive. Sweetening the deal, the new Prius comes standard with a comprehensive suite of safety features. Being green has never been so easy or smart.



Luxury SUV **Audi Q7**

PRICE AS TESTED **\$68,695** OVERALL MPG **20**

90	96
OVERALL SCORE	ROAD TEST
	RELIABILITY
	OWNER SATISFACTION

The seven-passenger Q7 is the highest-rated SUV we’ve recently tested. Sumptuous and pampering, it feels more like a luxury sedan than an SUV. The quiet interior coddles riders, and it’s decked out with premium trimmings and road-trip-friendly seats. The

infotainment system provides seamless interaction with phone, audio, and other functions. Despite its generous size, the Q7 has genuine agility, with road-hugging chops, a settled ride, and excellent brakes for rapid stops. Sure, it’s pricey, but it’s also rich in rewards.



Compact Pickup

Honda Ridgeline

PRICE AS TESTED \$36,480 OVERALL MPG 20

76 OVERALL SCORE	80 ROAD TEST
	1 RELIABILITY
	2 OWNER SATISFACTION

Innovation abounds in this suburbia-targeted pickup, proving that trucks can be both refined and versatile. The Ridgeline glides along, more akin to a sedan than its roughneck rivals. It also handles far better than any compact or full-sized pickup, and it shames all nondiesel trucks for fuel economy. The Ridgeline isn't up for big-time towing or off-road

adventures, but this smartly designed truck more than makes up for that with other benefits. The lockable in-bed trunk and dual-mode tailgate add to its flexibility. Many truck buyers dream of a large, rugged behemoth, but the Ridgeline excels at the factors most noncommercial drivers with weekend warrior aspirations will appreciate.



Midsized SUV

Toyota Highlander

PRICE AS TESTED \$41,169 OVERALL MPG 20

85 OVERALL SCORE	84 ROAD TEST
	2 RELIABILITY
	2 OWNER SATISFACTION

In this competitive segment, midsized SUVs have to do it all well, and none do it better than the Toyota Highlander. Expectations here are high, with buyers looking for family-friendly functionality, all-weather traction, three-row seating, generous cargo space, and the capability of light towing.

Throw in good performance, fuel economy, and long-term reliability, and Highlander's appeal is clear. The 2017 update sees 25 more horsepower for the V6 engine, two additional gears, and advanced safety equipment made standard. In other words, this gem of an SUV has all the right moves.






Compact Car

Chevrolet Cruze

PRICE AS TESTED **\$23,145** OVERALL MPG **30**

78
OVERALL
SCORE

-  ROAD TEST
-  RELIABILITY
-  OWNER SATISFACTION

This redesigned sedan and hatchback bests two segment stalwarts, the Honda Civic and the Toyota Corolla, with an Overall Score at the top of the class. The formula is simple: Put the Malibu and Impala in a shrink ray, reducing scale but preserving the commendable driving manners and generous available features. The result is a hushed, smooth-riding sedan that's roomy

enough to be a budget-friendly alternative to a midsize car. The polished 153-hp turbocharged four-cylinder engine is lively yet frugal. The Cruze we tested returned a good 30 mpg overall, but look deeper into the data and you find that it achieved 47 mpg on the highway. Given that impressive figure, it might not be worth waiting for the diesel engine.



Subcompact Car

Toyota Yaris iA

PRICE AS TESTED \$17,570 OVERALL MPG 35

67 OVERALL SCORE	60	ROAD TEST
	70	RELIABILITY
	70	OWNER SATISFACTION

Developed by Mazda, launched by Scion, and now marketed as a Toyota, the Yaris iA proves that subcompact cars can delight. A different model from the Toyota Yaris hatchback, the frisky iA sedan stands out in a segment filled with insubstantial models. It feels refined for this entry-level class, with a smooth and willing four-cylinder engine, slick six-speed automatic transmission, and relatively compliant ride. Mazda's sporty DNA shines through the well-tuned steering and eager handling to bring playfulness to this affordable party. A full-featured infotainment system and standard low-speed automatic emergency braking add further appeal, making the Yaris iA a desirable no-excuses budget sedan.






Small SUV

Subaru Forester

PRICE AS TESTED \$27,145 OVERALL MPG 26

83
OVERALL
SCORE

 ROAD TEST
 RELIABILITY
 OWNER SATISFACTION

The Subaru Forester sets the standard for small SUVs, combining relatively roomy packaging, fuel efficiency, solid reliability, and easy access. Large windows and a boxy shape maximize room for passengers and gear in sharp contrast to style trends exhibited by competitors that compromise practicality. Big square doors aid access, and the unmatched visibility

inspires driving confidence. Secure handling and a supple ride add to the appeal. Performance is decent from the standard 2.5-liter four-cylinder engine, and fuel economy is excellent at 26 mpg overall. And last, safety technology like forward-collision warning and automatic emergency braking is available on all but the base trim level.




Midsize Sedan

Kia Optima

PRICE AS TESTED \$25,860 OVERALL MPG 28

85
OVERALL
SCORE

 ROAD TEST
 RELIABILITY
 OWNER SATISFACTION

Move over Honda Accord and Toyota Camry: The Kia Optima rocks the midsize sedan segment as a smart alternative to the me-too mainstream. It checks all of the right boxes for family-sedan buyers, with responsive handling, a steady ride and pleasant powertrain, short stopping distances, easy-to-use

controls, and a roomy backseat. The Optima is a vehicle that delivers all of these virtues in a stylish, value-laden package that's filled with features usually found on pricier cars. With outstanding reliability and extensive warranty coverage, savvy sedan shoppers should take this recently redesigned car for a test drive.

Best & Worst Lists

From road tests and fuel economy to owner satisfaction and reliability, we consider many factors when identifying the best vehicles. These handy charts show you at a glance which models come out on top, and which you should skip.

A GOOD CAR CHOICE scores high on all of the attributes that matter, from how it drives to how safe it is, from fuel economy to reliability. But the reality is that buyers usually have to prioritize these attributes when making a decision. To help you easily do this, we've created lists taking into account what matters to consumers. All of our ratings are based on deep and broad data collection from our extensive track testing, as well as our annual Owner Satisfaction and Reliability surveys.

This year, we've included some new features. We've listed carmakers that offer active safety features as standard on all trim lines rather than reserving those features for the most expensive versions. And we've added used cars—at 4-, 8-, and 12-year milestones—to our reliability list, so you can make a convenient comparison of older and new cars in one spot.

Cars With Advanced Safety Systems as Standard Features

At CR, we believe so strongly that forward-collision warning and automatic emergency braking should be standard on every new car—and not just on the most expensive trims—that we give additional points to the Overall Score of models that include these features as standard equipment. Below are the 2017 and early 2018 models that come with FCW and/or AEB on every trim level. Learn more at CR.org/carsafety.

Acura	Mercedes-Benz
MDX	B-Class ED
RLX	C-Class
	CLA
Audi	CLS
A3	E-Class
A4	GLA
A5	GLC
Allroad	GLE
Q5	GLS
Q7	S-Class
Chevrolet	Tesla
SS	Model S
	Model X
Genesis	Toyota
G80	Avalon
G90	C-HR
	Corolla
Honda	Corolla iM
Clarity	Highlander
Land Rover	Land Cruiser
Range Rover	Mirai
Range Rover Sport	Prius
	Prius C
Lexus	Prius Prime
ES	RAV4
GS	Yaris
IS	Yaris iA
LC	
LX	Volkswagen
RX	Passat
	Touareg
	Volvo
	S60
	S90
	V60
	V90
	XC60
	XC90

Standouts From Our Road Tests, and Those That Come Up Short





This list quickly shows you the winners and losers in our road tests. Scores are based on ride, handling, braking, acceleration, fuel economy, quietness, interior room, and ease of use, among other factors. For full new-vehicle ratings, see page 40.

Highest Score	Lowest Score	Highest Score	Lowest Score
SUBCOMPACT CARS		SUBCOMPACT SUVs	
Honda Fit EX 67 ROAD-TEST SCORE	Mitsubishi Mirage ES 29 ROAD-TEST SCORE	Subaru Crosstrek Premium 74 ROAD-TEST SCORE	Fiat 500X Easy 50 ROAD-TEST SCORE
COMPACT CARS		COMPACT SUVs	
Volkswagen Golf SE (1.8T) 82 ROAD-TEST SCORE	Fiat 500L* 50 ROAD-TEST SCORE	Subaru Forester 2.5i Premium 85 ROAD-TEST SCORE	Jeep Cherokee Laredo (4-cyl.) 58 ROAD-TEST SCORE
MIDSIZE CARS		MIDSIZE SUVs	
Subaru Legacy 2.5i Premium 89 ROAD-TEST SCORE	Nissan Altima 2.5 SV 71 ROAD-TEST SCORE	Toyota Highlander Hybrid Limited 85 ROAD-TEST SCORE	Jeep Wrangler Unlimited Sahara 20 ROAD-TEST SCORE
LARGE CARS		LARGE SUVs	
Chevrolet Impala Premier (V6) 91 ROAD-TEST SCORE	Ford Taurus Limited (V6) 72 ROAD-TEST SCORE	Dodge Durango GT (V6) 83 ROAD-TEST SCORE	Toyota Sequoia Limited 60 ROAD-TEST SCORE
LUXURY COMPACT CARS		LUXURY COMPACT SUVs	
Audi A4 Premium Plus 88 ROAD-TEST SCORE	Lexus IS 300 (AWD) 56 ROAD-TEST SCORE	Porsche Macan S 85 ROAD-TEST SCORE	Land Rover Discovery Sport HSE 58 ROAD-TEST SCORE
LUXURY MIDSIZE/LARGE CARS		LUXURY MIDSIZE/LARGE SUVs	
Tesla Model S P85D* 100 ROAD-TEST SCORE	Maserati Ghibli S Q4 71 ROAD-TEST SCORE	Audi Q7 Premium Plus 96 ROAD-TEST SCORE	Cadillac Escalade Premium 61 ROAD-TEST SCORE
SPORTY CARS		PICKUP TRUCKS	
BMW M235i* 98 ROAD-TEST SCORE	Fiat 500 Abarth 66 ROAD-TEST SCORE	Ram 1500 Big Horn (V6, diesel) 82 ROAD-TEST SCORE	Toyota Tacoma SR5 (V6) 46 ROAD-TEST SCORE
MINIVANS			
Chrysler Pacifica Touring L 85 ROAD-TEST SCORE	Kia Sedona EX 70 ROAD-TEST SCORE		




*Powertrain has changed since last test.





Best and Worst Fuel Economy





For buyers who put fuel costs at the top of their concerns, start with this list of the most fuel-efficient vehicles in our tests. Below you'll find vehicles with the highest overall mpg and, shaded in red, those with the lowest overall fuel economy for their category. To highlight the best, we've selected miles-per-gallon cutoffs that are relative to each category. For example, a vehicle that gets 21 mpg would not be a standout among compact SUVs but would be among luxury midsize or large SUVs.

Make & Model	Overall MPG	City MPG	Highway MPG
ELECTRIC CARS AND PLUG-IN HYBRIDS 			
BMW i3 Giga	139*	135*	141*
Mitsubishi i-MiEV SE	111*	104*	116*
Ford Focus Electric	107*	108*	107*
Nissan Leaf SL	106*	86*	118*
Chevrolet Volt LT	105*	99*	109*
SUBCOMPACT CARS 			
Toyota Prius C Two	43	37	48
Mitsubishi Mirage ES	37	28	47
Smart ForTwo Passion	36	25	48
Ford Fiesta SE (3-cyl., MT)	35	25	46
Toyota Yaris iA	35	24	48
Chevrolet Sonic sedan (1.8L)	28	19	38
COMPACT CARS 			
Toyota Prius Three	52	43	59
Mazda3 i Touring	33	23	45
Hyundai Elantra SE	33	21	49
Toyota Corolla LE Plus	32	23	43
Volkswagen Jetta SE (1.4T)	32	21	47
Honda Civic LX	32	21	45
Mitsubishi Lancer ES	25	17	34
MIDSIZE CARS 			
Chevrolet Malibu Hybrid	41	33	49
Ford Fusion Hybrid SE	39	35	41
Hyundai Sonata Hybrid SE	39	31	46
Toyota Camry Hybrid XLE	38	32	43
Mazda6 Sport	32	22	44
Honda Accord LX (4-cyl.)	30	21	40
Volkswagen Passat (V6)	23	16	33

*Miles per gallon equivalent (MPGe) when running on electricity.






Make & Model	Overall MPG	City MPG	Highway MPG
LUXURY COMPACT CARS 			
Lexus CT 200h Premium	40	31	47
BMW 328d xDrive	35	24	49
Mercedes-Benz CLA 250	28	19	39
Acura ILX Premium	28	18	42
Acura TLX 2.4L	27	18	41
Audi A3 Premium	27	18	40
Audi A4 Premium Plus	27	18	40
Lexus IS 300 (AWD)	20	14	28
LUXURY MIDSIZE AND LARGE CARS 			
Lexus ES 300h	36	28	44
Lincoln MKZ Hybrid	34	29	38
Nissan Maxima Platinum	25	17	36
Lexus ES 350	25	17	35
Infiniti Q70 Hybrid	25	17	33
Mercedes-Benz S550 (AWD)	18	12	28
Chevrolet SS	17	12	23
SPORTY CARS/ROADSTERS 			
Mazda MX-5 Miata Club	34	25	42
Mini Cooper S	30	23	38
Toyota 86	30	23	37
Subaru BRZ Premium	30	23	37
Ford Fiesta ST	29	21	36
Volkswagen GTI	29	20	39
Ford Mustang GT Premium (V8)	19	13	27

Make & Model	Overall MPG	City MPG	Highway MPG
MINIVANS			
Ford Transit Connect XLT (2.5L)	21	15	27
Toyota Sienna XLE (FWD)	21	14	27
Chrysler Pacifica Touring-L	21	13	33
Honda Odyssey EX-L	21	13	31
Dodge Grand Caravan GT	17	11	27
SUBCOMPACT SUVs			
Honda HR-V LX	29	20	39
Mazda CX-3 Touring	28	20	36
Subaru Crosstrek Premium	26	19	34
Fiat 500X Easy	23	16	31
COMPACT SUVs			
Toyota RAV4 Hybrid XLE	31	26	36
Hyundai Tucson Sport (1.6T)	26	18	35
Subaru Forester 2.5i Premium	26	18	35
Mazda CX-5 Touring (2.5L)	25	19	32
Hyundai Tucson SE (2.0L)	24	17	32
Toyota RAV4 XLE	24	17	32
Mitsubishi Outlander SEL (4-cyl.)	24	17	30
Nissan Rogue SV	24	17	30
Jeep Cherokee (V6)	21	14	29
MIDSIZE SUVs			
Toyota Highlander Hybrid Limited	25	18	32
Jeep Grand Cherokee Limited (diesel)	24	17	32
Hyundai Santa Fe Sport (2.4L)	23	17	30
Mazda CX-9 Touring	22	15	32
Nissan Murano SL	21	15	29
Ford Edge SEL (2.0 EcoBoost)	21	14	31
Kia Sorento EX (V6)	21	14	30
Dodge Journey (V6)	16	11	25

Make & Model	Overall MPG	City MPG	Highway MPG
LUXURY COMPACT SUVs			
Lexus NX 300h	29	23	34
Mercedes-Benz GLA 250	26	19	35
BMW X1 xDrive28i	26	17	37
Infiniti QX30 Premium	25	17	32
Lexus NX 200t	24	17	33
Lincoln MKC Reserve	19	13	27
Porsche Macan S	19	13	26
LUXURY MIDSIZE AND LARGE SUVs			
Lexus RX 450h	29	24	33
Lexus RX 350	22	14	31
Acura MDX Tech	21	14	31
BMW X5 xDrive35i	21	14	28
Nissan Armada	14	10	20
Toyota Land Cruiser	14	10	20
Ford Expedition Limited EL	14	10	19
PICKUPS			
Chevrolet Colorado LT (diesel)	24	15	34
Ram 1500 Big Horn (diesel)	20	14	27
Honda Ridgeline RTL	20	13	29
Toyota Tacoma SR5 (V6)	19	14	25
Chevrolet Colorado LT (V6)	18	13	26
Ram 1500 Big Horn (V8)	15	10	21
Nissan Titan XD (diesel)	15	10	20
WAGONS AND HATCHBACKS			
Toyota Prius V Three	41	33	47
Ford C-Max Hybrid SE	37	35	38
Mini Clubman Base (3-cyl.)	28	18	40
Fiat 500L Easy	27	18	37
Kia Soul Plus	26	19	33
Volvo V60 Cross Country	21	14	29





























Best New Cars Under \$30,000

If your budget is driving your decision, have no fear. You can still get solid performance, safety, fuel economy, and reliability from the cars below. All of these vehicles have earned Consumer Reports' recommendation.

SUBCOMPACT CARS 	Chevrolet Sonic LT (1.8L)
	Honda Fit EX
	Toyota Yaris iA
COMPACT CARS 	Chevrolet Cruze LT
	Ford C-Max Hybrid SE
	Hyundai Elantra SE
SPORTS/SPORTY CARS 	Mazda MX-5 Miata Club
	Subaru BRZ Premium
	Toyota 86
WAGON 	Subaru Outback 2.5i Premium
	Subaru Crosstrek Premium
	Subaru Forester 2.5i Premium
SUBCOMPACT SUVs 	Honda HR-V LX
	Mazda CX-3 Touring
	Subaru Crosstrek Premium
COMPACT SUVs 	Ford Escape SE (1.5T)
	Hyundai Tucson SE (2.0L)
	Hyundai Tucson Sport (1.6T)
MIDSIZED CARS 	Kia Sportage LX (2.4L)
	Mazda CX-5 Touring (2.5L)
	Nissan Rogue SV
COMPACT SUVs 	Subaru Forester 2.5i Premium
	Toyota RAV4 XLE
	Hyundai Santa Fe Sport (4-cyl.)
MIDSIZED SUV 	

Cars That Owners Say Are the Best—and Worst—Value

We ask owners every year in our annual Satisfaction survey which cars won—or broke—their hearts. This year, we also asked whether owners thought their cars delivered value for the money. Here, we present satisfaction with the value of their 1- to 3-year-old vehicles.

Category	Best Value	Worst Value
SUBCOMPACT CARS	Toyota Prius C 	Nissan Versa Note 
COMPACT CARS	Hyundai Elantra* 	Fiat 500L* 
MIDSIZED CARS	Kia Optima* 	Chevrolet Malibu* 
LARGE CARS	Chevrolet Impala 	Nissan Maxima* 
LUXURY COMPACT CARS	Buick Regal 	Infiniti Q50 
LUXURY MIDSIZED/LARGE CARS	Hyundai Genesis 	Cadillac XTS 
SPORTY CARS	Mazda MX-5 Miata* 	BMW 2 Series 
MINIVANS	Chrysler Pacifica* 	Ford Transit Connect/Toyota Sienna 
COMPACT SUVs	Subaru Forester 	Jeep Cherokee 
MIDSIZED SUVs	Hyundai Santa Fe 	Nissan Pathfinder 
LARGE SUVs	Ford Flex 	Toyota Sequoia 
LUXURY COMPACT SUVs	Infiniti QX50 	BMW X1* 
LUXURY MIDSIZED/LARGE SUVs	Lincoln MKX* 	Tesla Model X* 
PICKUP TRUCKS	Nissan Frontier 	Ford F-250 

*Based on one model year of data.

Most and Least Reliable New and Used Vehicles

A worry-free car is a priority for many. To help in your search, we analyzed data on more than 500,000 vehicles from our Annual Auto Survey to not only showcase new cars with the best predicted reliability (based on the three newest model years) but also to highlight 4-, 8-, and 12-year-old models. Cars commonly come off lease after three years, so that means there are always 4-year-old used cars on the market. We spotlight those that are the more trouble-prone over the same time periods. The eight years of reliability data by trouble spot are found in our charts on page 86.

Category	New Cars		4-Year-Old Cars (2013 models)		8-Year-Old Cars (2009 models)		12-Year-Old Cars (2005 models)	
	Most Reliable	Least Reliable	Most Reliable	Least Reliable	Most Reliable	Least Reliable	Most Reliable	Least Reliable
COMPACT/ SUBCOMPACT CARS	Toyota Prius*	Ford Focus	Toyota Corolla	Ford Fiesta	Toyota Yaris	Subaru Impreza	Toyota Corolla	Chrysler PT Cruiser
MIDSIZED CARS	Kia Optima*	Volkswagen Passat	Toyota Camry	Chevrolet Malibu	Mazda6	Chevrolet Malibu	Toyota Camry	Volkswagen Passat
LARGE CARS	Toyota Avalon	Dodge Charger	Toyota Avalon	Chrysler 300	Toyota Avalon	Chevrolet Impala	Toyota Avalon	Chevrolet Impala
LUXURY COMPACT CARS	Lexus IS	Acura TLX	Lexus CT 200h	Cadillac ATS	Infiniti G	Audi A4	Acura TSX	BMW 3 Series
LUXURY MIDSIZED/ LARGE CARS	Infiniti Q70*	Mercedes- Benz S-Class*	Audi A6	Lincoln MKS	Lexus ES	Lincoln MKS	Lexus ES	Volvo V70/XC70
SPORTY CARS	Lexus RC*	Ford Mustang	Mazda MX-5 Miata	Volkswagen GTI	Mazda MX-5 Miata	Mini Cooper	Ford Mustang	Mini Cooper
MINIVANS	Toyota Sienna	Dodge Grand Caravan	Toyota Sienna	Chrysler Town & Country/ Dodge Grand Caravan	Toyota Sienna	Chrysler Town & Country/ Dodge Grand Caravan	Toyota Sienna	Chrysler Town & Country/ Dodge Grand Caravan
SMALL SUVs	Toyota RAV4	Jeep Cherokee	Hyundai Tucson	Volkswagen Tiguan	Honda CR-V	Ford Escape/ Mercury Mariner/Mazda Tribute	Honda CR-V	Subaru Forester
MIDSIZED SUVs	Toyota 4Runner	Jeep Grand Cherokee	Toyota Highlander	Nissan Pathfinder	Toyota Highlander	Jeep Grand Cherokee	Toyota Highlander	Chrysler Pacifica
LARGE SUVs	Ford Expedition*	Chevrolet Suburban/ GMC Yukon XL	Chevrolet Tahoe/ GMC Yukon	Dodge Durango	Chevrolet Suburban/ GMC Yukon XL	GMC Acadia/ Saturn Outlook	Toyota Sequoia	Chevrolet Suburban/ GMC Yukon XL
LUXURY SUVs	Lexus GX	Cadillac Escalade	Lexus RX	Infiniti JX	Lexus RX	Buick Enclave	Lexus RX	Buick Rainier
PICKUP TRUCKS	Toyota Tundra	Ram 2500	Honda Ridgeline	Ford F-350	Honda Ridgeline	Dodge Ram 1500	Toyota Tundra	Nissan Frontier

*Based on one model year of data.

Brand Report Card

Building one great vehicle is easy. Making a whole portfolio of excellent ones is hard. We tell you which manufacturers stand out.

by Jeff S. Bartlett

CONSISTENCY IS KEY. Our annual analysis reveals that some brands exhibit high-level performance across their lines. Many others do not.

In our 2017 brand analysis, Audi takes the top position for the second year in a row, followed by Porsche, BMW, Lexus, and Subaru. Although these are the same top five as last year, Porsche and BMW rose, and Lexus and Subaru moved down.

This year Chrysler, Acura, Infiniti, and Cadillac were the most upwardly mobile. Chrysler rose seven places, and the other three brands each moved up six places compared with last year.

Some of the standout brands benefit from a tiny roster. Tesla, the highest-ranked American brand, earns its position based on just two models. Likewise, Chrysler has one of the higher average road-test scores, but that's also based on just two models: the 300 and Pacifica (low Overall Scores keep both from being recommended). Fiat, Jeep, Mitsubishi, and Land Rover remain stubbornly stuck at the bottom of the list.

To arrive at the rankings, we averaged the Overall Scores for new cars from every major automotive brand based on the vehicles we have purchased and tested, then we ranked

them. Brands with just one tested model were omitted.

The Overall Score is the combination of our road tests, predicted reliability, owner satisfaction, and safety. For each brand we indicate the percentage of tested models that earned a recommended designation. This percentage reveals a meaningful differentiation. Only Porsche, BMW, and Mazda earned a recommendation on every model we tested. Audi, Honda, and Hyundai lead the other brands, with 86 percent of their tested lines being recommended.

From year to year we see movements in brand rankings because of changes in reliability and new road tests. Subaru dropped from second to fifth place because the previously very reliable Legacy and Outback are now rated only average, and the WRX/STI dropped to below average. Similarly, Mini dropped 11 places because the unreliable Cooper and Clubman weighed down the average Overall Score. Volkswagen tumbled eight spots because its reliability slid from average last year to below average for 2017.

Finally, the rankings do not reflect corporate behavior. Consumer Reports continues to push for consumers to be fully compensated for Audi, Porsche, Volkswagen, and other vehicles potentially affected by emissions cheating scandals.

Top—and Bottom—of the Class

Analyzing our exclusive test and survey data across the car model lines allows us to rank the brands and provide valuable insights into how they compare on several key factors.

Rank	Brand	Overall Score	Road-Test Score	Predicted Reliability	Owner Satisfaction	% of Tested Models Recommended
1	Audi	81	86	↑	↑	86
2	Porsche	78	88	↓	↑	100
3	BMW	77	86	↓	↑	100
4	Lexus	77	74	↑	↑	75
5	Subaru	74	81	↓	↑	83
6	Kia	74	77	↑	↓	71
7	Mazda	73	75	↑	↑	100
8	Tesla	73	88	↓	↑	50
9	Honda	72	77	↓	↑	86
10	Buick	72	72	↑	↓	67
11	Toyota	71	68	↑	↑	78
12	Hyundai	70	73	↑	↓	86
13	Acura	68	73	↓	↓	40
14	Volvo	68	77	↓	↓	40
15	Lincoln	68	80	↓	↑	25
16	Infiniti	67	77	↓	↓	17
17	Chevrolet	67	74	↓	↑	47
18	Cadillac	66	79	↓	↓	33
19	Chrysler	66	84	↓	↑	0
20	Mercedes-Benz	66	80	↓	↑	13
21	Ford	65	74	↓	↓	46
22	Nissan	64	69	↓	↓	33
23	Volkswagen	64	78	↓	↓	25
24	Mini	60	71	↓	↑	0
25	GMC	60	73	↓	↑	20
26	Jaguar	59	79	↓	↑	0
27	Dodge	56	74	↓	↓	0
28	Land Rover	52	71	↓	↑	0
29	Mitsubishi	51	46	↓	↓	0
30	Jeep	45	55	↓	↓	0
31	Fiat	41	52	↓	↓	0

10 Cars Worth Waiting For

We have our eye on this promising group of new and redesigned models coming later this year. If you're in the market now, keep these on your consideration list until we test their claims.



Family-Friendly Honda Odyssey

The fifth-generation Odyssey packs a stronger 3.5-liter V6 with 280 hp, paired with a nine- or 10-speed automatic, depending on trim. The second-row outboard seats not only slide fore and aft but also side to side, aiding child-seat usability and rear access. A single infotainment screen replaces the previous complicated dual screen. A ceiling-mounted camera displays on the center screen what the kids are up to in the back.

AVAILABLE: **Spring 2017**



Bite-Sized Beauty Nissan Rogue Sport

The Rogue Sport is 1 foot shorter than the Rogue small SUV but larger than the whimsical Juke. All Rogue Sports come with a 141-hp, 2.0-liter four-cylinder mated to a continuously variable transmission driving either the front or all wheels. Available features include the NissanConnect navigation/app system with a 7-inch screen and a 360-degree-view camera system.

AVAILABLE: **Spring 2017**

Going Uptown Toyota Camry

The top-selling midsize sedan in the land rides on a new platform that Toyota claims is more fuel efficient, and it rocks a sleeker, more sophisticated look for 2018. The 2.5-liter four-cylinder and the 3.5-liter V6 will be paired to a new eight-speed automatic; as before, a four-cylinder hybrid will be available. An upgraded interior gives the Camry a more premium feel and features the next generation of Toyota's Entune infotainment system.

AVAILABLE: **Summer 2017**



Modern Machine GMC Terrain

Like its sibling, the Chevy Equinox, the Terrain now squarely fits in the small SUV class rather than half a size up. The Terrain brings an advanced infotainment system and many safety features. In an effort to improve fuel economy, GMC offers a choice of two four-cylinder turbos plus a diesel, ditching the previous V6. The gas engines will be coupled with a nine-speed automatic; the diesel gets a six-speed.

AVAILABLE: **Summer 2017**

Potent Pickup Ford F-150

The F-150's evolution continues with a styling refresh and more advanced safety features. The base engine is now a 282-hp, 3.3-liter V6, and more engines in the lineup will be teamed with a 10-speed automatic. Fuel-saving automatic start/stop is standard across the range. The F-150 gains automatic emergency braking and adaptive cruise control. A 3.0-liter turbodiesel engine is coming for 2019.

AVAILABLE: **Fall 2017**



Roomier Recreation Volkswagen Tiguan

The new long-wheelbase Tiguan has an extra 10.7 inches of length and features an available third-row seat, a rarity among small SUVs. Cargo space, a former shortcoming, has been improved. Power comes from a 184-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic; AWD is available. VW's optional Digital Cockpit lets drivers reconfigure the 12.3-inch instrument panel for easy viewing of navigation and other key data.

AVAILABLE: **Summer 2017**

Well-Mannered Mover Chevrolet Traverse

Even though the previous model was commodious, the Traverse has become roomier for 2018, devoting more space to the second and third rows and more cargo room behind the raised third row. Power comes from a 2.0-liter four-cylinder turbo or a 3.6-liter V6, each paired with a new nine-speed automatic. The V6 will produce an estimated 305 hp with a claimed 3-mpg improvement in highway fuel economy.

AVAILABLE: **Fall 2017**

Lively Luxury Lexus LS

Longer, lower, wider, and reportedly 200 pounds lighter, the new LS is poised to remain a top choice in the ultraluxury sedan segment. The V8 has been replaced with a twin-turbo 3.5-liter V6 producing 415 hp, hooked to a new 10-speed automatic. Lexus claims a 0-60 mph time of 4.5 seconds. The high-tech cabin features a 12.3-inch infotainment screen along with a massive available 24-inch color head-up display.

AVAILABLE: **November 2017**

Sport Appeal Kia Stinger

Kia is boldly reaching for the enthusiast driver with the sleek, low-slung 2018 Stinger hatchback. Engines include a 255-hp, 2.0-liter turbo four-cylinder and a twin-turbo 365 hp, 3.3-liter V6, driving the rear or all wheels through an eight-speed automatic transmission. The suspension and steering will have five settings, from comfort to hard-core performance.

AVAILABLE: **December 2017**



Perky Urbanite Ford EcoSport

The Fiesta-based EcoSport is tasked with bringing driving zest to the expanding subcompact SUV segment. Ford's smallest-ever SUV has a choice of a turbo 1.0-liter three-cylinder or a 2.0-liter four-cylinder, both paired with a six-speed automatic; the 2.0-liter comes standard with AWD. The EcoSport's awkward side-hinged tailgate reflects considerations in other markets; it's already on sale elsewhere in the world.

AVAILABLE: **Spring 2018**

Cars Your Way

WE'RE AT YOUR SERVICE. Buying a car should be easy and rational and make you feel as in control as you'd be at the wheel of a terrific car. But car-dealer come-ons and a raft of biased, incomplete info flooding the internet can make the process nerve-racking and even risky.

So take a deep breath and relax, because in these sections we do what we do best: deliver authoritative, comprehensive, unbiased data based on consumer-relevant measures and unparalleled testing, so you can choose a car with confidence.

Our New Car ratings provide a handy reference to all of the vehicles Consumer Reports has recently tested. At a glance you can see how each model matches up with its competitors in key areas including Overall Score,

Road-Test Score, Reliability and Satisfaction survey results, overall fuel economy, and more. Our New Car Profiles cover 260 cars, SUVs, trucks, and vans currently on sale. Each profile contains our expert review, the Overall Score for tested vehicles, and key data from our testing and surveys.

Used Car Winners & Losers is a curated list of the most reliable and affordable vehicles from \$5,000 to \$30,000. We're the only place you'll find an unapologetic list of the unreliable vehicles you should stay far away from.

And last, turn to our reliability charts for new and used cars to see what might go wrong—and when—with the model you currently own as well as how trouble-prone your next car, SUV, or truck might be.

New Car Ratings

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Used Car Winners & Losers

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New Car Profiles

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New & Used Car Reliability

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New Car Ratings



Nowhere else will you find such comprehensive, independent ratings of 245 new cars. All ratings are based on the proprietary performance and fuel-economy tests gathered at our world-class test track, along with extensive subscriber surveys and government and insurance-industry safety data. Don't buy a new car without them.

HOW TO READ THE RATINGS CHARTS

Overall Score reflects a vehicle's performance in our road tests, results from our Reliability and Owner Satisfaction surveys, the availability of a frontal crash prevention system, and, if applicable, results from crash tests by government and insurance-industry agencies. We now deduct points if a vehicle's shifter lacks fail-safes, is difficult to operate, and/or can be confused with other controls. (See "Proceed With Caution," starting on page 20.)

Make, Model & Trim reflect the particular vehicle we tested. We expect similar new models to perform comparably.

Recommended Vehicles did well in testing, have average or better predicted reliability, and performed adequately if included in crash tests. A model that scores Poor in the Insurance Institute for Highway Safety narrow-offset crash test can't be recommended.

Survey Results reflect findings of annual Reliability and Owner Satisfaction surveys taken by Consumer Reports subscribers.

Predicted Reliability is based on about 500,000 vehicles owned by subscribers who reported problems with their vehicles in our 2016 Annual Auto Survey. It covers a model's latest three years of data.

Owner Satisfaction is based on the percentage of owners who said

they would definitely buy the same car again. The information is drawn from feedback on more than 300,000 vehicles less than 3 years old. Partial or limited data may be used for either survey if the car is new or redesigned, or if we have insufficient survey responses.

Safety identifies whether a vehicle has one or more frontal crash prevention systems, such as forward-collision warning and automatic emergency braking. NA means no such system is offered. Opt. means it's available on some versions but not necessarily on the one we tested. Models with standard systems are rated from to based on how many of these features are standard.

Road-Test Results display test findings

most relevant to each vehicle category. We buy and test about 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for seat comfort and agility are graded by our experts. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in both electric and gas modes.

WE RATE CARS USING THESE SYMBOLS



Go to CR.org/newcarbuyingguide for our comprehensive guide to buying a new car, including the best deals, advice on negotiating the price, tips on trade-ins, the pros and cons of leasing vs. buying, and a video on the most reliable brands.

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As Tested		Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Luggage, Suitcases + Duffels/Cargo Volume, Cu. Ft.
CARS: COMPACT ELECTRICS AND HYBRIDS																
✓	Toyota Prius Three	\$27,323	77	✓	✓	Std./✓	75	52	10.3	135	53.5	✓	✓/✓	✓/✓	✓	2+2
✓	Ford C-Max Hybrid SE	\$26,685	73	✓	✓	Opt.	77	37	8.4	138	53.0	✓	✓/✓	✓/✓	✓	28.0
✓	Ford C-Max Energi	\$34,940	73	✓	✓	Opt.	77	94/37	8.1	136	50.5	✓	✓/✓	✓/✓	✓	1+1
✓	Toyota Prius V Three	\$28,217	71	✓	✓	Opt.	73	41	10.7	138	55.0	✓	✓/✓	✓/✓	✓	32.0
✓	BMW i3 Giga	\$50,450	71	✓	✓	Opt.	79	139	7.5	131	55.0	✓	✓/✓	✓/✓	✓	1+1
	Toyota Prius C Two	\$20,850	63	✓	✓	Std./✓	55	43	11.3	135	51.5	✓	✓/✓	✓/✓	✓	1+1
	Nissan Leaf S	\$29,860	62	✓	✓	NA	71	106	10.3	136	52.5	✓	✓/✓	✓/✓	✓	2+1
	Chevrolet Volt LT	\$35,890	54	✓	✓	Opt.	70	105/38	8.0	133	52.5	✓	✓/✓	✓/✓	✓	2+0
	Ford Focus Electric	\$40,990	50	✓	✓	NA	72	107	10.2	140	52.5	✓	✓/✓	✓/✓	✓	1+1
	Mitsubishi i-MiEV SE	\$33,630	44	✓	✓	NA	35	111	14.7	132	52.0	✓	✓/✓	✓/✓	✓	1+1
CARS: SUBCOMPACT																
✓	Toyota Yaris iA	\$17,570	67	✓	✓	Std./✓	60	35	10.3	139	55.0	✓	✓/✓	✓/✓	✓	3+0
✓	Honda Fit EX	\$19,025	66	✓	✓	NA	67	33	10.0	132	55.0	✓	✓/✓	✓/✓	✓	2+2
✓	Chevrolet Sonic LT (1.8L)	\$17,290	64	✓	✓	Opt.	66	28	9.3	128	54.0	✓	✓/✓	✓/✓	✓	3+0
	Nissan Versa Note SV	\$17,495	62	✓	✓	NA	61	31	10.9	135	54.5	✓	✓/✓	✓/✓	✓	1+2
	Hyundai Accent SE	\$16,050	61	✓	✓	NA	65	31	10.3	134	51.5	✓	✓/✓	✓/✓	✓	3+1
	Kia Rio EX	\$17,275	60	✓	✓	NA	64	30	9.5	138	55.0	✓	✓/✓	✓/✓	✓	2+3
	Toyota Yaris LE	\$17,290	57	✓	✓	Std./✓	47	32	10.8	137	54.0	✓	✓/✓	✓/✓	✓	1+1
	Nissan Versa SV (sedan)	\$15,490	56	✓	✓	NA	56	32	10.6	140	54.5	✓	✓/✓	✓/✓	✓	4+0
	Chevrolet Spark 1LT	\$16,660	50	✓	✓	Opt.	47	33	12.0	129	57.5	✓	✓/✓	✓/✓	✓	1+1
	Ford Fiesta SE (hatchback, 4-cyl., MT)	\$17,795	48	✓	✓	NA	66	32	10.7	134	55.0	✓	✓/✓	✓/✓	✓	1+2
	Ford Fiesta SE (3-cyl., MT)	\$18,720	47	✓	✓	NA	66	35	9.0	125	56.0	✓	✓/✓	✓/✓	✓	1+3
	Ford Fiesta SE (sedan, 4-cyl.)	\$16,595	46	✓	✓	NA	64	33	10.9	142	52.5	✓	✓/✓	✓/✓	✓	3+1
	Smart ForTwo Passion	\$18,730	41	✓	✓	Opt.	41	36	11.2	132	52.5	✓	✓/✓	✓/✓	✓	1+1
	Mitsubishi Mirage ES	\$16,050	37	✓	✓	NA	29	37	12.1	138	52.5	✓	✓/✓	✓/✓	✓	1+1
CARS: SMALL 2-DOOR																
✓	Hyundai Veloster (base, MT)	\$20,340	63	✓	✓	NA	67	31	9.2	131	54.0	✓	✓/✓	✓/✓	✓	1+3
	Mini Cooper (base, AT)	\$27,400	58	✓	✓	Opt.	68	31	8.3	133	54.5	✓	✓/✓	✓/✓	✓	1+1
	Volkswagen Beetle S 1.8T (AT)	\$22,485	46	✓	✓	NA	59	27	8.4	136	51.0	✓	✓/✓	✓/✓	✓	2+1
	Fiat 500C Pop (MT)	\$21,000	44	✓	✓	NA	52	34	11.0	129	53.0	✓	✓/✓	✓/✓	✓	0+2
	Fiat 500 Sport (MT)	\$18,600	40	✓	✓	NA	54	33	11.3	134	55.0	✓	✓/✓	✓/✓	✓	1+0
CARS: COMPACT																
✓	Chevrolet Cruze LT	\$23,145	78	✓	✓	Opt.	77	30	8.5	125	56.0	✓	✓/✓	✓/✓	✓	3+1
✓	Toyota Corolla LE	\$20,652	77	✓	✓	Std./✓	71	32	9.9	138	54.5	✓	✓/✓	✓/✓	✓	3+1
✓	Kia Forte LX	\$19,570	73	✓	✓	Opt.	80	33	10.1	128	52.5	✓	✓/✓	✓/✓	✓	3+1

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As Tested		Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Luggage, Suitcases + Duffels/Cargo Volume, Cu. Ft.
CARS: COMPACT (Continued)																
✓	Mazda3 Grand Touring (hatchback, 2.0L, MT)	\$24,040	72	↑	↑	Opt.	73	32	8.2	133	54.0	↑	↑/↑	↑/↑	↑	2+2
✓	Mazda3 Touring (2.0L)	\$21,740	72	↑	↑	Opt.	72	33	8.3	133	54.5	↑	↑/↑	↑/↑	↑	2+3
✓	Kia Soul Plus	\$24,115	71	↓	↑	Opt.	74	26	8.8	127	53.5	↑	↑/↑	↑/↑	↑	24.5
✓	Toyota Corolla iM	\$19,995	70	↑	↓	Std./↑	64	31	10.0	133	52.5	↑	↑/↑	↑/↑	↑	1+3
✓	Hyundai Elantra SE	\$20,090	69	↑	↑	Opt.	66	33	9.9	133	54.0	↓	↑/↑	↓/↑	↑	3+1
	Volkswagen Golf SE (1.8T)	\$25,315	64	↓	↑	Opt.	82	28	8.7	130	54.0	↑	↑/↑	↑/↑	↑	2+1
	Mitsubishi Lancer ES	\$17,515	61	↓	↓	NA	62	25	9.8	144	49.5	↑	↑/↑	↑/↑	↑	3+1
	Nissan Sentra SV	\$20,125	61	↓	↓	Opt.	62	31	10.4	129	56.0	↓	↑/↑	↓/↑	↑	3+2
	Volkswagen Jetta SE (1.4T)	\$21,235	59	↓	↓	Opt.	79	32	9.1	131	53.0	↑	↑/↑	↑/↑	↑	3+2
	Honda Civic LX	\$20,275	58	↓	↑	Opt.	76	32	8.7	129	56.0	↑	↑/↑	↓/↑	↑	3+1
	Mini Clubman Base (1.5T)	\$31,550	57	↓	↑	Opt.	67	28	10.5	129	56.5	↑	↑/↑	↑/↓	↓	1+2
	Honda Civic EX-T	\$23,035	57	↓	↑	Opt.	75	31	7.1	129	54.5	↑	↑/↑	↓/↑	↓	3+1
	Ford Focus SE (2.0L)	\$20,485	47	↓	↓	NA	67	29	9.8	128	51.5	↑	↑/↑	↓/↑	↑	2+1
	Ford Focus SE (1.0T)	\$21,455	45	↓	↓	NA	62	29	11.0	128	51.5	↑	↑/↑	↓/↑	↑	2+1
	Fiat 500L	\$24,595	35	↓	↓	NA	50	27	9.5	132	51.5	↑	↓/↑	↓/↑	↓	2+2
CARS: MIDSIZED																
✓	Kia Optima EX (2.4L)	\$25,860	85	↑	↑	Opt.	86	28	8.0	130	51.5	↑	↑/↑	↑/↑	↑	3+2
✓	Toyota Camry Hybrid XLE	\$29,052	85	↑	↑	Opt.	87	38	7.6	133	51.0	↑	↑/↑	↑/↑	↑	3+1
✓	Toyota Camry XLE (V6)	\$32,603	84	↑	↑	Opt.	86	26	6.4	136	50.5	↑	↑/↑	↑/↑	↑	4+0
✓	Toyota Camry LE (4-cyl.)	\$24,089	83	↑	↑	Opt.	84	28	8.6	131	53.5	↑	↑/↑	↑/↑	↑	4+0
✓	Honda Accord LX (4-cyl.)	\$23,270	82	↑	↑	Opt.	85	30	7.7	136	53.0	↑	↑/↑	↑/↑	↑	3+2
✓	Honda Accord EX-L (V6)	\$30,860	81	↑	↑	Opt.	84	26	6.3	139	52.5	↑	↑/↑	↑/↑	↑	3+2
✓	Subaru Legacy 2.5i Premium	\$24,837	79	↓	↑	Opt.	89	26	10.2	128	55.5	↑	↑/↑	↑/↑	↑	3+1
✓	Ford Fusion SE (1.5T)	\$27,720	77	↑	↓	Opt.	81	24	9.2	125	52.5	↑	↑/↑	↓/↑	↑	3+2
✓	Mazda6 Sport	\$23,590	77	↑	↑	Opt.	79	32	7.5	132	53.0	↑	↑/↑	↑/↑	↑	3+2
✓	Ford Fusion SE Hybrid	\$28,290	76	↑	↓	Opt.	80	39	8.3	140	52.0	↑	↑/↑	↓/↑	↑	2+3
✓	Chevrolet Malibu 1LT (1.5T)	\$26,790	76	↓	↑	Opt.	80	29	8.4	130	53.0	↑	↑/↑	↓/↑	↑	3+2
✓	Chevrolet Malibu Hybrid	\$30,735	75	↓	↑	Opt.	79	41	8.0	135	55.0	↑	↑/↑	↓/↑	↑	1+2
✓	Ford Fusion Titanium (2.0T)	\$33,180	75	↑	↓	Opt.	78	22	7.4	130	53.5	↑	↑/↑	↑/↑	↓	3+1
✓	Hyundai Sonata Hybrid SE	\$26,950	75	↓	↑	Opt.	80	39	8.2	140	51.0	↓	↑/↑	↑/↑	↑	2+2
✓	Hyundai Sonata SE (2.4L)	\$23,315	73	↓	↑	Opt.	78	28	9.2	139	50.5	↓	↑/↑	↑/↑	↑	3+2
	Nissan Altima 3.5 SL	\$31,610	72	↓	↓	Opt.	80	24	6.3	133	52.0	↓	↑/↑	↑/↑	↑	3+1
	Nissan Altima 2.5 SV	\$26,890	67	↓	↓	Opt.	71	29	8.4	135	52.0	↓	↑/↑	↑/↑	↑	3+2
	Volkswagen Passat SE (1.8T)	\$27,485	65	↓	↓	Std./↑	82	28	8.6	129	52.5	↑	↑/↑	↑/↑	↑	3+1
	Volkswagen Passat SEL Premium (V6)	\$33,720	64	↓	↓	Std./↑	79	23	6.8	132	52.5	↑	↑/↑	↑/↑	↑	3+0

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As Tested		Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Luggage, Suitcases + Duffels/Cargo Volume, Cu. Ft.
CARS: LARGE																
✓	Chevrolet Impala Premier (V6)	\$39,110	84	↓	↑	Opt.	91	22	6.9	130	54.0	↑	↑/↑	↑/↑	↑	4+2
✓	Toyota Avalon Limited (V6)	\$42,010	83	↑	↑	Std./↑	80	24	6.6	135	52.0	↓	↑/↑	↑/↑	↑	4+0
✓	Nissan Maxima Platinum	\$41,995	72	↓	↑	Opt.	81	25	6.5	132	53.0	↑	↓/↑	↑/↓	↑	3+0
	Chrysler 300 C (V8)	\$45,650	66	↓	↑	Opt.	84	20	6.1	134	49.5	↑	↑/↑	↑/↑	↑	3+1
	Chrysler 300 Limited (V6)	\$38,335	66	↓	↑	Opt.	83	22	7.4	137	50.0	↑	↑/↑	↑/↑	↑	3+1
	Ford Taurus Limited (3.5, V6)	\$37,885	66	↓	↓	Opt.	72	21	7.2	135	50.0	↓	↑/↑	↑/↑	↓	4+2
	Dodge Charger R/T Plus (V8)	\$40,375	61	↓	↑	Opt.	85	20	6.1	128	50.5	↑	↑/↑	↑/↑	↑	2+3
	Dodge Charger SXT (V6)	\$34,510	60	↓	↑	Opt.	82	22	7.4	134	52.0	↑	↑/↑	↑/↑	↑	3+1
CARS: LUXURY ENTRY-LEVEL																
✓	Volkswagen CC Sport (2.0T)	\$32,800	70	↓	↓	Opt.	78	26	7.5	133	52.0	↑	↑/↑	↑/↓	↑	3+1
	Audi A3 Premium	\$31,495	69	↓	↑	Std./↑	77	27	8.3	124	53.0	↑	↓/↓	↑/↓	↓	2+1
	Lexus CT 200h Premium	\$32,012	66	↑	↓	Opt.	65	40	11.0	133	54.5	↑	↓/↓	↑/↓	↑	1+1
	Acura ILX Premium	\$30,820	64	↑	↓	Opt.	61	28	7.5	132	54.5	↓	↓/↓	↑/↓	↓	2+2
	Volkswagen Jetta GLI SE (MT)	\$27,740	57	↓	↓	Opt.	74	27	7.2	132	54.5	↑	↓/↓	↑/↑	↑	3+2
	Mercedes-Benz CLA250	\$36,500	51	↓	↓	Std./↑	64	28	6.6	124	54.0	↑	↓/↓	↑/↓	↓	2+2
CARS: LUXURY COMPACT																
✓	Buick Regal Premium I	\$34,485	81	↑	↑	Opt.	83	24	7.4	125	53.5	↑	↑/↑	↑/↓	↑	3+1
✓	Audi A4 Premium Plus	\$48,890	81	↑	↑	Std./↑	88	27	6.3	135	53.5	↑	↑/↑	↑/↑	↓	2+2
✓	BMW 328d xDrive	\$50,475	77	↓	↓	Opt.	86	35	8.5	132	54.0	↑	↑/↑	↑/↓	↓	2+1
✓	BMW 330i xDrive	\$51,745	76	↓	↓	Opt.	86	26	6.9	129	55.0	↑	↑/↑	↑/↓	↓	2+2
✓	Volvo S60 T5	\$39,925	73	↓	↓	Std./↓	80	25	7.9	128	54.0	↑	↓/↑	↑/↓	↑	3+0
	Infiniti Q50 3.0t Premium (AWD)	\$48,775	71	↓	↓	Opt.	85	22	5.7	126	56.0	↑	↑/↑	↑/↓	↓	2+1
	Mercedes-Benz C300 (4Matic) ⚠	\$47,560	67	↓	↓	Std./↑	85	26	6.8	136	55.5	↑	↑/↑	↑/↓	↓	2+1
	Lexus IS300 (AWD)	\$48,149	66	↑	↓	Std./↑	56	20	6.5	139	53.0	↑	↓/↑	↑/↓	↓	2+1
	Cadillac ATS Luxury (2.0T)	\$43,295	60	↓	↓	Opt.	79	23	6.5	125	57.5	↑	↑/↑	↑/↓	↓	2+1
	Acura TLX 2.4L	\$35,920	60	↓	↓	Opt.	79	27	7.4	129	54.5	↑	↑/↑	↑/↓	↓	2+2
	Acura TLX SH-AWD	\$42,345	57	↓	↓	Opt.	75	25	6.5	129	55.0	↑	↑/↑	↑/↓	↓	2+2
CARS: LUXURY MIDSIZED																
✓	Infiniti Q70 (V6)	\$53,825	88	↑	↑	Opt.	90	21	5.8	128	54.5	↑	↑/↑	↑/↑	↑	3+2
✓	Lexus GS 350	\$58,858	85	↑	↑	Std./↑	83	21	6.2	137	53.5	↑	↑/↑	↑/↑	↓	3+1
✓	Audi A6 3.0 Premium Plus Quattro	\$56,295	84	↑	↑	Opt.	90	22	5.7	132	52.5	↑	↑/↑	↑/↑	↓	3+1
✓	Infiniti Q70 Hybrid	\$58,655	83	↑	↑	Opt.	83	25	5.6	131	52.0	↑	↑/↑	↑/↑	↑	2+1
✓	Lexus ES 350	\$43,702	82	↑	↑	Std./↑	78	25	6.7	139	51.5	↓	↑/↑	↑/↑	↓	3+2
✓	Lexus ES 300h	\$44,017	81	↑	↑	Std./↑	77	36	8.2	140	51.0	↓	↑/↑	↑/↑	↓	3+1
✓	Lincoln MKZ 2.0 EcoBoost	\$41,990	81	↓	↑	Opt.	88	23	7.4	124	53.0	↑	↑/↑	↑/↓	↑	3+2

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As Tested		Predicted Reliability	Owner Satisfaction	Front Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Luggage, Suitcases + Duffels/Cargo Volume, Cu. Ft.
	CARS: LUXURY MIDSIZED (Continued)															
✓	Lincoln MKZ Hybrid	\$41,990	<div>81</div>	⚠	👍	Opt.	88	34	9.2	129	53.0	👍	👍/👍	👍/⚠	👍	2+2
✓	Cadillac CT6 Luxury (3.6, AWD)	\$64,485	<div>81</div>	⚠	👍	Opt.	95	22	6.5	125	52.0	👍	👍/👍	👍/👍	⚠	3+2
✓	Genesis G80 3.8 (AWD)	\$52,450	<div>80</div>	⚠	👍	Std./👍	89	20	7.2	129	53.0	👍	👍/👍	👍/👍	👍	3+1
✓	Buick LaCrosse Essence	\$43,225	<div>78</div>	⚠	👍	Opt.	85	24	6.3	127	54.0	⚠	👍/👍	👍/👍	👍	3+2
✓	Cadillac XTS Premium	\$57,200	<div>77</div>	👍	⚠	Opt.	82	22	7.2	128	53.0	👍	👍/👍	👍/👍	👎	4+1
	Acura RLX Tech	\$55,345	<div>75</div>	👍	👎	Std./👍	75	23	6.5	128	51.5	⚠	⚠/👍	👍/👍	👎	2+3
	Mercedes-Benz E300 (4Matic) 🚩	\$69,585	<div>74</div>	⚠	👍	Std./👍	85	24	7.1	128	54.5	👍	👍/👍	👍/⚠	👎	2+2
	Chevrolet SS	\$47,170	<div>74</div>	👎	👍	Std./⚠	87	17	5.1	118	56.0	👍	⚠/⚠	👍/👍	👍	3+1
	Cadillac CTS Luxury (V6, AWD)	\$58,780	<div>71</div>	⚠	⚠	Opt.	83	22	6.5	127	54.5	👍	👍/👍	👍/⚠	👎	2+2
	Volvo S90 T6 Momentum (AWD) 🚩	\$61,855	<div>62</div>	👎	👍	Std./👍	73	23	7.2	130	52.5	👍	⚠/👍	👍/👍	👎	2+2
	Jaguar XF Prestige (V6)	\$66,586	<div>61</div>	👎	👍	Opt.	83	21	5.8	128	51.0	👍	👍/👍	👍/👍	⚠	2+1
	Maserati Ghibli S Q4	\$89,010	<div>48</div>	👎	👎	Opt.	71	19	5.4	115	53.5	👍	👎/⚠	👍/⚠	⚠	2+2

CARS: ULTRA-LUXURY																			
✓	Tesla Model S P85D ⚠	\$127,820	87	↓	↑	Std./↑	100	87	3.5	118	55.5	↑	↑/↑	↑	↑	↑	↓	↓	4+3
✓	Lexus LS 460L	\$82,504	87	↑	↑	Opt.	89	21	6.2	140	48.5	↑	↑/↑	↑	↑	↑	↓	↓	3+2
✓	BMW 750i xDrive ⚠	\$110,645	85	↓	↑	Opt.	99	21	5.3	131	52.5	↑	↑/↑	↑	↑	↑	↓	↓	2+4
✓	Audi A8 L	\$91,275	82	↑	↑	Opt.	91	21	5.5	126	52.0	↑	↑/↑	↑	↑	↑	↓	↓	3+1
	Mercedes-Benz S550 (4Matic) ⚠	\$114,475	68	↓	↑	Std./↑	96	18	5.1	128	51.0	↑	↑/↑	↑	↑	↑	↓	↓	2+3
	Jaguar XJL Portfolio	\$81,575	61	↓	↑	NA	82	19	5.5	138	52.5	↑	↑/↑	↑	↑	↑	↓	↓	2+1

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Acceleration Quarter Mile, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Controls
	SPORTS/SPORTY CARS OVER \$40,000 Equipped with manual transmission.															
✔	BMW M235i	\$50,400	<div>92</div>	⬆	⬆	Opt.	98	25	5.2	13.8	115	58.5	⬆	⬇ / ⬆	⬆	⬆
✔	Chevrolet Corvette Stingray 3LT	\$73,260	<div>83</div>	⬇	⬆	NA	92	20	4.3	12.6	107	57.5	⬆	⬇ / ⬇	⬇	⬆
✔	Porsche 911 Carrera S	\$110,630	<div>82</div>	⬇	⬆	Opt.	95	23	4.1	12.4	108	59.5	⬆	⬇ / ⬇	⬆	⬇
✔	Porsche 718 Boxster (base, AT)	\$69,790	<div>82</div>	⬇	⬆	Opt.	95	26	4.5	13.0	108	59.0	⬆	⬇ / ⬇	⬇	⬇
✔	Audi TT 2.0T (AT)	\$50,600	<div>81</div>	⬆	⬆	NA	84	26	6.3	14.8	113	58.0	⬆	⬇ / ⬇	⬆	⬇
✔	Chevrolet Camaro 2SS (V8)	\$47,020	<div>76</div>	⬇	⬆	NA	85	20	4.4	12.7	112	56.0	⬆	⬇ / ⬇	⬇	⬆
	Ford Mustang GT Premium (V8)	\$43,295	<div>62</div>	⬇	⬆	Opt.	84	19	4.9	13.4	121	54.5	⬆	⬇ / ⬇	⬆	⬇
	Dodge Challenger R/T Plus (V8)	\$40,860	<div>53</div>	⬇	⬆	Opt.	70	20	5.5	13.9	119	51.5	⬆	⬇ / ⬇	⬇	⬆

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Acceleration Quarter Mile, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Controls
	SPORTS/SPORTY CARS UNDER \$40,000 Equipped with manual transmission.															
✓	Mazda MX-5 Miata Club	\$29,905	<div><div></div></div> 79	↑	↗	NA	80	34	6.7	15.1	124	57.5	↗	↓ / ↘	↓	↓
✓	Nissan 370Z Touring (coupe)	\$38,565	<div><div></div></div> 75	↓	↓	NA	81	23	5.3	13.9	120	58.0	↗	↓ / ↘	↘	↗
✓	Subaru BRZ Premium	\$27,117	<div><div></div></div> 73	↓	↓	NA	79	30	7.2	15.6	126	56.0	↗	↓ / ↘	↗	↗
✓	Toyota 86	\$25,025	<div><div></div></div> 73	↓	↓	NA	78	30	7.2	15.5	126	56.5	↗	↓ / ↘	↗	↗
	Volkswagen GTI Autobahn	\$31,730	<div><div></div></div> 71	↘	↗	Opt.	82	29	6.6	15.2	132	55.0	↗	↓ / ↗	↗	↗
	Mini Cooper S	\$29,945	<div><div></div></div> 66	↘	↗	Opt.	81	30	7.2	15.5	130	56.0	↗	↓ / ↓	↗	↗
	Buick Cascada Premium	\$37,385	<div><div></div></div> 60	↗	↗	Opt.	53	22	8.9	17.0	134	54.0	↗	↗ / ↘	↓	↘
	Subaru WRX Premium	\$29,742	<div><div></div></div> 59	↘	↗	Opt.	75	26	6.0	14.5	120	59.0	↗	↘ / ↘	↗	↗
	Ford Mustang Premium (4-cyl., AT)	\$33,080	<div><div></div></div> 58	↘	↗	Opt.	76	25	6.4	14.9	125	53.0	↗	↓ / ↓	↗	↓
	Fiat 500 Abarth	\$26,050	<div><div></div></div> 52	↘	↘	NA	66	28	8.0	16.1	125	55.5	↗	↘ / ↘	↓	↓
	Ford Fiesta ST	\$24,985	<div><div></div></div> 52	↘	↘	NA	74	29	7.3	15.6	118	57.0	↗	↘ / ↓	↓	↓
	Ford Focus ST	\$28,270	<div><div></div></div> 51	↘	↘	NA	74	26	6.6	15.1	122	53.0	↗	↘ / ↓	↓	↗

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Cargo Volume, Cu. Ft.
	WAGONS (ALL-WHEEL DRIVE)															
✓	Subaru Outback 3.6R Limited	\$36,835	<div><div></div></div> 75	⚠	👍	Opt.	85	22	7.4	134	55.0	⚠	👍 / 👍	👍 / 👍	👍	34.0
✓	Subaru Outback 2.5i Premium	\$28,852	<div><div></div></div> 73	⚠	👍	Opt.	82	24	10.5	133	53.5	⚠	👍 / 👍	👍 / 👍	👍	34.0
	Volvo V60 Cross Country	\$46,475	<div><div></div></div> 68	⚠	⚠	Std. / ⚠	73	21	8.1	127	49.5	👍	⚠ / 👍	👍 / ⚠	👍	26.0
	Volkswagen Golf Alltrack SE	\$32,515	<div><div></div></div> 66	🔴	⚠	Opt.	89	25	8.5	124	56.0	👍	👍 / 👍	👍 / 👍	👍	30.5
	MINIVANS															
✓	Toyota Sienna XLE (FWD)	\$35,810	<div><div></div></div> 80	👍	👍	Opt.	80	20	8.8	134	49.0	⚠	👍 / 👍	👍 / 👍	👍	70.5
✓	Honda Odyssey EX-L	\$38,055	<div><div></div></div> 79	⚠	👍	Opt.	84	21	8.4	136	47.5	👍	👍 / 👍	👍 / 👍	👍	61.5
✓	Toyota Sienna XLE (AWD)	\$38,201	<div><div></div></div> 78	👍	👍	Opt.	78	19	8.5	139	48.5	⚠	👍 / 👍	👍 / 👍	👍	70.5
	Ford Transit Connect XLT (2.5L)	\$28,015	<div><div></div></div> 68	⚠	🔴	NA	76	21	10.9	132	53.0	👍	⚠ / ⚠	⚠ / 👍	👍	61.0
	Kia Sedona EX	\$34,795	<div><div></div></div> 67	⚠	👍	Opt.	70	20	8.0	133	48.0	⚠	⚠ / 👍	👍 / 👍	👍	46.0
	Chrysler Pacifica Touring L	\$38,245	<div><div></div></div> 66	🔴	👍	Opt.	85	21	8.0	136	51.5	⚠	👍 / 👍	👍 / 👍	👍	66.0
	Dodge Grand Caravan GT	\$37,295	<div><div></div></div> 62	⚠	⚠	NA	72	17	8.1	141	49.0	⚠	👍 / 👍	👍 / 👍	⚠	61.5
	SUVs: SUBCOMPACTS															
✓	Subaru Crosstrek Premium	\$24,215	<div><div></div></div> 76	👍	👍	Opt.	74	26	9.7	130	53.0	👍	⚠ / ⚠	👍 / 👍	👍	23.0
✓	Honda HR-V LX	\$22,045	<div><div></div></div> 69	👍	⚠	NA	66	29	10.5	132	55.0	👍	🔴 / 🔴	🔴 / 👍	👍	32.0
✓	Mazda CX-3 Touring	\$25,800	<div><div></div></div> 64	⚠	⚠	Opt.	64	28	9.6	135	53.5	👍	⚠ / ⚠	⚠ / 🔴	⚠	18.0
	Chevrolet Trax LT	\$25,560	<div><div></div></div> 62	👍	🔴	Opt.	55	25	10.8	130	54.0	⚠	🔴 / ⚠	⚠ / ⚠	⚠	26.0
	Fiat 500X Easy	\$26,600	<div><div></div></div> 42	🔴	👍	Opt.	50	23	9.8	130	52.5	⚠	🔴 / 🔴	⚠ / ⚠	👍	19.5
	Jeep Renegade Latitude	\$27,525	<div><div></div></div> 42	🔴	⚠	Opt.	56	24	9.9	130	51.5	⚠	🔴 / ⚠	⚠ / ⚠	👍	30.5

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Cargo Volume, Cu. Ft.
SUVs: COMPACT																
✓	Subaru Forester 2.5i Premium	\$27,145	83	↑	↑	Opt.	85	26	8.7	127	52.0	↑	↑/↑	↑/↑	↑	35.5
✓	Toyota RAV4 XLE	\$29,014	79	↑	↓	Std./↑	75	24	9.3	135	51.0	↑	↑/↑	↓/↑	↑	37.0
✓	Toyota RAV4 Hybrid XLE	\$29,753	78	↑	↓	Std./↑	74	31	8.7	136	49.5	↑	↑/↑	↓/↑	↑	30.0
✓	Kia Sportage LX (2.4L)	\$26,720	76	↑	↑	Opt.	78	23	9.6	128	52.5	↑	↓/↓	↑/↑	↑	29.5
✓	Hyundai Tucson Sport (1.6T)	\$28,670	75	↓	↑	Opt.	79	26	8.4	128	53.0	↑	↑/↑	↑/↑	↑	29.5
✓	Mazda CX-5 Touring (2.5L)	\$28,090	74	↑	↑	Opt.	74	25	8.0	133	52.5	↑	↓/↓	↑/↑	↑	33.0
✓	Hyundai Tucson SE (2.0L)	\$25,920	73	↓	↑	Opt.	76	24	11.0	129	54.0	↑	↑/↑	↑/↑	↑	29.5
✓	Volkswagen Tiguan SEL	\$37,020	72	↑	↓	NA	74	21	8.5	140	53.5	↑	↓/↑	↑/↑	↑	30.0
✓	Ford Escape SE (1.5T)	\$29,630	71	↓	↓	Opt.	75	23	10.1	132	50.0	↑	↑/↑	↓/↓	↑	34.0
✓	Nissan Rogue SV	\$29,920	71	↑	↓	Opt.	74	24	9.5	134	54.0	↓	↑/↓	↓/↑	↑	31.5
	Mitsubishi Outlander SEL (4-cyl.)	\$28,405	60	↓	↓	Opt.	59	24	10.0	132	50.5	↓	↓/↓	↓/↑	↑	32.5
	Jeep Cherokee Limited (V6)	\$37,525	55	↓	↓	Opt.	71	21	7.7	133	51.5	↓	↓/↑	↑/↑	↑	31.0
	Jeep Cherokee Latitude (4-cyl.)	\$27,490	47	↓	↓	Opt.	58	22	10.9	138	51.5	↓	↓/↑	↓/↑	↑	31.0
SUVs: MIDSIZED																
✓	Toyota Highlander Hybrid Limited	\$50,875	86	↑	↑	Std./↑	85	25	8.3	138	49.0	↓	↑/↑	↑/↑	↑	40.5
✓	Toyota Highlander XLE (V6)	\$38,941	85	↑	↑	Std./↑	84	20	7.5	134	50.5	↓	↑/↑	↑/↑	↑	40.5
✓	Kia Sorento EX (V6)	\$37,915	82	↑	↑	Opt.	84	21	7.4	131	49.5	↑	↑/↑	↑/↑	↑	37.5
✓	Hyundai Santa Fe SE (V6)	\$36,290	78	↑	↓	Opt.	81	20	7.6	133	51.0	↓	↑/↑	↑/↑	↑	40.5
✓	Hyundai Santa Fe Sport (4-cyl.)	\$28,370	75	↑	↑	Opt.	73	23	9.7	132	50.5	↓	↑/↓	↑/↑	↑	35.5
✓	Honda Pilot EX-L	\$39,585	75	↓	↑	Opt.	80	20	7.5	136	49.5	↓	↑/↑	↑/↑	↓	48.0
✓	Mazda CX-9 Touring	\$40,470	74	↓	↑	Opt.	80	22	7.9	139	50.0	↑	↑/↑	↑/↑	↓	34.0
✓	Ford Edge SEL (2.0 EcoBoost)	\$39,755	73	↓	↑	Opt.	84	21	8.8	132	51.5	↑	↑/↑	↑/↑	↑	39.0
✓	Nissan Murano SL	\$42,065	73	↓	↑	Opt.	77	21	7.7	131	50.5	↓	↑/↑	↑/↑	↑	33.5
	Toyota 4Runner SR5 (V6)	\$37,425	62	↑	↑	NA	55	18	7.7	131	48.0	↓	↓/↑	↑/↑	↑	44.5
	Jeep Grand Cherokee Limited (diesel)	\$49,780	61	↓	↑	Opt.	84	24	8.6	132	50.5	↓	↑/↑	↑/↑	↑	36.5
	Ford Explorer XLT (V6)	\$39,275	59	↓	↓	Opt.	67	18	7.9	135	49.5	↓	↑/↑	↑/↑	↓	42.0
	Jeep Grand Cherokee Limited (V6)	\$41,375	58	↓	↑	Opt.	80	18	8.0	134	50.0	↓	↑/↑	↑/↑	↑	36.5
	Nissan Pathfinder SL	\$40,470	56	↓	↓	Opt.	72	18	7.7	137	47.0	↓	↑/↑	↑/↑	↑	39.5
	Dodge Journey GT (V6)	\$36,975	49	↓	↓	NA	64	16	8.1	139	50.0	↓	↑/↑	↑/↑	↑	37.0
	Jeep Wrangler Unlimited Sahara	\$36,340	28	↓	↑	NA	20	17	8.9	151	45.0	↓	↓/↓	↓/↓	↓	34.5
SUVs: LARGE																
✓	Chevrolet Traverse LT	\$39,920	76	↑	↓	Opt.	77	16	7.9	141	50.0	↑	↑/↑	↑/↑	↑	48.5
✓	Ford Flex SEL	\$42,155	74	↑	↑	Opt.	73	18	8.5	141	48.0	↓	↑/↑	↑/↑	↓	47.5
✓	Ford Expedition EL Limited	\$63,080	67	↑	↑	NA	61	14	7.2	136	45.0	↓	↑/↓	↑/↑	↑	71.0
✓	Toyota Sequoia Limited	\$54,005	65	↑	↑	NA	60	15	7.1	146	47.0	↓	↓/↑	↑/↑	↑	61.0
	Nissan Armada Platinum	\$63,020	59	↓	↑	Opt.	69	14	6.7	133	50.5	↓	↑/↑	↑/↑	↑	46.5

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Cargo Volume, Cu. Ft.
	SUVs: LARGE (Continued)															
	Dodge Durango GT (V6)	\$43,525	58	👎	👍	Opt.	83	18	8.3	134	48.0	👎	👍/👍	👍/👍	👍	44.0
	Chevrolet Suburban LTZ	\$69,790	54	👎	👍	Opt.	74	16	7.9	139	47.0	👎	👍/👍	👍/👍	👍	62.5
	Chevrolet Tahoe LT	\$60,100	51	👎	👍	Opt.	67	16	7.7	136	45.0	👎	👎/👍	👍/👍	👍	47.5
	GMC Yukon SLT	\$62,125	51	👎	👍	Opt.	67	16	7.7	136	45.0	👎	👎/👍	👍/👍	👍	47.5
	GMC Yukon XL SLT	\$67,370	50	👎	👍	Opt.	67	16	7.9	139	45.0	👎	👎/👍	👍/👍	👍	62.5
	SUVs: LUXURY ENTRY-LEVEL															
👍	Audi Q3 Premium Plus	\$40,125	80	👍	👍	NA	77	22	8.4	132	51.5	👍	👍/👍	👍/👍	👎	24.5
👍	BMW X1 xDrive28i	\$44,745	72	👍	👍	Opt.	74	26	7.9	134	53.0	👍	👎/👎	👎/👎	👍	27.0
👍	Buick Encore Leather	\$30,555	71	👍	👎	Opt.	69	23	11.0	127	55.0	👎	👍/👍	👍/👎	👍	26.0
	Mercedes-Benz GLA250	\$42,210	66	👎	👎	Std./👍	70	26	6.9	128	54.5	👍	👎/👎	👍/👎	👎	23.0
	Infiniti QX30 Premium	\$43,745	65	👎	👎	Opt.	71	25	7.1	122	57.0	👍	👎/👎	👍/👎	👎	21.5
	SUVs: LUXURY COMPACT															
👍	Mercedes-Benz GLC 300 🚨	\$49,105	79	👍	👍	Std./👍	81	22	6.8	132	50.0	👍	👍/👍	👍/👍	👎	28.0
👍	Lexus NX 200t	\$43,284	76	👍	👎	Opt.	74	24	7.5	132	49.5	👍	👎/👍	👍/👍	👎	28.5
👍	Lexus NX 300h	\$51,224	74	👍	👎	Opt.	71	29	8.9	136	49.5	👍	👎/👎	👍/👍	👎	28.5
👍	Porsche Macan S	\$63,290	74	👎	👍	Opt.	85	19	6.4	130	51.0	👍	👎/👍	👍/👍	👎	29.0
👍	Acura RDX	\$38,990	72	👍	👎	Opt.	75	22	6.6	132	51.0	👎	👎/👍	👍/👍	👎	31.5
👍	BMW X3 xDrive28i (2.0T)	\$44,595	72	👎	👎	Opt.	82	23	7.3	130	53.0	👍	👎/👍	👍/👍	👎	33.0
👍	Volvo XC60 T6	\$42,245	71	👎	👎	Std./👎	74	20	7.4	132	52.5	👍	👎/👍	👍/👎	👎	32.5
	Cadillac XT5 Luxury	\$51,025	67	👎	👍	Opt.	76	20	7.1	132	53.5	👍	👎/👍	👍/👍	👎	33.0
	Buick Envision Premium	\$45,380	66	👎	👍	Opt.	67	21	7.9	128	55.0	👎	👎/👎	👎/👍	👍	32.5
	Jaguar F-Pace Prestige	\$53,895	56	👎	👍	Opt.	72	20	6.0	129	50.5	👍	👎/👎	👍/👍	👎	28.5
	Lincoln MKC Reserve	\$46,485	54	👎	👎	Opt.	72	19	7.8	125	54.0	👎	👎/👍	👍/👎	👎	30.5
	Land Rover Discovery Sport HSE	\$49,895	43	👎	👎	Opt.	58	21	8.6	136	50.5	👎	👎/👎	👍/👍	👎	33.0
	SUVs: LUXURY MIDSIZED															
👍	Audi Q7 Premium Plus	\$68,695	90	👍	👍	Std./👍	96	20	6.7	127	50.0	👍	👍/👍	👍/👍	👎	35.5
👍	Lexus RX 450h	\$57,565	81	👍	👍	Std./👍	80	29	7.5	138	50.0	👎	👍/👍	👍/👍	👎	30.0
👍	Lexus RX 350	\$51,630	79	👍	👍	Std./👍	77	22	7.5	139	49.0	👎	👍/👍	👍/👍	👎	30.0
👍	GMC Acadia Denali	\$51,585	76	👎	👍	Opt.	83	19	6.8	130	53.5	👍	👍/👍	👍/👍	👍	40.5
👍	Lexus GX 460	\$58,428	75	👍	👍	Opt.	70	17	7.5	136	48.0	👎	👎/👍	👍/👍	👍	36.5
👍	Buick Enclave CXL	\$43,260	74	👎	👍	Opt.	77	15	7.9	142	50.0	👍	👍/👍	👍/👍	👍	44.0
👍	Acura MDX Tech	\$51,410	73	👎	👎	Std./👍	79	21	6.8	135	52.0	👎	👍/👍	👍/👍	👎	34.0
👍	Porsche Cayenne (V6)	\$63,805	72	👎	👍	Opt.	78	19	7.8	134	50.0	👍	👍/👍	👍/👍	👎	33.0
👍	BMW X5 xDrive35i	\$70,050	72	👎	👍	Opt.	84	21	7.4	137	52.0	👍	👍/👍	👍/👍	👎	34.5
	Mercedes-Benz GLE350 (ML) 🚨	\$56,960	68	👎	👍	Std./👍	75	18	6.8	138	48.0	👍	👍/👍	👍/👍	👎	37.5
	Lincoln MKX (2.7 EcoBoost)	\$54,945	66	👎	👍	Opt.	87	18	7.2	128	53.5	👍	👍/👍	👍/👍	👍	32.5

	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road-Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver, Speed, MPH	Routine Handling	Ride/Noise	Seat Comfort, Front/Rear	Controls	Cargo Volume, Cu. Ft.
	SUVs: LUXURY MIDSIZED (Continued)															
	Infiniti QX60 (3.5L)	\$51,920	<div><div></div></div> 65	<div><div></div></div>	<div><div></div></div>	Opt.	79	19	8.3	137	47.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	39.0
	Volvo XC90 T6 Momentum <div><div></div></div>	\$56,805	<div><div></div></div> 65	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	84	20	7.7	126	52.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	35.0
	Infiniti QX70	\$51,635	<div><div></div></div> 60	<div><div></div></div>	<div><div></div></div>	Opt.	72	18	6.8	133	51.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div></div>	25.5
	Tesla Model X 90D <div><div></div></div>	\$110,700	<div><div></div></div> 58	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	77	92	4.9	127	53.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	2+2
	Land Rover Range Rover Sport HSE (3.0L)	\$74,040	<div><div></div></div> 55	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	74	18	6.5	137	49.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	31.5
	SUVs: LUXURY LARGE															
<div><div></div></div>	Toyota Land Cruiser	\$84,820	<div><div></div></div> 74	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	68	14	7.3	140	46.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	43.0
	Lincoln Navigator Base	\$68,895	<div><div></div></div> 69	<div><div></div></div>	<div><div></div></div>	NA	72	15	7.0	136	48.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	61.5
	Land Rover Range Rover HSE (3.0L)	\$88,545	<div><div></div></div> 58	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	80	17	6.7	137	48.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	Infiniti QX80	\$63,395	<div><div></div></div> 57	<div><div></div></div>	<div><div></div></div>	Opt.	68	15	6.9	139	48.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	49.5
	Mercedes-Benz GLS (GL) 350d <div><div></div></div>	\$73,020	<div><div></div></div> 57	<div><div></div></div>	<div><div></div></div>	Std./ <div><div></div></div>	82	20	8.2	136	44.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	47.0
	Cadillac Escalade Premium	\$87,360	<div><div></div></div> 44	<div><div></div></div>	<div><div></div></div>	Opt.	61	16	6.1	142	45.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	48.0
	Make, Model & Trim	Price	Overall Score	Survey Results		Safety	Road-Test Results									
Recommended		As tested		Predicted Reliability	Owner Satisfaction	Front-Crash Prevention	Road Test Score	Overall MPG	Acceleration, 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	Avoidance Maneuver Speed, MPH	Routine Handling	Ride/Noise	Driving Position	Seat Comfort Front/Rear	Controls
	COMPACT PICKUP TRUCKS															
<div><div></div></div>	Honda Ridgeline RTL	\$36,480	<div><div></div></div> 76	<div><div></div></div>	<div><div></div></div>	Opt.	80	20	7.3	134	53.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	43.0
	Chevrolet Colorado LT (V6)	\$34,300	<div><div></div></div> 57	<div><div></div></div>	<div><div></div></div>	Opt.	69	18	7.5	132	48.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	35.0
	GMC Canyon SLE (V6)	\$35,835	<div><div></div></div> 57	<div><div></div></div>	<div><div></div></div>	Opt.	69	18	7.5	132	48.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	Chevrolet Colorado LT (diesel)	\$39,295	<div><div></div></div> 56	<div><div></div></div>	<div><div></div></div>	Opt.	67	24	10.3	134	49.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	GMC Canyon SLE (diesel)	\$40,895	<div><div></div></div> 56	<div><div></div></div>	<div><div></div></div>	Opt.	67	24	10.3	134	49.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	Toyota Tacoma SR5 (V6)	\$34,364	<div><div></div></div> 41	<div><div></div></div>	<div><div></div></div>	NA	46	19	8.2	146	46.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	31.5
	FULL-SIZED PICKUP TRUCKS															
<div><div></div></div>	Toyota Tundra SR5 (5.7L V8)	\$38,715	<div><div></div></div> 67	<div><div></div></div>	<div><div></div></div>	NA	63	15	6.7	153	44.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	43.0
	Ford F-150 XLT (3.5L V6 EcoBoost)	\$46,755	<div><div></div></div> 65	<div><div></div></div>	<div><div></div></div>	Opt.	80	16	7.2	139	46.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	35.0
	Chevrolet Silverado 1500 LT (5.3L V8)	\$42,070	<div><div></div></div> 65	<div><div></div></div>	<div><div></div></div>	Opt.	80	16	7.5	138	45.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	GMC Sierra 1500 SLT (5.3L V8)	\$43,200	<div><div></div></div> 65	<div><div></div></div>	<div><div></div></div>	Opt.	80	16	7.5	138	45.5	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	34.5
	Ford F-150 XLT (2.7L V6 EcoBoost)	\$45,750	<div><div></div></div> 64	<div><div></div></div>	<div><div></div></div>	Opt.	78	17	7.0	137	46.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	35.0
	Ram 1500 Big Horn (V6, diesel)	\$49,155	<div><div></div></div> 54	<div><div></div></div>	<div><div></div></div>	NA	82	20	9.5	143	47.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	31.5
	Ram 1500 Big Horn (5.7L V8)	\$42,810	<div><div></div></div> 54	<div><div></div></div>	<div><div></div></div>	NA	81	15	7.1	141	47.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	31.5
	Nissan Titan XD SV (diesel)	\$51,075	<div><div></div></div> 50	<div><div></div></div>	<div><div></div></div>	NA	55	15	10.6	147	45.0	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	31.5

Used Car Winners & Losers



We've analyzed the data from our extensive tests and from hundreds of thousands of vehicles in our owner surveys to come up with this list of the used cars that you can count on and those to avoid at all costs.

BUYING PREOWNED is more than just a great way to save money—it could get you into a car that has safety and luxury features you couldn't afford in a new car. That's why this year we're including used models that cost up to \$30,000. A year or two ago these models might have set you back \$50,000, but today their safety features are still up-to-date and they may have many years of reliable service left. What's more, when it comes to savings, used cars not only are less expensive from the get-go but also can cost less in taxes. Our "CR's Best Used Car Choices" and "Worst Used Cars" lists will guide you to smart options and help you steer clear of those that are likely to be troublesome.

HOW WE RATE USED CARS

Best Used We selected the top 2007 to 2016 models based on subscriber responses to our Annual Reliability Survey, then cross-referenced those metrics with the availability of electronic stability control, a key safety feature that became standard in 2012. These cars have above-average reliability

and performed well in our road tests—when tested as new cars—for the years shown. We've also highlighted in green our very top picks, models that have much-better-than-average reliability for most years.

Worst Used Each of these 2007 to 2016 models has a record of well-below-average reliability. We advise taking a detour away from them.



LEARN

Try our online used-car marketplace. Log on to search used-car listings near you, augmented with CR reliability ratings, allowing you to focus on vehicles that are known for their good reliability. Go to [CR.org/usedcarmarketplace](https://www.crd.org/usedcarmarketplace).

Ratings ➤ **CR's Best Used Cars** These 98 reliable models have key safety features, including electronic stability control (ESC), so you can make a wise choice that meets your budget and your needs. Models highlighted in green performed well in our testing when new and have multiple years of better-than-average reliability.

Make & Model	Prices					ESC ('07-16)	
	\$5K- \$10K	\$10K- \$15K	\$15K- \$20K	\$20K- \$25K	\$25K- \$30K	Opt. From	Std. From
CARS: SUBCOMPACT							
Honda Fit	'07-11	'12-13	'16	-	-	'09	'11
Hyundai Accent	'12	'13-14	-	-	-	-	'12
Nissan Versa Hatchback	'09, '12	-	-	-	-	'10	'12
Nissan Versa Note	-	'15	-	-	-	-	All
Toyota Prius C	-	'12-14	-	-	-	-	All
Toyota Yaris	'07-10	-	-	-	-	-	'10
CARS: COMPACT							
Ford Focus	'08, '11	-	-	-	-	'09	'10
Honda Civic	'07-11	'12-14	'15	-	-	'09	'12
Hyundai Elantra	'07-09	'14-15	-	-	-	'08	'11
Kia Forte	'10	'14	-	-	-	-	All
Kia Soul	'10-11	'13-14	-	-	-	-	All
Mazda3	'08-12	'13-14	'15	-	-	'07	'11
Nissan Leaf	'11-12	'13-14	'15	-	-	-	All
Pontiac Vibe	'07-10	-	-	-	-	'07	'09
Scion xB	-	'12	-	-	-	-	All
Subaru Impreza	-	'11	'14	'16	-	'08	'09
Toyota Corolla	'07-11	'12-14	'15-16	-	-	'07	'10
Toyota Matrix	'07-08, '10	-	-	-	-	'07	'10
Toyota Prius	'07-09	'10-12	'13-15	'16	-	'07	'10
CARS: MIDSIZED AND LARGE							
Chevrolet Malibu	-	'12	'14-15	-	-	'08	'09
Ford Fusion	'07-09	'12	'15-16	-	-	'09	'10
Honda Accord	'07	'08-12	'13-14	'15-16	-	'07	'08
Hyundai Azera	'08	-	'12-13	'14	-	-	All
Hyundai Sonata	'08-09	'13-14	-	-	-	-	All
Kia Optima	-	-	'13-14	'16	-	-	All
Mazda6	'09-10	-	'14	'15-16	-	'07	'09
Mercury Milan	'07-09	-	-	-	-	'09	'10
Nissan Altima	-	'10-12	-	-	-	'07	'10
Nissan Maxima	-	'09	'12	'14	-	'07	'09
Subaru Legacy	-	'10-12	'13-14	-	-	'07	'09
Toyota Avalon	-	'07-10	'11-12	'13-14	'15-16	'07	'09
Toyota Camry	'07-08	'09-12	'13-14	'15-16	-	'07	'10

Make & Model	Prices					ESC ('07-16)	
	\$5K- \$10K	\$10K- \$15K	\$15K- \$20K	\$20K- \$25K	\$25K- \$30K	Opt. From	Std. From
CARS: LUXURY							
Acura ILX	-	-	'13	'16	-	-	All
Acura TL	-	'07-09	'10	'13	'14	-	All
Acura TSX	-	'07-10	'11-13	-	-	-	All
Buick LaCrosse	-	-	-	'14-15	-	-	All
Buick Regal	-	-	'14	'15	-	-	All
Buick Verano	-	'12-13	'14-15	-	-	-	All
Cadillac CTS	-	-	'11	'13	-	-	All
Hyundai Genesis	-	'09	-	'13	-	-	All
Infiniti G	-	'07-09	'10-11	'13	-	-	All
Infiniti M	-	'07-08	-	'11-12	'13	-	All
Lexus CT 200h	-	-	'11-12	'13, '15	-	-	All
Lexus ES	-	'07-09	'10-11	'12-13	'14	-	All
Lexus GS	-	'07	'08	-	'13	-	All
Lexus HS Hybrid	-	'10	-	-	-	-	All
Lexus IS	-	-	'08, '10	'11-12	-	-	All
Lexus LS	-	-	-	'07	'10	-	All
Lincoln MKZ	'08-09	'11-12	-	'15	-	-	'09
Mercedes-Benz C-Class	-	'08	-	'13	'14	-	All
Mercedes-Benz E-Class	-	'08	-	'10-12	'13	-	All
Volvo S60	-	-	'12	'13-14	-	-	All
SPORTS CARS							
Chevrolet Corvette	-	-	-	'07-08	-	-	All
Mazda MX-5 Miata	-	'07-11	'12-13	-	'16	'07	'12
WAGONS AND MINIVANS							
Honda Accord Crosstour, Crosstour	-	-	'10	'12-13	-	-	All
Honda Odyssey	-	'09-10	-	-	-	-	All
Mazda5	-	'12-13	'14	-	-	-	'10
Subaru Outback	-	'10	'11-12	'13-14	-	'07	'09
Toyota Prius V	-	-	'12-13	'14-16	-	-	All
Toyota Sienna	-	'09	'11	'12-13	'14	'07	'08
Toyota Venza	-	-	'09-11	'12-13	'14-15	-	All
SUVs: SMALL							
Buick Encore	-	-	'13-14	'15-16	-	-	All
BMW X1	-	-	-	'13-14	-	-	All
Chevrolet Equinox	-	-	'13	'14-15	-	-	All
GMC Terrain	-	-	-	'13-14	'15	-	All

Make & Model	Prices					ESC ('07-16)	
	\$5K- \$10K	\$10K- \$15K	\$15K- \$20K	\$20K- \$25K	\$25K- \$30K	Opt. From	Std. From
SUVs: SMALL (Continued)							
Honda CR-V	-	'07-10	'11-13	'14-15	'16	-	All
Honda HR-V	-	-	-	'16	-	-	All
Hyundai Tucson	'07	'10	'12-13	'15	-	-	All
Kia Sportage	-	-	'11-12	-	-	-	All
Mazda CX-5	-	-	'13	'14-15	'16	-	All
Nissan Rogue	-	'10-12	'13	'15-16	-	-	All
Subaru Forester	-	-	'13	'14-15	'16	'07	'09
Subaru XV/ Crosstrek	-	-	'13	'14-16	-	-	All
Toyota RAV4	-	'08-09	'10-12	'13-14	'15-16	-	All
SUVs: MIDSIZED AND LARGE							
Acura MDX	-	-	'09-10	'11-12	'13	-	All
Acura RDX	-	'07-08	'10-11	-	'14-15	-	All
Ford Edge	-	'10	'11	-	'16	-	All
Ford Flex	-	-	'11	-	'14-15	-	All
Honda Pilot	-	'07-08	'09	'12	'14	-	All
Hyundai Santa Fe	-	-	-	'15	'16	-	All
Hyundai Santa Fe Sport	-	-	-	'15-16	-	-	All
Kia Sorento	-	-	-	-	'15	-	All
Lexus GX	-	-	-	'08	-	-	All
Lexus RX	-	'07	'08-09	'10-11	'12-13	-	All
Lincoln MKX	-	'08	-	-	'13-14	-	All
Mazda CX-9	-	'08	-	'13-14	'15	-	All
Mercedes-Benz GLK-Class	-	-	-	'11	'14-15	-	All
Nissan Murano	-	-	'10-11	'12-13	'14	'07	'09
Toyota 4Runner	-	-	'07-08	'10	'11-12	-	All
Toyota Highlander	-	'07-08	'09-10	'11-12	'13	-	All
Toyota Sequoia	-	-	'07-08	-	-	-	All
Volvo XC60	-	-	-	'11, '13	-	-	All
PICKUP TRUCKS							
Chevrolet Silverado 2500HD	-	-	'07-08	'09-10	-	'09	'10
GMC Sierra 2500HD	-	-	-	'07-09	'10	'09	'10
Honda Ridgeline	-	-	'07-09	'10-12	'13	-	All
Nissan Frontier	-	-	'10-11	'12	-	'07	'12
Toyota Tacoma	-	-	'07-09	'11-13	'14	'07	'09
Toyota Tundra	-	-	'07-08	'10-11	'12	'07	'09

Worst Used Cars

Listed alphabetically by make and model, these 108 vehicles have records of much-worse-than-average reliability, based on subscriber responses to our Annual Auto Survey.

ACURA

TLX '15-16

AUDI

A3 '16

A4 '09-10

Q7 '15

BMW

1 Series '11

3 Series '08-11

4 Series '14

5 Series '08, '12

X3 '07-08, '11

X5 '11-12

BUICK

Enclave '08-11

LaCrosse '07

Lucerne '08

CADILLAC

ATS '13, '15

Escalade '15-16

SRX '13

CHEVROLET

Camaro '13

Colorado '15

Corvette '16

Cruze '11-13

Equinox '10-11

HHR '09

Impala '10

Malibu Limited '16

Silverado 2500HD

'11-12, '15-16

Silverado 3500HD '15

Sonic '12

Suburban '08, '14-16

Tahoe '14-16

Traverse '09-11, '13

Volt '16

CHRYSLER

200 '15

300 '13-14

PT Cruiser '07-08

Town & Country

'08-12

DODGE

Challenger '15

Charger '14-15

Dart '13

Durango '12-13, '15

Grand Caravan '08-12

Journey '12-13, '15

Ram 2500 '07

FIAT

500 '12-13, '15

500L '14

FORD

Escape '13

Expedition '12

Explorer '16

F-250 '08, '10, '14

F-350 '08, '13

Fiesta '11-14

Focus '12-16

Mustang '15-16

Taurus '10

GMC

Acadia '07-14

Canyon '15

Sierra 2500HD

'11-12, '15-16

Sierra 3500HD '15

Terrain '10-11

Yukon '14-16

Yukon XL '08, '14-16

HONDA

Accord Crosstour '11

Civic '16

HYUNDAI

Genesis '16

Sonata '11

INFINITI

JX '13

QX60 '14

JEEP

Cherokee '14-15

Grand Cherokee

'11, '13-14, '16

Liberty '08

Renegade '15

Wrangler '07-08, '15

KIA

Rondo '09

LINCOLN

MKC '15-16

MKS '13

MAZDA

Mazda3 '16

Mazda5 '08

MERCEDES-BENZ

C-Class '15

GL-Class '14-15

M-Class '11

GLE '16

S-Class '15

S-Class '15

MINI

Cooper '07-11, '15

Countryman '12

NISSAN

Juke '12

Murano '16

Pathfinder '13-14

Rogue '14

Sentra '13

RAM

1500 '14, '16

2500 '12, '14-15

SATURN

Outlook '07-09

SUBARU

Impreza '09

Outback '08

WRX/STI '15

TESLA

Model S '14

Model X '16

TOYOTA

Tacoma '16

VOLKSWAGEN

Beetle '14

CC '10

Golf '10, '16

Golf SportWagen '15

GTI '12-13

Jetta '10, '14-16

Passat '07, '14

Tiguan '11, '13

Touareg '14

VOLVO

S60 '15

XC90 '16

New Car Profiles

Dig in to detailed reviews from CR's experts, key results from our tests, and exclusive reliability and owner-satisfaction survey data for 260 new cars, SUVs, trucks, and minivans.



HOW TO READ THE VEHICLE PROFILES

✓ Recommended Vehicles
To earn this check mark from Consumer Reports, a vehicle must perform well in our testing, must have average or better predicted reliability, and must have performed at least adequately if it was included in safety

tests at government or insurance-industry crash-test facilities.

76 Overall Score is a comprehensive rating that incorporates road-test performance, predicted reliability, owner satisfaction, and safety results. If a range of numbers is given, that signifies that multiple versions of the vehicle or its powertrain were tested.

Price is the manufacturer's suggested retail price for the vehicle, not including any options or destination charges. An "E" indicates that the price is an estimated one.

Road-Test Score sums up how the vehicle performed in our 50 tests, objective and subjective. A range of numbers means we tested multiple powertrains or versions of a vehicle.

Reliability is our forecast of how well a model is likely to hold up, based on our Annual Auto Survey. Detailed reliability history charts start on page 86.

Owner Satisfaction is also based on our Annual Auto Survey, in which we ask subscribers whether they would definitely buy or lease their current vehicle again. The top score of 80 indicates that 80 percent or



To stay on top of the latest models as we road-test and/or recommend them, check out our New Cars: A to Z page on Consumer Reports' website. Overviews are available for everyone; ratings for CRO subscribers. Go to [CR.org/carsatoz](https://www.consumerreports.org/carsatoz).

more would do so. The lowest score 📉 means less than 50 percent would.



MPG represents CR's assessment of a recently tested model's overall fuel consumption, based on both city and

highway driving. A range of numbers for this score signifies that we tested multiple powertrains or versions. **Models** that have not been tested will have an "NA" for overall score, road-test score, and fuel-consumption data. An asterisk (*) indicates that the rating is based on limited data.



Acura ILX

64
OVERALL
SCORE

Acura's entry-level compact sedan falls short of bargain-luxury-sedan standards. The sole powertrain is a 2.4-liter four-cylinder and an eight-speed automated manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty but ultimately secure. Road noise is incessant, and the transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive, and the car's low owner-satisfaction score is noteworthy. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.



PRICE	ROAD-TEST SCORE
\$27,990-\$34,980	61
Reliability 🟢	Satisfaction 📉 MPG 28

Acura MDX

73
OVERALL
SCORE

This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The 2017 freshening brings a hybrid version with a seven-speed automated manual, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane-departure warning.



PRICE	ROAD-TEST SCORE
\$43,950-\$58,450	79
Reliability 🟡	Satisfaction 🟡 MPG 21

Acura RDX

72
OVERALL
SCORE

Derived from the previous-generation Honda CR-V, the RDX has a more premium feel to compete among compact luxury SUVs. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite recent updates, the interior is rather forgettable for an upscale SUV, lacking certain luxury features usually found on competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The AcuraWatch safety package is available on all trims.



PRICE	ROAD-TEST SCORE
\$35,370-\$43,420	75
Reliability 🟢	Satisfaction 🟡 MPG 22

Acura RLX

75
OVERALL
SCORE

Acura's flagship falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested front-wheel-drive model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are available.



PRICE	ROAD-TEST SCORE
\$54,450-\$65,950	75
Reliability 🟢	Satisfaction 🟡 MPG 23

Acura TLX

57
60OVERALL
SCORE

The TLX has potential but lacks panache and ultimately falls short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but all-wheel drive is available only with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes automatic emergency braking and blind-spot monitors. Reliability has been well below average.



PRICE \$31,900-\$44,800 **ROAD-TEST SCORE** 75-79

Reliability Satisfaction MPG 25-27

Alfa Romeo 4C

NA

OVERALL
SCORE

Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than their commute.

Though short on creature comforts, the Alfa's high points are style, agility, and sound. The 4C is powered by a 1.7-liter turbo four-cylinder that cranks out 237 hp and uses a dual-clutch, six-speed automated manual that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superturbo handling and a thrilling exhaust note. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.



PRICE \$55,900-\$65,900 **ROAD-TEST SCORE** NA

Reliability Satisfaction MPG NA

Alfa Romeo Giulia

NA

OVERALL
SCORE

The new Giulia is Alfa's entry in the compact-luxury-sport-sedan market. The top-trim Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6, which Alfa claims will zip the car from 0 to 60 mph in just 3.8 seconds. If you don't need all that dash, mainstream editions feature a 280-hp, 2.0-liter turbo four-cylinder, mated to an eight-speed automatic. Rear- and all-wheel-drive versions will be available. In our experience with the Ti and Quadrifoglio versions, the car is nimble and fun to drive. The four adjustable driving modes allow the driver to alter the Giulia's character from docile to sporty. The interior has supportive seats and decent rear passenger room. Infotainment functions are handled via a central control knob. Pricing starts at around \$40,000, with typically equipped Ti versions selling at \$50,000.



PRICE \$37,995-\$72,000 **ROAD-TEST SCORE** NA

Reliability Satisfaction MPG NA

Alfa Romeo Stelvio

NA

OVERALL
SCORE

The first Alfa Romeo SUV, called Stelvio, will be based on the company's new Giulia sedan. The Stelvio is positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan. The standard powertrain is a 280-hp, 2.0-liter four-cylinder turbo. The top Quadrifoglio model gets an all-aluminum 505-hp, 2.9-liter twin-turbo V6. Both engines are matched to an eight-speed automatic transmission. All-wheel drive is standard. Like the Giulia, the interior includes Alcantara seats, carbon fiber surfaces and a flat-bottomed steering wheel—complete with a red start button. The infotainment system takes a page from BMW's iDrive, with a center controller interfacing with a screen for audio, phone, navigation, and other vitals. The Stelvio goes on sale in summer 2017.



PRICE \$40,000-\$70,000E **ROAD-TEST SCORE** NA

Reliability Satisfaction MPG NA

Audi A3

69

OVERALL
SCORE

Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves logical. It's easy to hit \$40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.



PRICE \$31,176-\$48,650 **ROAD-TEST SCORE** 77

Reliability Satisfaction MPG 27

Audi A4

81

OVERALL
SCORE

The A4 is our highest-ranked sports sedan based, thanks in part to its satisfying driving experience. Power comes from a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy, and the transmission is slick. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and offers advanced safety features.



PRICE \$37,300-\$51,400 **ROAD-TEST SCORE** 88

Reliability Satisfaction MPG 27

Audi A5

NA

OVERALL
SCORE

The 2018 A5 and S5 coupe and convertible have been redesigned and go on sale this spring. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder matched to a seven-speed dual-clutch automatic. The S5 is powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. The Sportback, a four-door hatchback, will also be available. Standard safety equipment includes forward-collision warning with automatic braking. The outgoing A5/S5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm yet supple ride. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph.



PRICE \$42,010-\$65,000E **ROAD-TEST SCORE** NA

Reliability Satisfaction MPG NA

Audi A6

84

OVERALL
SCORE

Audi's A6 has a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long-distance cruiser with a whisper quiet, roomy cabin. The 2.0-liter turbo four-cylinder works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical.



PRICE \$47,600-\$74,100 **ROAD-TEST SCORE** 90



Reliability Satisfaction MPG 22

Audi A7

NA
OVERALL
SCORE

This stylish hatchback version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.





PRICE	ROAD-TEST SCORE
\$68,800-\$129,500	NA
Reliability 	Satisfaction  MPG NA

Audi Q5

NA
OVERALL
SCORE

The redesigned Q5 gets new styling, increased performance promise, and a growing list of advanced safety features. The new Q is also available with Audi's Virtual Cockpit, which lets you expand the cluster between the instrument panel's large gauges into a larger color screen that can display audio, phone, navigation, and travel information. The standard audio system includes Android Auto and Apple CarPlay compatibility. Like the A4, the Q5 is powered by an updated 252-hp, 2.0-liter turbocharged four-cylinder engine that is coupled to a seven-speed dual-clutch automatic transmission. All-wheel drive is standard. Available advanced safety features include forward-collision warning with automatic braking, blind-spot monitoring, rear-collision warning, and lane-keep assist.





PRICE	ROAD-TEST SCORE
\$42,000-\$55,000E	NA
Reliability 	Satisfaction  MPG NA

Audi A8

82
OVERALL
SCORE

Audi's top-level sedan delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship.




PRICE	ROAD-TEST SCORE
\$82,500-\$115,900	91
Reliability 	Satisfaction  MPG 21

Audi Q7

90
OVERALL
SCORE

Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.



PRICE	ROAD-TEST SCORE
\$49,000-\$64,300	96
Reliability 	Satisfaction  MPG 20

Audi Allroad

NA
OVERALL
SCORE

An all-new Allroad is based on the redesigned A4. Following the same format as before, the Allroad features rugged styling details and slightly higher ride height. The 2.0-liter, turbocharged four-cylinder engine was smooth and punchy, and the seven-speed dual-clutch automatic was slick in the A4 that we tested. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. A new interface for the infotainment system is compatible with Android Auto and Apple CarPlay. The Allroad is compelling for buyers who expect more agility and a greater level of interior quality than the Subaru Outback offers and are willing to put up with the Audi's much higher price and tighter accommodations.





PRICE	ROAD-TEST SCORE
\$44,000-\$51,400	NA
Reliability 	Satisfaction  MPG NA

Audi TT

81
OVERALL
SCORE

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder, and the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.



PRICE	ROAD-TEST SCORE
\$43,500-\$52,500	84
Reliability 	Satisfaction  MPG 26

Audi Q3

80
OVERALL
SCORE

A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available. Reliability has been much better than average.




PRICE	ROAD-TEST SCORE
\$31,800-\$41,300	77
Reliability 	Satisfaction  MPG 22

BMW 2 Series

92
OVERALL
SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named M240i, has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. Reliability has been much better than average.



PRICE	ROAD-TEST SCORE
\$33,150-\$51,700	98
Reliability 	Satisfaction  MPG 25

BMW 3 Series

76/77

OVERALL SCORE

The 3 Series has been freshened for 2017, receiving some suspension tweaks, updated interior touches, and a bit more horsepower for the turbo four-cylinder, which is now called the 330i. We got a frugal 26 mpg overall in the all-wheel-drive version we tested. Handling has been sharpened, giving back some of the agility the 3 Series had lost. The firm ride is absorbent but can get choppy. The seats are supercomfortable, and the cabin is impeccably furnished. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range. You can also opt for a wagon or a less powerful, but more affordable, 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.



PRICE	ROAD-TEST SCORE
\$33,450-\$64,000	86
Reliability 1 Satisfaction 1 MPG 26-35	

BMW 4 Series

NA

OVERALL SCORE

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.



PRICE	ROAD-TEST SCORE
\$42,150-\$74,700	NA
Reliability 1 Satisfaction 2 MPG NA	

BMW 5 Series

NA

OVERALL SCORE

BMW focused on adding technology and on sharpening the handling of the 2017 5 Series redesign. The midsize luxury sedan is essentially the same size as the outgoing model, but BMW says it's lighter by 220 pounds and the rear seat and the trunk are marginally roomier. Engines include a 2.0-liter turbo four-cylinder with 248 hp in the 530i and a 335-hp, 3.0-liter turbo six-cylinder in the 540i, both mated to an eight-speed automatic transmission. All-wheel drive is optional but standard on the V8-powered 550i. A 530e plug-in hybrid goes on sale in April and commands a price premium of just \$200 over the 530i. BMW's gesture control, which lets occupants wave their hands to operate certain control functions, is optional. Available active safety systems include forward-collision warning and lane-keep assist.



PRICE	ROAD-TEST SCORE
\$51,200-\$72,100	NA
Reliability 1 Satisfaction 2 MPG NA	

BMW 6 Series

NA

OVERALL SCORE

Based on the outgoing 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. But the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.



PRICE	ROAD-TEST SCORE
\$77,600-\$122,500	NA
Reliability 1 Satisfaction 2 MPG NA	

BMW 7 Series

85

OVERALL SCORE

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



PRICE	ROAD-TEST SCORE
\$81,500-\$153,800	99
Reliability 1 Satisfaction 2 MPG 21	

BMW X1

72

OVERALL SCORE

The X1 relies on a platform shared with the Mini Clubman and new Countryman. Initially offered only with all-wheel drive, for 2017 a less expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it feels almost like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting \$33,100, but a typically equipped X1 easily breaks the \$40,000 mark.



PRICE	ROAD-TEST SCORE
\$33,100-\$35,100	74
Reliability 2 Satisfaction 1 MPG 26	

BMW X3

72

OVERALL SCORE

This is one of the best upscale SUVs, melding utility with luxury-car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side to side on uneven pavement. The 2.0-liter turbo four-cylinder returned a very good 23 mpg overall, and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats, and though the rear seat is roomy, cargo capacity is modest. Once mastered, the iDrive control system proves logical. Despite the X3's price, the must-have rearview camera is optional. A diesel and rear-drive versions are available.



PRICE	ROAD-TEST SCORE
\$39,250-\$47,950	82
Reliability 1 Satisfaction 1 MPG 23	

BMW X4

NA

OVERALL SCORE

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.



PRICE	ROAD-TEST SCORE
\$45,250-\$57,800	NA
Reliability 1 Satisfaction 1 MPG NA	

BMW X5

72
OVERALL
SCORE

The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.



PRICE \$55,500-\$98,800
ROAD-TEST SCORE 84
Reliability Satisfaction MPG **21**

BMW X6

NA
OVERALL
SCORE

This coupelike sporty SUV is a derivative on the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



PRICE \$61,400-\$102,200
ROAD-TEST SCORE NA
Reliability Satisfaction MPG **NA**

BMW i3

71
OVERALL
SCORE

BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.



PRICE \$42,400-\$47,450
ROAD-TEST SCORE 79
Reliability Satisfaction MPG **139**

Buick Cascada

60
OVERALL
SCORE

The front-wheel-drive Cascada is a well-thought-out, four-seat, soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff because of the standard 20-inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes 17 seconds to open and can be operated when the car is traveling at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium trim brings advanced safety equipment including forward-collision warning and lane-departure warning.



PRICE \$33,065-\$37,885
ROAD-TEST SCORE 53
Reliability Satisfaction MPG **22**

Buick Enclave

74
OVERALL
SCORE

After almost a decade on the market, the large Enclave is set to be replaced by an all-new version. The outgoing model has a firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the Enclave shows its age through some of the outdated controls and limited feature content. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. In our tests the Enclave returned a paltry 15 mpg overall. Adults can fit in the roomy third row, a plus. Forward-collision warning and lane-departure warning systems are available.



PRICE \$39,065-\$49,625
ROAD-TEST SCORE 77
Reliability Satisfaction MPG **15**

Buick Encore

71
OVERALL
SCORE

Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than certain bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. A more powerful Sport Touring version is also available. Reliability has been above average.



PRICE \$24,365-\$31,965
ROAD-TEST SCORE 69
Reliability Satisfaction MPG **23**

Buick Envision

66
OVERALL
SCORE

Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave. The new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag; it's soft and unsettled, yet it allows impacts to punch through. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's available safety equipment includes automatic emergency braking, lane-keeping assist, and blind-spot monitoring. A less expensive 2.5-liter four-cylinder and front-wheel-drive versions are available for the 2017 model year.



PRICE \$34,065-\$45,335
ROAD-TEST SCORE 67
Reliability Satisfaction MPG **21**

Buick LaCrosse

78
OVERALL
SCORE

Buick's flagship sedan delivers what you'd expect. The new LaCrosse rides comfortably and features a well-trimmed and quiet cabin with a spacious rear seat. Paired with an eight-speed automatic, the smooth 3.6-liter V6 supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few offerings in the large-sedan class that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use, including the IntelliLink touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced electronic safety features are available only on high-end trims.



PRICE \$32,065-\$43,265
ROAD-TEST SCORE 85
Reliability Satisfaction MPG **24**

Buick Regal

81

 OVERALL
SCORE

This well-honed and satisfying sports sedan has a European feel, thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable yet understated car. The GS is a sportier version with a tauter suspension. A redesign is imminent.



PRICE	ROAD-TEST SCORE
\$27,065-\$36,540	83
Reliability Satisfaction MPG 24	

Cadillac Escalade

44

 OVERALL
SCORE

The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



PRICE	ROAD-TEST SCORE
\$73,395-\$97,795	61
Reliability Satisfaction MPG 16	

Cadillac ATS

60

 OVERALL
SCORE

Offered in rear- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp twin-turbo V6, and a two-door coupe is also available. Reliability has remained well below average.



PRICE	ROAD-TEST SCORE
\$34,595-\$62,895	79
Reliability Satisfaction MPG 23	

Cadillac XT5

67

 OVERALL
SCORE

The XT5 is Cadillac's new luxury crossover and replaces the heavy and dated SRX. It's powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.



PRICE	ROAD-TEST SCORE
\$38,995-\$62,500	76
Reliability Satisfaction MPG 20	

Cadillac CT6

81

 OVERALL
SCORE

Cadillac's new flagship fits above the CTS and is priced to compete with the luxury-mid-sized crowd. This large sedan possesses some athletic chops and feels lively to drive. The firm ride is steady, controlled, and compliant, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is plush and roomy, but cabin storage is scant. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite improvements, the updated Cue infotainment system is still unintuitive. A plug-in hybrid version with an estimated 30 miles of EV range arrives this spring.



PRICE	ROAD-TEST SCORE
\$53,495-\$87,495	95
Reliability Satisfaction MPG 22	

Cadillac XTS

77

 OVERALL
SCORE

This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 powertrain lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has improved to above average.



PRICE	ROAD-TEST SCORE
\$45,295-\$72,395	82
Reliability Satisfaction MPG 22	

Cadillac CTS

71

 OVERALL
SCORE

The CTS is a midsize luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any \$100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.



PRICE	ROAD-TEST SCORE
\$45,560-\$85,595	83
Reliability Satisfaction MPG 22	

Chevrolet Bolt

NA

 OVERALL
SCORE

Chevrolet has equipped the new Bolt with an EPA-rated range of 238 miles, which is impressive for a small electric vehicle. The Bolt is built around a large 60-kWh battery pack that forms much of the car's floor. This helps contribute to the car's planted feel despite its tall stance. With 200 electrified horses on tap, this small hatchback accelerates with gusto. A full charge can take 9 hours on a 240-volt connector. The ride is firm yet compliant and composed, making the Bolt feel solid and substantial. The elaborate instrumentation and well-designed infotainment system are pluses. But interior ambience falls short of the levels found in the VW eGolf and Ford Focus EV. Pricing starts at \$36,620, before federal tax incentives of \$7,500.



PRICE	ROAD-TEST SCORE
\$36,620-\$40,905	NA
Reliability Satisfaction MPG NA	

Chevrolet Camaro

76

OVERALL SCORE

The current Camaro is lighter, shorter, narrower, and lower than the previous generation, and these benefits pay dividends in the car's impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder, and the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious, and rear-seat room is extremely tight. A performance ZL1 version arrives as a 2017 model with a 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.



PRICE	ROAD-TEST SCORE
\$26,305–\$69,135	85
Reliability 🟡 Satisfaction 🟢 MPG 20	

Chevrolet Equinox

NA

OVERALL SCORE

The new Equinox has tidier dimensions, bringing it in line with the small-SUV segment dominated by the Toyota RAV4 and Honda CR-V. On sale this spring, the Equinox packs the latest infotainment and safety technology, and two small-displacement turbocharged engines, plus a diesel choice that's promised to deliver an estimated 40 mpg on the highway. Power comes from a 170-hp 1.5-liter mated to a six-speed automatic; the uplevel engine is a 252-hp, 2.0-liter four mated to a nine-speed automatic. The MyLink infotainment system will be offered in 7- and 8-inch forms, each with Android Auto and Apple CarPlay compatibility. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic alert will be offered.



PRICE	ROAD-TEST SCORE
\$23,580–\$36,400	NA
Reliability 🟡 Satisfaction 🟢 MPG NA	

Chevrolet Colorado

56/57

OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. We tested the V6, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. In addition, a backup camera is standard. New for 2017 are an eight-speed automatic transmission and an updated, more responsive V6. Reliability has been below average.



PRICE	ROAD-TEST SCORE
\$20,055–\$35,930	67–69
Reliability 🟡 Satisfaction 🟡 MPG 18–24	

Chevrolet Impala

84

OVERALL SCORE

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



PRICE	ROAD-TEST SCORE
\$27,060–\$35,440	91
Reliability 🟡 Satisfaction 🟢 MPG 22	

Chevrolet Corvette

83

OVERALL SCORE

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to access; the vague manual shifter, and the omnipresent tire noise. Reliability has improved to average.



PRICE	ROAD-TEST SCORE
\$55,490–\$92,394	92
Reliability 🟡 Satisfaction 🟢 MPG 20	

Chevrolet Malibu

75/76

OVERALL SCORE

Swoopy styling and modern powertrains are highlights of Chevrolet's redesigned Malibu. The new car is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



PRICE	ROAD-TEST SCORE
\$22,555–\$30,920	79–80
Reliability 🟡 Satisfaction 🟢 MPG 29–41	

Chevrolet Cruze

78

OVERALL SCORE

The redesigned Cruze possesses big-car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter four-cylinder turbo mated to a six-speed automatic transmission. A smooth start-stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. A new infotainment system featuring Android Auto and Apple CarPlay mirrors some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version. First-year reliability of the redesign has been well above average. A hatchback version is new for 2017, and a 1.6-liter turbodiesel will arrive down the road.



PRICE	ROAD-TEST SCORE
\$16,975–\$23,945	77
Reliability 🟢 Satisfaction 🟡 MPG 30	

Chevrolet SS

74

OVERALL SCORE

You can think of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision warning, lane-departure warning, blind-spot monitoring, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.



PRICE	ROAD-TEST SCORE
\$46,575	87
Reliability 🟡 Satisfaction 🟢 MPG 17	

Chevrolet Silverado 1500

65
OVERALL
SCORE

The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay. Reliability has remained below average.



PRICE	ROAD-TEST SCORE
\$26,105-\$53,645	80
Reliability ⬆ Satisfaction ⬆ MPG 16	

Chevrolet Silverado 2500HD

NA
OVERALL
SCORE

The HD Silverado and its twin, the GMC Sierra HD, are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel are both mated to a six-speed automatic. The latter works well and employs a heavy-duty Allison-made transmission. A natural-gas version of the 6.0-liter V8 is also available. The LTZ trim has a luxurious cabin. If you don't plan to go off-road, the Z71 suspension is superfluous—it severely degrades ride comfort. These HD pickups are the better choice for commercial snow-plowing duties. Available safety features include forward-collision warning, lane-departure warning, and front and rear park assist. Android Auto and Apple CarPlay are compatible with the infotainment system.



PRICE	ROAD-TEST SCORE
\$32,995-\$56,935	NA
Reliability ⬇ Satisfaction ⬆ MPG 14	

Chevrolet Sonic

64
OVERALL
SCORE

The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit twitchy because of the overly quick steering. The sedan has a large trunk; the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard 7-inch touch screen is backed by Android Auto and Apple CarPlay. A rear camera is standard and on the safety front, optional forward-collision warning and lane-departure warning are welcome additions.



PRICE	ROAD-TEST SCORE
\$14,200-\$21,485	66
Reliability ⬆ Satisfaction ⬆ MPG 28	

Chevrolet Spark

50
OVERALL
SCORE

With a slightly longer wheelbase and lower roof, the redesigned Spark looks less goofy. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive, but the overly sensitive steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is best suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision warning and lane-departure warning.



PRICE	ROAD-TEST SCORE
\$12,270-\$18,045	47
Reliability ⬆* Satisfaction ⬆* MPG 33	

Chevrolet Suburban

54
OVERALL
SCORE

If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$47,595-\$64,700	74
Reliability ⬇ Satisfaction ⬆ MPG 16	

Chevrolet Tahoe

51
OVERALL
SCORE

The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 and six-speed automatic combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on LTZ trims improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$44,895-\$62,000	67
Reliability ⬇ Satisfaction ⬆ MPG 16	

Chevrolet Traverse

76
OVERALL
SCORE

After almost a decade, the three-row Traverse is getting a redesign for 2018. It's based on the same platform as the new GMC Acadia but is longer. The current Traverse is showing its age: It has outdated controls and thirst for fuel, with 16 mpg overall. The Acadia we tested impressed, with a quiet interior; steady, composed ride; and responsive handling. The 3.6-liter V6 supplies ample power. The infotainment system is comprehensive and intuitive. Like the Acadia, the new Traverse will have a rear-seat minder to ensure that no infants are left behind. Maximum seating capacity is eight, but most versions will be seven-passenger configurations with second-row captain chairs. The new Traverse goes on sale in the summer.



PRICE	ROAD-TEST SCORE
\$30,995-\$43,935	77
Reliability ⬆ Satisfaction ⬆ MPG 16	

Chevrolet Trax

62
OVERALL
SCORE

This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000, our Trax LT AWD test car cost as much as larger, more substantial SUVs such as the Subaru Forester.



PRICE	ROAD-TEST SCORE
\$21,000-\$27,600	55
Reliability ⬆ Satisfaction ⬆ MPG 25	

Chevrolet Volt

54

OVERALL SCORE

GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility is still limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features. First-year reliability of the redesign has been well below average.



PRICE \$33,220-\$37,570 ROAD-TEST SCORE 70
Reliability  Satisfaction  MPG 105



Chrysler 300

66

OVERALL SCORE

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has improved to average.



PRICE \$31,395-\$43,695 ROAD-TEST SCORE 83-84
Reliability  Satisfaction  MPG 20-22


Chrysler Pacifica

66

OVERALL SCORE

The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with a claimed electric range of 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.



PRICE \$28,595-\$44,995 ROAD-TEST SCORE 85
Reliability  Satisfaction  MPG 21

Dodge Challenger

53

OVERALL SCORE

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy, but access is awkward. Performance packages include a 485-hp, 6.4-liter V8 and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-traffic alert, and forward-collision warning. Reliability has been below average. New for 2017 is an all-wheel-drive GT version with a V6 engine.



PRICE \$26,995-\$58,295 ROAD-TEST SCORE 70
Reliability  Satisfaction  MPG 20

Dodge Charger

60/61

OVERALL SCORE

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional. Reliability has remained well below average.



PRICE \$27,995-\$63,995 ROAD-TEST SCORE 82-85
Reliability  Satisfaction  MPG 20-22

Dodge Durango

58

OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside, but a rearview camera is standard on all but the lowest trim lines. Reliability has dropped to below average.



PRICE \$29,995-\$45,090 ROAD-TEST SCORE 83
Reliability  Satisfaction  MPG 18

Dodge Grand Caravan

62

OVERALL SCORE

The Dodge Grand Caravan continues on, as its corporate sibling Chrysler Town & Country has been replaced, complete with a new name: Pacifica. The Dodge offers a lower price, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.



PRICE \$23,995-\$32,395 ROAD-TEST SCORE 72
Reliability  Satisfaction  MPG 17

Dodge Journey

49

OVERALL SCORE

Don't start believing in the Dodge Journey. On paper, this midsize SUV may sound compelling, but in our tests, we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from below-average reliability and poor performance in the IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot.



PRICE \$20,995-\$33,695 ROAD-TEST SCORE 64
Reliability  Satisfaction  MPG 16

Fiat 124

NA

OVERALL
SCORE

The Fiat 124 Spider is more than a rebadged Miata—it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with less body lean and a more relaxed turn-in response than the Mazda's. The sportier Abarth version features tighter handling and a fittingly zesty exhaust note. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.



PRICE	ROAD-TEST SCORE
\$24,995–\$28,195	NA
Reliability 🔴 Satisfaction 🟢 MPG NA	

Fiat 500

40/52

OVERALL
SCORE

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, and the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.



PRICE	ROAD-TEST SCORE
\$14,995–\$31,800	52–66
Reliability 🔴 Satisfaction 🟡 MPG 28–34	

Fiat 500L

35

OVERALL
SCORE

This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an odd driving position. No surprise, owner satisfaction is low—meaning a strong percentage of owners wish they hadn't bought this hatchback. The 500L also has one of the worst reliability records among all new cars in our recent survey. If that still isn't enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and has a roomy cabin. But it would take more than those virtues for this to earn a place on a smart shopper's list.



PRICE	ROAD-TEST SCORE
\$20,995–\$23,695	50
Reliability 🔴 Satisfaction 🟡 MPG 27	

Fiat 500X

42

OVERALL
SCORE

With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair and a number of available features, such as automatic emergency braking, blind-spot monitoring, and heated seats.



PRICE	ROAD-TEST SCORE
\$19,995–\$27,035	50
Reliability 🔴 Satisfaction 🟢 MPG 23	

Ford C-Max

73

OVERALL
SCORE

Based on the compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has been average.



PRICE	ROAD-TEST SCORE
\$24,170–\$31,770	77
Reliability 🟡 Satisfaction 🟢 MPG 37–47	

Ford Edge

73

OVERALL
SCORE

Vastly improved, the second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot monitoring, rear cross-traffic alert, and front and rear cameras.



PRICE	ROAD-TEST SCORE
\$28,950–\$40,900	84
Reliability 🟡 Satisfaction 🟢 MPG 21	

Ford Escape

71

OVERALL
SCORE

For 2017 the Ford Escape received a few updates, including new 1.5- and 2.0-liter turbocharged engines with start/stop capability and advanced safety features such as forward-collision warning. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The infotainment Sync 3 system is standard, replacing the old MyFord Touch infotainment system. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Reliability has improved to average.



PRICE	ROAD-TEST SCORE
\$23,600–\$30,800	75
Reliability 🟡 Satisfaction 🟡 MPG 23	

Ford Expedition

67

OVERALL
SCORE

This imposing SUV's 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating that includes legitimate third-row seating for adults. And that's where the good news ends. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. Thankfully, however, Sync 3 replaced the much-maligned MyFord Touch infotainment system. Reliability is now much above average.



PRICE	ROAD-TEST SCORE
\$41,700–\$68,996	61
Reliability 🟢 Satisfaction 🟢 MPG 14	

Ford Explorer

59

OVERALL SCORE

Though it is roomy and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. Ford's three-row SUV offers a slew of optional safety systems, as well as a more fuel-efficient 2.3-liter turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.



PRICE	ROAD-TEST SCORE
\$31,160-\$53,235	67
Reliability	Satisfaction MPG 18

Ford Flex

74

OVERALL SCORE

The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.



PRICE	ROAD-TEST SCORE
\$29,710-\$42,710	73
Reliability	Satisfaction MPG 18

Ford F-150

64/65

OVERALL SCORE

Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over steel. Engine choices include a 3.5-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2017 the 3.5-liter turbo gets a 10-speed automatic and the others use a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. Safety offerings include forward-collision warning and blind-spot monitoring. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability has dropped to below average.



PRICE	ROAD-TEST SCORE
\$26,540-\$63,025	78-80
Reliability	Satisfaction MPG 16-17

Ford Focus

45/51

OVERALL SCORE

Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. A rearview camera is now standard. Ford has replaced the problematic MyFord Touch infotainment system with the superior Sync 3 system. The sporty ST version is quick and fun, and sounds thrilling, and the new high-performance AWD RS comes with a 350-hp, turbo four-cylinder.



PRICE	ROAD-TEST SCORE
\$16,775-\$36,120	62-74
Reliability	Satisfaction MPG 26-107

Ford F-250

NA

OVERALL SCORE

The Super Duty's body is now made of aluminum, which contributes to a relatively light weight, aiding acceleration and fuel economy. The crew cab's interior is roomy, with a generous rear seat and several handy features, such as a collapsible cargo box under the rear seat. The F-250 is a very tall vehicle with a high step-in, making access awkward, but the tailgate is light. The Sync 3 infotainment system is easy to use, and the instruments let you view pertinent information, such as engine hours. The powerful and relatively quiet 6.7-liter diesel is a natural choice. The ride is stiff but not overly punishing. Handling is very clumsy but ultimately secure. A maximum towing capacity of 17,600 pounds and the ability to attach a snow plow make it a dedicated work vehicle.



PRICE	ROAD-TEST SCORE
\$32,535-\$70,905	NA
Reliability	Satisfaction MPG 15

Ford Fusion

75/77

OVERALL SCORE

The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than \$40,000. The Hybrid and Energi plug-in hybrid receive more-efficient electric motors for 2017. A new rotary shift dial and Ford's new and improved Sync 3 infotainment system highlight the updates to the interior.



PRICE	ROAD-TEST SCORE
\$22,610-\$41,120	78-81
Reliability	Satisfaction MPG 22-39

Ford Fiesta

46/52

OVERALL SCORE

This subcompact has agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices are a 1.0-liter three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.



PRICE	ROAD-TEST SCORE
\$14,580-\$21,460	64-74
Reliability	Satisfaction MPG 29-35

Ford Mustang

58/62

OVERALL SCORE

The Mustang is stylish and enjoyable to drive, thanks to its agility and planted ride control. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8, which best suits the car. We found the slick six-speed manual to be particularly satisfying, and the automatic works well. The front seats are comfortable, but the rear is very cramped. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Safety gear includes blind-spot warning and rear cross-traffic alert. Ford has replaced the old infotainment system with the better Sync 3 system, and a high-performance GT 350 trim has joined the lineup. Reliability of the redesign has been below average.



PRICE	ROAD-TEST SCORE
\$24,915-\$54,570	76-84
Reliability	Satisfaction MPG 19-25

Ford Taurus

66
OVERALL
SCORE

Putting styling ahead of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available.

Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rearview camera is standard. Ford has replaced the MyFord Touch infotainment system with the new Sync 3 system, which is superior. Reliability has been average, but it scored too low to recommend.



PRICE	ROAD-TEST SCORE
\$26,600-\$39,200	72
Reliability 🟡 Satisfaction 🟡 MPG 21	

Ford Transit Connect

68
OVERALL
SCORE

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.



PRICE	ROAD-TEST SCORE
\$22,000-\$29,185	76
Reliability 🟡 Satisfaction 🟡 MPG 21	

GMC Acadia

76
OVERALL
SCORE

The new Acadia is shorter and 500 pounds lighter than the old model. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still sound 2.5-liter four-cylinder is standard. This family-friendly three-row SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, pedestrian detection, and blind-spot monitoring.



PRICE	ROAD-TEST SCORE
\$29,070-\$46,920	83
Reliability 🟡 Satisfaction 🟢 MPG 19	

GMC Canyon

56
57
OVERALL
SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings; a backup camera is standard. New for 2017 are an eight-speed automatic and more horsepower to the V6. Reliability has been below average.



PRICE	ROAD-TEST SCORE
\$20,940-\$46,850	67-69
Reliability 🟡 Satisfaction 🟡 MPG 18-24	

GMC Sierra 1500

65
OVERALL
SCORE

The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay are available. Reliability has been below average.



PRICE	ROAD-TEST SCORE
\$26,605-\$53,760	80
Reliability 🟡 Satisfaction 🟡 MPG 16	

GMC Sierra 2500HD

NA
OVERALL
SCORE

The Sierra HD and its twin, the Chevrolet Silverado HD, are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel are both mated to a six-speed automatic. The latter employs a heavy-duty transmission made by Allison. A natural gas version of the 6.0-liter V8 is also available. The optional off-road suspension package makes the ride stiffer. Other options include a snow-plow preparation kit and a frame-mounted hitch for fifth-wheel towing. The cab offers a lot of storage space and can easily serve as a mobile office. The top-trim Denali has a luxurious interior. Android Auto and Apple CarPlay capabilities are now part of the easy-to-use infotainment system.



PRICE	ROAD-TEST SCORE
\$27,965-\$45,865	NA
Reliability 🟡 Satisfaction 🟢 MPG 14	

GMC Terrain

NA
OVERALL
SCORE

The next-generation Terrain and its twin, the Chevrolet Equinox, bring tidier dimensions, in line with the small SUV segment. The new Terrain packs the latest infotainment and safety technology, and two four-cylinder turbocharged engines. The base engine is a 170-hp 1.5-liter, and the uplevel choice is a 252-hp 2.0-liter. Both are mated to a nine-speed automatic. A diesel engine, paired to a six-speed automatic, will also be available. GMC's IntelliLink infotainment system will be offered in 7- and 8-inch forms, each with Android Auto and Apple CarPlay compatibility. For active safety, forward-collision warning and low-speed automatic emergency braking, lane-keep assist with lane-departure warning, and blind-spot warning will be offered. The 2018 Terrain goes on sale this summer.



PRICE	ROAD-TEST SCORE
\$24,000-\$37,000E	NA
Reliability 🟡 Satisfaction 🟢 MPG NA	

GMC Yukon

51
OVERALL
SCORE

This more luxurious version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot monitoring, and lane-keep assist are optional. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$47,330-\$66,675	67
Reliability 🟡 Satisfaction 🟢 MPG 16	

GMC Yukon XL

50

OVERALL SCORE

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



PRICE	ROAD-TEST SCORE
\$43,905-\$61,110	67
Reliability Satisfaction MPG 16	

Honda CR-V

NA

OVERALL SCORE

The redesigned CR-V gains features, space, and optional turbo power. The base model is fitted with a carryover 184-hp, 2.4-liter four-cylinder engine. Upper trims sport a 190-hp, 1.5-liter turbo. A continuously variable transmission is standard and works well with both engines. Handling is more nimble and sure-footed, and the ride is steady and compliant. Road noise has been suppressed, resulting in a quieter cabin. The interior is very comfortable and roomy, particularly the rear seat, and more upscale. Controls have been improved. An available 7-inch touch-screen infotainment system offers Android Auto and Apple CarPlay compatibility and Garmin navigation. Available safety gear includes automatic emergency braking and blind-spot warning.



PRICE	ROAD-TEST SCORE
\$24,045-\$33,695	NA
Reliability Satisfaction MPG NA	

Genesis G80

80

OVERALL SCORE

Part of the launch of Hyundai's upscale brand is the renaming of existing models. Previously known as the Hyundai Genesis, it is now called the G80. For about \$10,000 less than competing midsize luxury sedans, the G80 delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Most versions come with automatic emergency braking and blind-spot monitoring.



PRICE	ROAD-TEST SCORE
\$41,400-\$54,550	89
Reliability Satisfaction MPG 20	

Honda Civic

57/58

OVERALL SCORE

The Civic is substantial, refined, and capable. The 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, and the turbo brings more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive—the only way to avoid it is to get the base LX. Forward-collision warning is available. A four-door hatchback version is new. First-year reliability of the redesign has been well below average.



PRICE	ROAD-TEST SCORE
\$18,740-\$28,300	75-76
Reliability Satisfaction MPG 31-32	

Genesis G90

NA

OVERALL SCORE

Hyundai's flagship sedan is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is the better choice. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Equus. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cossetting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.



PRICE	ROAD-TEST SCORE
\$68,100-\$72,200	NA
Reliability Satisfaction MPG NA	

Honda Clarity

NA

OVERALL SCORE

The new Clarity FCV has a more compact hydrogen fuel cell and powertrain than in past versions, yet with a claimed driving range beyond 300 miles. It takes 3 to 5 minutes to fully fuel it with hydrogen. The Clarity FCV can be leased for \$369 per month, at a retail price of about \$60,000. Honda has also added Clarity Electric and Clarity Plug-In Hybrid versions to be launched in 2017. If the electric Clarity can go 200 miles between charges, it will compete with the Chevy Bolt and Tesla Model 3. The Plug-In Hybrid will be offered in all 50 states and feature a 40-mile all-electric range before the gas engine kicks in. All versions will come standard with automatic emergency braking and blind-spot warning.



PRICE	ROAD-TEST SCORE
\$60,000-\$65,000E	NA
Reliability Satisfaction MPG NA	

Honda Accord

81/82

OVERALL SCORE

The Accord is one of the better midsize sedans. It is well-equipped and competitively priced, and it performs well. It handles responsively, though the ride can be a bit choppy. It has a roomy and well-finished interior. The four-cylinder gets 30 mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a decent 26 mpg overall. But the infotainment system on EX and above versions is unintuitive. Standard automatic climate control is a nice feature, but the LX lacks a power seat. The 2014 Hybrid that we tested got 40 mpg overall and operates smoothly, but it sacrifices a lot of trunk space. Reliability has been above average.



PRICE	ROAD-TEST SCORE
\$22,455-\$35,955	84-85
Reliability Satisfaction MPG 26-30	

Honda Fit

66

OVERALL SCORE

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



PRICE	ROAD-TEST SCORE
\$16,090-\$21,365	67
Reliability Satisfaction MPG 33	

Honda HR-V

69
OVERALL
SCORE

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rearview camera is standard. We prefer the LX trim over the EX for its simpler audio controls.



PRICE \$19,465-\$26,240
ROAD-TEST SCORE 66
Reliability Satisfaction MPG 29

Honda Odyssey

79
OVERALL
SCORE

This versatile and capable hauler combines clever and generous packaging with responsive handling and a supple ride—surprising for a minivan. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned 21 mpg overall in our tests. The Odyssey can seat eight in relative comfort, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available. A redesigned 2018 Odyssey goes on sale in the spring.



PRICE \$29,850-\$45,325
ROAD-TEST SCORE 84
Reliability Satisfaction MPG 21

Honda Pilot

75
OVERALL
SCORE

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.



PRICE \$30,595-\$47,070
ROAD-TEST SCORE 80
Reliability Satisfaction MPG 20

Honda Ridgeline

76
OVERALL
SCORE

Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the unit-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.



PRICE \$29,475-\$42,970
ROAD-TEST SCORE 80
Reliability Satisfaction MPG 20

Hyundai Accent

61
OVERALL
SCORE

The entry-level Accent subcompact is available as a basic yet sensible sedan or hatchback. With the smooth and responsive automatic, the sedan attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. That isn't such great fuel economy, considering the new larger, more substantial Elantra gets 33 mpg overall. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.



PRICE \$14,745-\$17,495
ROAD-TEST SCORE 65
Reliability Satisfaction MPG 31

Hyundai Elantra

69
OVERALL
SCORE

The redesigned 2017 Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features are available. A Sport version with a 1.6-liter turbo four-cylinder is also available.



PRICE \$17,150-\$22,350
ROAD-TEST SCORE 66
Reliability Satisfaction MPG 33

Hyundai Ioniq

NA
OVERALL
SCORE

Angling to take on Toyota's widely sold Prius, Hyundai is rolling out a compact hatchback hybrid that will be available in three flavors. First to arrive is the regular hybrid. A plug-in hybrid version, with the ability to go short distances on just electric power, then act as a hybrid after the charge is used up, will follow. The hybrid drivetrain consists of a 1.6-liter, four-cylinder gasoline engine and electric drive, with a total output of 139 hp. Unlike most hybrids, which use a continuously variable transmission, the Ioniq will employ a six-speed automated manual transmission, which operates unobtrusively and makes the car feel familiar and conventional. The third version will be a fully electric vehicle, with a 28-kWh battery and a claimed range of 110 miles.



PRICE \$25,000-\$35,000E
ROAD-TEST SCORE NA
Reliability Satisfaction MPG NA

Hyundai Santa Fe

78
OVERALL
SCORE

The freshened 2017 Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.



PRICE \$30,800-\$41,150
ROAD-TEST SCORE 81
Reliability Satisfaction MPG 20

Hyundai Santa Fe Sport

75
OVERALL
SCORE



Hyundai's five-passenger midsize SUV received a number of updates with its 2017 freshening, including a standard rearview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test.

This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so. Reliability has been above average.



PRICE
\$25,350-\$38,250

ROAD-TEST SCORE
73

Reliability  Satisfaction  MPG **23**

Hyundai Sonata

73/75
OVERALL
SCORE

This competitive but ho-hum sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access.

Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a stronger 2.0-liter turbo four-cylinder is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. We found the controls to be easy to use, and the rear seat is one of the roomiest in the class. Safety features include forward-collision warning with automatic emergency braking and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests and makes for a very pleasant sedan.



PRICE
\$21,600-\$34,350

ROAD-TEST SCORE
78-80

Reliability  Satisfaction  MPG **28-39**

Hyundai Tucson



73/75
OVERALL
SCORE

The Tucson is one of the better small SUVs, although neither of its powertrains is ideal. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot monitoring, are optional.



PRICE
\$22,700-\$31,175

ROAD-TEST SCORE
76-79

Reliability  Satisfaction  MPG **24-26**

Hyundai Veloster

63
OVERALL
SCORE

The sporty Veloster hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated manual transmission. Handling is responsive and secure. Though the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best.



PRICE
\$18,000-\$23,950

ROAD-TEST SCORE
67

Reliability  Satisfaction  MPG **31**

Infiniti Q50



71
OVERALL
SCORE

After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. This powertrain makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. Reliability has been below average, and owner satisfaction is low in our survey. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



PRICE
\$33,950-\$49,950

ROAD-TEST SCORE
85

Reliability  Satisfaction  MPG **22**

Infiniti Q60

NA
OVERALL
SCORE

A coupe version of the updated 2016 Q50, the new Q60 gets the same slick and punchy 300-hp, 3.0-liter V6 twin turbo. In fact, that engine is so good that the 400-hp version is almost an extravagance. A weaker 208-hp, 2.0-liter four-cylinder turbo engine is also available. All-wheel drive is optional. Engine and transmission responses can be customized with a new Drive Mode Selector to fit personal preferences, from high performance to cruising comfort. The Q50 is now a competitive sports sedan, and the coupe adds more style at the expense of four-door practicality. The infotainment-system touch screen and a few other controls are annoyingly complicated.



PRICE
\$38,950-\$53,300

ROAD-TEST SCORE
NA

Reliability  Satisfaction  MPG **NA**

Infiniti Q70



83/88
OVERALL
SCORE

Although long in the tooth, the Q70 is still competitive, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it generally commands significantly lower prices than its competitors.



PRICE
\$49,850-\$67,050

ROAD-TEST SCORE
83-90

Reliability  Satisfaction  MPG **21-25**

Infiniti QX30

65
OVERALL
SCORE

Infiniti's shortcut into the small-luxury-SUV segment is the QX30, which is based on the Mercedes-Benz GLA. The Infiniti uses the GLA's 2.0-liter turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs but uses Infiniti's infotainment screen. The rear seat is cramped, and visibility is wanting. Available safety features include automatic emergency braking and blind-spot warning. Front-drive versions are priced in the low \$30,000s, and typical all-wheel-drive versions surpass \$40,000.



PRICE
\$29,950-\$38,500

ROAD-TEST SCORE
71

Reliability  Satisfaction  MPG **25**

Infiniti QX50

NA

OVERALL
SCORE

Infiniti's QX50 dates back to 2008, when it was known as the EX. The current model has a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg room. But underneath it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over are the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include forward-collision warning, blind-spot monitoring, and lane-keeping assist. A redesigned QX50 is in the offing.



PRICE	ROAD-TEST SCORE
\$35,850	NA
Reliability	Satisfaction MPG NA

Infiniti QX60

65

OVERALL
SCORE

The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and seating posture. The 2017 model has been freshened, with 30 more hp added to its V6 and towing capacity raised to 5,000 pounds. Reliability has been below average. Of note is also the QX60's low owner-satisfaction score.



PRICE	ROAD-TEST SCORE
\$43,100-\$53,450	79
Reliability	Satisfaction MPG 19

Infiniti QX70

60

OVERALL
SCORE

Aging but still worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes automatic emergency braking. The useful surround-view camera system gives a bird's-eye view while parking.



PRICE	ROAD-TEST SCORE
\$45,850-\$56,950	72
Reliability	Satisfaction MPG 18

Infiniti QX80

57

OVERALL
SCORE

A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic braking. The new Nissan Armada is essentially the same vehicle but costs less.



PRICE	ROAD-TEST SCORE
\$63,850-\$89,450	68
Reliability	Satisfaction MPG 15

Jaguar F-Pace

56

OVERALL
SCORE

Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XF and new XE. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine, and a 2.0-liter turbodiesel is the base engine. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace is taut and nimble, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. Active safety features are available if you opt for the vision package.



PRICE	ROAD-TEST SCORE
\$40,990-\$69,700	72
Reliability	Satisfaction MPG 20

Jaguar F-Type

NA

OVERALL
SCORE

Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive.



PRICE	ROAD-TEST SCORE
\$61,400-\$128,800	NA
Reliability	Satisfaction MPG NA

Jaguar XE

NA

OVERALL
SCORE

The new XE is an athletic compact luxury sports sedan. Base models get a 180-hp, four-cylinder diesel. A more potent 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic is the uplevel offering, with a new 2.0-liter turbo four-cylinder arriving this spring. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambience is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available.



PRICE	ROAD-TEST SCORE
\$34,900-\$51,700	NA
Reliability	Satisfaction MPG NA

Jaguar XF

61

OVERALL
SCORE

The redesigned XF is one of the sportiest offerings among midsize luxury sedans. It's taut and agile yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, and a more powerful 380-hp version is also available. The front and rear seats are comfortable, and the trunk is large. However, interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The uplevel InControl Touch Pro system isn't much better. The navigation system uses memory of past drives and real-time traffic info to offer alternate routes. All models get a generous five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.



PRICE	ROAD-TEST SCORE
\$48,250-\$66,200	83
Reliability	Satisfaction MPG 21

Jaguar XJ

61

OVERALL
SCORE

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A new infotainment system and a more generous five-year/60,000-mile warranty are recent upgrades.



PRICE	ROAD-TEST SCORE
\$74,400-\$121,000	82
Reliability Satisfaction MPG 19	

Jeep Cherokee

47/55

OVERALL
SCORE

The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy, and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Recent updates included stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been below average.



PRICE	ROAD-TEST SCORE
\$23,595-\$38,595	58-71
Reliability Satisfaction MPG 21-22	

Jeep Compass

NA

OVERALL
SCORE

The new Compass, which slots above the Renegade and below the Cherokee, should be better than its uncompetitive and outclassed predecessor. Power comes from a 180-hp, 2.4-liter four-cylinder—an engine we found to be somewhat unrefined and sluggish in other Jeeps. Three transmission choices are available: six-speed manual, and six- and nine-speed automatics. It has a roomy rear seat and the excellent Uconnect infotainment system. Available safety features include forward-collision warning, lane-departure warning, blind-spot monitoring, and a rearview camera. The Trailhawk will be the more robust off-road version, with rock-crawling gearing and off-road tires, and the ability to tow up to 2,000 pounds. The old Compass will be sold alongside the new one, so make sure you don't get swayed by its likely cheaper price.



PRICE	ROAD-TEST SCORE
\$20,000-\$30,000E	NA
Reliability Satisfaction MPG NA	

Jeep Grand Cherokee

58/61

OVERALL
SCORE

The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$30,295-\$68,390	80-84
Reliability Satisfaction MPG 18-24	

Jeep Renegade

42

OVERALL
SCORE

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.



PRICE	ROAD-TEST SCORE
\$17,995-\$28,140	56
Reliability Satisfaction MPG 24	

Jeep Wrangler

28

OVERALL
SCORE

As an everyday vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are Poor, and the four-door scored Marginal; but offset-frontal and small-overlap results for the four-door are Good. Reliability has been below average. A redesigned Wrangler is on the way.



PRICE	ROAD-TEST SCORE
\$23,995-\$42,245	20
Reliability Satisfaction MPG 17	

Kia Cadenza

NA

OVERALL
SCORE

Although the styling changes are subtle, the redesigned 2017 Cadenza features an all-new body structure. The new car is based on the Kia Optima, but it is considerably larger, competing with the Toyota Avalon and Chevrolet Impala. The car is roomy and quiet, with easy-to-use controls. Ride and handling are nothing special but pleasant enough. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. Higher-end Limited versions include more soft-touch surfaces, real stitching on the dashboard, and available Nappa leather seats. Automatic emergency braking, adaptive cruise control, and lane-departure warning are available.



PRICE	ROAD-TEST SCORE
\$31,990-\$44,390	NA
Reliability Satisfaction MPG NA	

Kia Forte

73

OVERALL
SCORE

Kia's Forte provides generous interior room and a wide assortment of amenities. Our tested base LX sedan got 33 mpg overall with the new-for-2017 2.0-liter four-cylinder and six-speed automatic, which is similar to the engine in the Hyundai Elantra. Though the ride is fairly absorbent, it tends to feel a bit too tender when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, a rearview camera, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items.



PRICE	ROAD-TEST SCORE
\$16,490-\$23,690	80
Reliability Satisfaction MPG 33	

Kia K900

NA

OVERALL
SCORE

Kia's flagship is the brand's first rear-drive model and cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.



PRICE	ROAD-TEST SCORE
\$49,900-\$61,900	NA
Reliability 1 Satisfaction 2 MPG NA	

Kia Sedona

67

OVERALL
SCORE

The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. Handling is rather ungainly but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are they removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems. A rearview camera is standard.



PRICE	ROAD-TEST SCORE
\$28,800-\$41,900	70
Reliability 1 Satisfaction 2 MPG 20	

Kia Niro

NA

OVERALL
SCORE

The new Kia Niro is a small, five-passenger front-wheel-drive hybrid wagon/hatchback. It uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This blend is mated to a six-speed dual-clutch transmission, and the 1.56-kWh lithium-ion battery is located under the rear seat. That allows for a flat cargo floor when the rear seats are folded. Kia claims the Niro will get 50 mpg combined in the EPA test cycle. A suite of advanced safety features will be available, including automatic braking, smart cruise control, and blind-spot detection with rear cross-traffic alert. An available infotainment system works with Android Auto and Apple CarPlay.



PRICE	ROAD-TEST SCORE
\$22,890-\$29,650	NA
Reliability 1 Satisfaction 2 MPG NA	

Kia Sorento

82

OVERALL
SCORE

This SUV is among our top-scoring midsize SUVs. The Sorento is functional and refined, and its wide price range makes it an alternative to small and midsize SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All are mated to a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus. Reliability has been above average.



PRICE	ROAD-TEST SCORE
\$25,400-\$45,700	84
Reliability 2 Satisfaction 2 MPG 21	

Kia Optima

85

OVERALL
SCORE

Kia's recently redesigned Optima midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant and unobtrusive, and returned 28 mpg overall in our testing, and the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around \$26,000, the EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Android Auto and Apple CarPlay. A hybrid is also available.



PRICE	ROAD-TEST SCORE
\$22,200-\$36,090	86
Reliability 2 Satisfaction 2 MPG 28	

Kia Soul

71

OVERALL
SCORE

There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some northeastern states. Available safety gear includes forward-collision and lane-departure warning systems. Reliability has been average. With 2017 comes a more powerful 201-hp, 1.6-liter turbo engine.



PRICE	ROAD-TEST SCORE
\$16,100-\$35,950	74
Reliability 1 Satisfaction 2 MPG 26	

Kia Rio

60

OVERALL
SCORE

This sibling of the Hyundai Accent is available as a sedan or hatchback. The 138-hp, 1.6-liter four-cylinder, mated to a six-speed automatic, produces sufficient power. Fuel economy of 29 mpg overall with our hatchback and 30 mpg for the sedan is pretty unimpressive, however. The Rio's stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rearview camera, but these can push up the price steeply. Expect a redesigned Rio to arrive this spring.



PRICE	ROAD-TEST SCORE
\$14,165-\$20,905	64
Reliability 1 Satisfaction 1 MPG 30	

Kia Sportage

76

OVERALL
SCORE

The redesigned Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.



PRICE	ROAD-TEST SCORE
\$23,200-\$34,200	78
Reliability 2 Satisfaction 2 MPG 23	

Land Rover Discovery

NA
OVERALL
SCORE

This replacement for the LR4 shares a platform with the big Range Rover, not the Discovery Sport. It is designed to provide on-road civility with some off-road prowess. The company claims its third row can readily accommodate full-sized adults, and the seats flip and fold remotely for cargo-toting flexibility. All three rows can be had with heated seats. Two engine are offered: a 340-hp, 3.0-liter supercharged V6 and a 254-hp, 3.0-liter turbodiesel V6, both mated to an eight-speed automatic. The new Discovery shed a whopping 1,000 pounds and should be less lumbering than the LR4, as well as more fuel-efficient. Despite the more urban-focused packaging, the new Discovery touts more ground clearance than the previous version. The Discovery goes on sale this summer.



PRICE	ROAD-TEST SCORE
\$49,990-\$73,950	NA
Reliability ⚠ Satisfaction ⬆ MPG NA	

Land Rover Range Rover Sport

55
OVERALL
SCORE

Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available.



PRICE	ROAD-TEST SCORE
\$65,650-\$111,350	74
Reliability ⚠ Satisfaction ⬆ MPG 18	

Land Rover Discovery Sport

43
OVERALL
SCORE

From the storied Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill and trails. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. Based on Land Rover's history, we predict that the reliability for this pricey, underachieving SUV is likely to be below average.



PRICE	ROAD-TEST SCORE
\$37,695-\$46,595	58
Reliability ⚠ Satisfaction ⬆ MPG 21	

Lexus CT 200h

66
OVERALL
SCORE

This small hatchback has excellent fuel economy, but its refinement isn't up to the Lexus standard. A recent freshening brought styling updates and mechanical tweaks that resulted in claimed improvements to ride comfort and noise levels, two areas we found to be problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota's. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.



PRICE	ROAD-TEST SCORE
\$31,250-\$32,980	65
Reliability ⬆ Satisfaction ⬆ MPG 40	

Land Rover Range Rover

58
OVERALL
SCORE

Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the slow touch screen is complex. A 254-hp turbodiesel V6 is well-mannered and provides ample power. A hands-free system to open the tailgate is available.



PRICE	ROAD-TEST SCORE
\$85,650-\$199,950	80
Reliability ⚠ Satisfaction ⬆ MPG 17	

Lexus ES

81/82
OVERALL
SCORE

The Lexus ES is an upscale relative of the Toyota Camry. It has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent. For 2017, automatic emergency braking and lane-departure warning are standard.



PRICE	ROAD-TEST SCORE
\$38,900-\$41,820	77-78
Reliability ⬆ Satisfaction ⬆ MPG 25-36	

Land Rover Range Rover Evoque

NA
OVERALL
SCORE

Overall, the Evoque compact SUV is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats.



PRICE	ROAD-TEST SCORE
\$41,800-\$62,500	NA
Reliability ⚠ Satisfaction ⬆ MPG NA	

Lexus GS

85
OVERALL
SCORE

The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A rear-drive 200t with a turbo four-cylinder and a high-performance GS F with a 467-hp V8 are available. For 2017, the Lexus Safety System+ is standard, including automatic emergency braking and blind-spot monitoring.



PRICE	ROAD-TEST SCORE
\$46,310-\$83,940	83
Reliability ⬆ Satisfaction ⬆ MPG 21	

Lexus GX

75
OVERALL
SCORE

Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.



PRICE	ROAD-TEST SCORE
\$51,280-\$62,980	70
Reliability Satisfaction MPG 17	

Lexus LX

NA
OVERALL
SCORE

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure. The Land Cruiser we tested got only 14 mpg overall but was very capable 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 further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



PRICE	ROAD-TEST SCORE
\$89,380	NA
Reliability Satisfaction MPG NA	

Lexus IS

66
OVERALL
SCORE

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. A 255-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.



PRICE	ROAD-TEST SCORE
\$37,325-\$46,100	56
Reliability Satisfaction MPG 20	

Lexus NX

74/76
OVERALL
SCORE

Based on the Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cossetting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad is frustrating and distracting to use when driving. Reliability has been well above average.



PRICE	ROAD-TEST SCORE
\$35,085-\$39,720	71-74
Reliability Satisfaction MPG 24-29	

Lexus LC

NA
OVERALL
SCORE

Lexus's new halo car is the six-figure LC 500 Coupe, a 2+2 luxury car that is likely to compete with the Mercedes-Benz S550 Coupe and BMW 650i coupe. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp and 398 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0 to 60 mph sprint of less than 4.5 seconds. A 3.5-liter V6 hybrid version has also been introduced. It will go on sale this spring with a typical price of about \$100,000. A convertible version may follow.



PRICE	ROAD-TEST SCORE
\$92,000-\$96,510	NA
Reliability Satisfaction MPG NA	

Lexus RC

NA
OVERALL
SCORE

This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility.



PRICE	ROAD-TEST SCORE
\$40,155-\$64,165	NA
Reliability Satisfaction MPG NA	

Lexus LS

87
OVERALL
SCORE

The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. The LS 600h hybrid comes with standard AWD. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use. A redesign, powered by a twin-turbo V6 and outfitted with a swoopier body, comes later in 2017.



PRICE	ROAD-TEST SCORE
\$72,520-\$120,400	89
Reliability Satisfaction MPG 21	

Lexus RX

79/81
OVERALL
SCORE

The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of leg and knee room. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



PRICE	ROAD-TEST SCORE
\$43,020-\$56,645	77-80
Reliability Satisfaction MPG 22-29	

Lincoln Continental

NA
OVERALL
SCORE

Based on the accomplished Lincoln MKZ, the Continental nameplate returns as an all-new high-tech flagship sedan. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level gets a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is quite responsive, particularly for such a large sedan. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. Some controls are odd, such as the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsized sedans.



PRICE	ROAD-TEST SCORE
\$44,560-\$68,180	NA
Reliability Satisfaction MPG NA	

Lincoln MKC

54
OVERALL
SCORE

The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$32,880-\$48,040	72
Reliability Satisfaction MPG 19	

Lincoln MKT

NA
OVERALL
SCORE

This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



PRICE	ROAD-TEST SCORE
\$43,370-\$45,365	NA
Reliability Satisfaction MPG NA	

Lincoln MKX

66
OVERALL
SCORE

Based on the capable Ford Edge, the Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, and the optional 335-hp, 2.7-liter turbo V6 is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is steady and composed. Tall drivers will probably find that the push-button shifter is a long reach away. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic alert. First-year reliability of the redesign has been below average.



PRICE	ROAD-TEST SCORE
\$38,100-\$57,970	87
Reliability Satisfaction MPG 18	

Lincoln MKZ

81
OVERALL
SCORE

Based on the engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.



PRICE	ROAD-TEST SCORE
\$35,170-\$53,720	88
Reliability Satisfaction MPG 23-34	

Lincoln Navigator

69
OVERALL
SCORE

This more luxurious version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat and is more reliable than GM's offerings. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated, and there is no hiding the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system.



PRICE	ROAD-TEST SCORE
\$63,515-\$76,910	72
Reliability Satisfaction MPG 15	

Maserati Ghibli

48
OVERALL
SCORE

Although the Ghibli is based on a Chrysler 300, this four-door coupe has its own character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. The uplevel SQ-4 all-wheel-drive version we tested uses a 404-hp version. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is fitted out with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins.



PRICE	ROAD-TEST SCORE
\$71,600-\$79,700	71
Reliability Satisfaction MPG 19	

Maserati Levante

NA
OVERALL
SCORE

The Levante is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at \$72,000 for the 345-hp, V6 base model and reaches \$83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.



PRICE	ROAD-TEST SCORE
\$72,000-\$83,000	NA
Reliability Satisfaction MPG NA	

Mazda3

72

OVERALL
SCORE

Whether as a sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. Reliability has been above average.



PRICE	ROAD-TEST SCORE
\$17,845–\$24,945	72–73
Reliability Satisfaction MPG 32–33	

Mazda6

77

OVERALL
SCORE

Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsize sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional.



PRICE	ROAD-TEST SCORE
\$21,945–\$30,695	79
Reliability Satisfaction MPG 32	

Mazda CX-3

64

OVERALL
SCORE

Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. This is the first nonluxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.



PRICE	ROAD-TEST SCORE
\$19,960–\$26,240	64
Reliability Satisfaction MPG 28	

Mazda CX-5

74

OVERALL
SCORE

Spry and fuel-efficient, Mazda's small SUV is rewarding to drive and is reliable. Nimble handling and a taut ride—combined with ample power from the 2.5-liter, 184-hp four-cylinder—make it fun to drive. The one downside is that the cabin is louder than most in the segment. A complex dial-controlled infotainment system takes some time to master. A less powerful 2.0-liter four comes only with FWD and a manual transmission. Cabin and cargo space are plentiful, seats are comfortable, and visibility is good—aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. This is a viable choice against a VW Tiguan or Ford Escape. A redesigned CX-5 goes on sale this spring.



PRICE	ROAD-TEST SCORE
\$21,795–\$29,870	74
Reliability Satisfaction MPG 25	

Mazda CX-9

74

OVERALL
SCORE

Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include automatic emergency braking and blind-spot monitoring.



PRICE	ROAD-TEST SCORE
\$31,520–\$44,015	80
Reliability Satisfaction MPG 22	

Mazda MX-5 Miata

79

OVERALL
SCORE

The fourth-generation Miata remains true to Mazda's original formula of a lightweight, rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.



PRICE	ROAD-TEST SCORE
\$24,915–\$34,925	80
Reliability Satisfaction MPG 34	

Mercedes-Benz B-Class ED

NA

OVERALL
SCORE

The B-Class Electric Drive is the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, due in part to its stiff ride and clumsy handling, and it's neither particularly quick nor very quiet. A number of advanced safety and convenience features are available, including a system that lets the driver check on the charging status via a smartphone. As with all EVs, the B-Class electric qualifies for a \$7,500 federal tax incentive.



PRICE	ROAD-TEST SCORE
\$39,900	NA
Reliability Satisfaction MPG NA	

Mercedes-Benz C-Class

67

OVERALL
SCORE

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or 503-hp in the S version. Additional variants include a C350e plug-in hybrid, C300d diesel, and C43 AMG with a 3.0-liter turbo V6. Reliability has been below average. A new coupe version is available for 2017.



PRICE	ROAD-TEST SCORE
\$39,500–\$80,850	85
Reliability Satisfaction MPG 26	



Mercedes-Benz CLA

51

OVERALL SCORE

Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better driving experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. Though the car is agile, the ride is punishingly stiff and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can rise to the \$50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels behind the wheel.



PRICE	ROAD-TEST SCORE
\$32,400-\$49,950	64
Reliability  Satisfaction  MPG 28	



Mercedes-Benz CLS

NA

OVERALL SCORE

The extensively freshened CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.



PRICE	ROAD-TEST SCORE
\$66,900-\$107,800	NA
Reliability  Satisfaction  MPG NA	



Mercedes-Benz E-Class

74

OVERALL SCORE

The redesigned E-Class delivers nimbler handling and better fuel economy than the previous generation. On the other hand, it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder is linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. Then again, we got a commendable 24 mpg overall. The car is quiet and handles with newfound agility. Though the ride is comfortable, it lost some plushness. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the seat's lumbar support is a multistep process done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature.



PRICE	ROAD-TEST SCORE
\$52,150-\$72,400	85
Reliability  Satisfaction  MPG 24	


Mercedes-Benz GLA

66

OVERALL SCORE

Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is not even. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Safety features include a forward-collision mitigation system. Automatic emergency braking and blind-spot monitoring are optional. A front-drive version and a high-performance 375-hp GLA45 are available. The infotainment system has become more complicated for 2017 but is now compatible with Android Auto and Apple CarPlay.



PRICE	ROAD-TEST SCORE
\$32,850-\$49,900	70
Reliability  Satisfaction  MPG 26	



Mercedes-Benz GLC

79

OVERALL SCORE

Based on the current C-Class, the GLC is one of the best compact luxury SUVs on the market. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety gear—such as blind-spot monitoring and cross-traffic alert—comes in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available. First-year reliability has been well above average.



PRICE	ROAD-TEST SCORE
\$39,150-\$54,900	81
Reliability  Satisfaction  MPG 22	



Mercedes-Benz GLE

68

OVERALL SCORE

Renamed from the M-Class, the GLE is a capable and luxurious midsize SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. A four-cylinder turbodiesel is also available. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.



PRICE	ROAD-TEST SCORE
\$52,000-\$108,840	75
Reliability  Satisfaction  MPG 18	


Mercedes-Benz GLS

57

OVERALL SCORE

Mercedes' seven-passenger SUV is freshened for the 2017 model year, with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current—and more complex—Mercedes-Benz infotainment system. Our last tested GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes cross-traffic alert, blind-spot warning, and lane-keeping assist.



PRICE	ROAD-TEST SCORE
\$68,700-\$124,100	82
Reliability  Satisfaction  MPG 20	



Mercedes-Benz S-Class

68

OVERALL SCORE

The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady—the best we've ever tested—and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$96,600-\$247,900	96
Reliability  Satisfaction  MPG 18	

Mercedes-Benz SL ▲

NA

OVERALL
SCORE

The drop-top SL has several changes for 2017, including styling updates and more horsepower.

The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make due with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectfully. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One neat feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot detection, and lane-keeping assist.



PRICE	ROAD-TEST SCORE
\$86,950-\$219,850	NA
Reliability ⭐	Satisfaction 🟢 MPG NA

Mercedes-Benz SLC

NA

OVERALL
SCORE

For 2017, the updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at

keeping the interior quiet. The SLK250 we tested had a 1.8-liter turbo four-cylinder that delivered ample thrust, and the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLC has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.



PRICE	ROAD-TEST SCORE
\$47,950-\$61,300	NA
Reliability ⭐	Satisfaction 🟢 MPG NA

Mini Cooper

58/66

OVERALL
SCORE

Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version. Base

Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has dropped to below average.



PRICE	ROAD-TEST SCORE
\$20,950-\$35,600	68-81
Reliability 🟡	Satisfaction 🟢 MPG 30-31

Mini Cooper Clubman

57

OVERALL
SCORE

The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine

choices include a slightly wheezy-sounding three-cylinder turbo in the base car or a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. An all-wheel-drive version is available on the S.



PRICE	ROAD-TEST SCORE
\$24,100-\$29,450	67
Reliability 🟡	Satisfaction 🟢 MPG 28

Mini Cooper Countryman

NA

OVERALL
SCORE

In March a new Countryman based on the Clubman will go on sale in Cooper and Cooper S versions. Engine choices

are a base 1.5-liter turbo three-cylinder and a 2.0-liter turbo four-cylinder for the S. Front- and all-wheel drives are offered. In June an all-wheel-drive plug-in hybrid version follows, with a promised all-electric range of 24 miles. This SUV-like Countryman has grown longer than the original, bringing in more interior space and flexibility. The optional Mini Driving Assistant system includes forward-collision warning with low-speed automatic emergency braking, pedestrian warning with brake assist, and automatic high beams.



PRICE	ROAD-TEST SCORE
\$26,600-\$31,600	NA
Reliability 🟡	Satisfaction 🟢 MPG NA

Mitsubishi Lancer

61

OVERALL
SCORE

Despite its recent face-lift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter

four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. Sadly, the high-performance, rally-ready Evolution version is no more.



PRICE	ROAD-TEST SCORE
\$17,795-\$22,095	62
Reliability ⭐	Satisfaction 🟡 MPG 25

Mitsubishi Mirage

37

OVERALL
SCORE

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical

runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage and, for the money, there are many much better used cars for the same price.



PRICE	ROAD-TEST SCORE
\$12,995-\$16,995	29
Reliability ⭐	Satisfaction 🟡 MPG 37

Mitsubishi Outlander

60

OVERALL
SCORE

Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny

third-row seat, rare in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The upcoming plug-in hybrid will cost more than \$40,000.



PRICE	ROAD-TEST SCORE
\$23,495-\$40,000E	59
Reliability ⭐	Satisfaction 🟡 MPG 24

Mitsubishi Outlander Sport

NA

OVERALL SCORE

This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



PRICE	ROAD-TEST SCORE
\$19,795-\$27,695	NA
Reliability ⭐ Satisfaction ⬆ MPG NA	

Mitsubishi i-MiEV

44

OVERALL SCORE

The i-MiEV is one of the cheapest all-electric cars available. But the downside is an underdeveloped vehicle that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 59 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf—with its roomier interior, more comfortable ride, and longer driving range—feels like a real car and is a far better choice.



PRICE	ROAD-TEST SCORE
\$22,995	35
Reliability ⭐ Satisfaction ⬆ MPG 111	

Nissan Altima

67/72

OVERALL SCORE

This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorber. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. Reliability has improved to average, but the Altima scored too low in our testing to recommend.



PRICE	ROAD-TEST SCORE
\$22,500-\$32,690	71-80
Reliability ⬆ Satisfaction ⬆ MPG 24-29	

Nissan Armada

59

OVERALL SCORE

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



PRICE	ROAD-TEST SCORE
\$44,400-\$59,990	69
Reliability ⬆ Satisfaction ⬆ MPG 14	

Nissan Frontier

NA

OVERALL SCORE

Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.



PRICE	ROAD-TEST SCORE
\$18,406-\$36,410	NA
Reliability ⬆ Satisfaction ⬆ MPG NA	

Nissan Juke

NA

OVERALL SCORE

The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 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. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.



PRICE	ROAD-TEST SCORE
\$20,250-\$30,020	NA
Reliability ⬆ Satisfaction ⬆ MPG NA	

Nissan Leaf

62

OVERALL SCORE

The all-electric Leaf that we tested has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. For 2017, the Leaf has a bigger standard 30-kWh battery with a claimed 107-mile range. Reliability has been above average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. A redesign is due to be introduced soon.



PRICE	ROAD-TEST SCORE
\$30,680-\$36,790	71
Reliability ⬆ Satisfaction ⬆ MPG 106	

Nissan Maxima

72

OVERALL SCORE

The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs \$40,000. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof.



PRICE	ROAD-TEST SCORE
\$32,560-\$39,990	81
Reliability ⬆ Satisfaction ⬆ MPG 25	

Nissan Murano

73

OVERALL
SCORE

Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with automatic braking. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. Reliability has been average.



PRICE	ROAD-TEST SCORE
\$29,740-\$40,780	77
Reliability 🟡 Satisfaction 🟢 MPG 21	

Nissan Pathfinder

56

OVERALL
SCORE

This midsize SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. Reliability has been below average. The 2017 model has been freshened, gaining 24 hp and an increased towing capability of 6,000 pounds.



PRICE	ROAD-TEST SCORE
\$29,990-\$43,560	72
Reliability 🟡 Satisfaction 🔴 MPG 18	

Nissan Rogue

71

OVERALL
SCORE

The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. A hybrid version with a 176-hp, 2.0-liter engine and the availability of more advanced safety features are updates for 2017.



PRICE	ROAD-TEST SCORE
\$23,820-\$32,510	74
Reliability 🟢 Satisfaction 🟡 MPG 24	

Nissan Sentra

61

OVERALL
SCORE

Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is one of the roomiest in the class. But the driving experience is ho-hum and joyless. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. A backup camera is standard on the SV. The freshening included improved occupant crash protection, which resulted in better scores in the IIHS crash tests, as well as the availability of safety features such as automatic emergency braking, blind-spot warning, and rear cross-traffic alert. Turbo and Nismo versions are new for 2017.



PRICE	ROAD-TEST SCORE
\$16,990-\$24,990	62
Reliability 🟡 Satisfaction 🔴 MPG 31	

Nissan Titan

NA

OVERALL
SCORE

The redesigned 2017 Titan is more pleasant than the XD version. It comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped—a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan tows 9,730 pounds.



PRICE	ROAD-TEST SCORE
\$29,580-\$55,400	NA
Reliability 🟡 Satisfaction 🟢 MPG NA	

Nissan Titan XD

50

OVERALL
SCORE

Although the Titan XD (Extra Duty) promises heavy-duty pickup capability without a stiff ride, we found that its capabilities are closer to those of a regular-duty truck. On top of that, it's just as clumsy in the corners as HD trucks. It rides slightly better, however, and consumes a tad less fuel, at 15 mpg. The XD is available with both a new V8 Cummins diesel engine and a 5.6-liter gasoline V8, which is also on the regular-duty Titan. Properly equipped, the XD tows 12,000 pounds and can carry a payload of 2,000 pounds. It also has a built-in goose-neck trailer hitch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection.



PRICE	ROAD-TEST SCORE
\$31,090-\$60,400	55
Reliability 🟡 Satisfaction 🟢 MPG 15	

Nissan Versa

56

OVERALL
SCORE

Nissan's subcompact Versa sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Running changes include new interior refinements and some styling details, but much of the interior still feels low rent. Most controls are straightforward.



PRICE	ROAD-TEST SCORE
\$11,990-\$17,140	56
Reliability 🟡 Satisfaction 🔴 MPG 32	

Nissan Versa Note

62

OVERALL
SCORE

This little subcompact offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.



PRICE	ROAD-TEST SCORE
\$15,480-\$18,710	61
Reliability 🟢 Satisfaction 🔴 MPG 31	

Nissan Z

75
OVERALL SCORE

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



PRICE
\$29,990-\$49,400

ROAD-TEST SCORE
81

Reliability Satisfaction MPG **23**

Porsche Cayenne

72
OVERALL SCORE

The midsize Cayenne is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2½ hours to charge with a 240-volt connector.



PRICE
\$59,600-\$159,600

ROAD-TEST SCORE
78

Reliability Satisfaction MPG **19**

Porsche 718 Boxster

82
OVERALL SCORE

Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



PRICE
\$63,900-\$71,600

ROAD-TEST SCORE
95

Reliability Satisfaction MPG **26**

Porsche Macan

74
OVERALL SCORE

Porsche's latest addition combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017, three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-\$60,000 range, and the uplevel Turbo starts at \$76,000. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Reliability has improved to average.



PRICE
\$47,500-\$76,000

ROAD-TEST SCORE
85

Reliability Satisfaction MPG **19**

Porsche 718 Cayman

NA
OVERALL SCORE

For 2017, Porsche's coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, with immediate responses and virtually no body lean, making it fun to drive. The firm ride is fairly compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



PRICE
\$53,900-\$69,500

ROAD-TEST SCORE
NA

Reliability Satisfaction MPG **NA**

Porsche Panamera

NA
OVERALL SCORE

The redesigned Panamera features new turbo engines and a high-tech, touch-activated control layout that features a new electronic gear selector. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent handling and cornering grip. The ride was a bit on the firm side for a luxury car, though.



PRICE
\$85,000-\$146,900

ROAD-TEST SCORE
NA

Reliability Satisfaction MPG **NA**

Porsche 911

82
OVERALL SCORE

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.



PRICE
\$89,400-\$200,400

ROAD-TEST SCORE
95

Reliability Satisfaction MPG **23**

Ram 1500

54
OVERALL SCORE

This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been well below average.



PRICE
\$26,295-\$56,295

ROAD-TEST SCORE
81-82

Reliability Satisfaction MPG **15-20**

Ram 2500

NA
OVERALL
SCORE

The Ram 2500 mirrors the recent improvements that the Ram 1500 benefited from. With a coil-spring rear suspension, it now has a ride that is more civilized than the rides of competing heavy-duty trucks. Chrysler's powerful 383-hp, 5.7-liter V8 is the standard engine, but you can opt for the torque-rich 6.7-liter Cummins turbodiesel inline-6. This strong-pulling diesel isn't available on the Ram 1500. There is also a 6.4-liter V8. The truck lends itself easily to fifth-wheel towing, and it can be outfitted with a snow-plow preparation kit. The Ram 2500 has two rear cameras: one for backing up, another for monitoring what's in the bed. The crew cab's rear seat is very roomy, but access to the tall cab is awkward. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$31,780-\$60,870	NA
Reliability	Satisfaction MPG 14

Smart ForTwo

41
OVERALL
SCORE

Although the second-generation Smart is improved, it's still not a smart choice unless easy parking is a priority. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive, but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access. An electric-drive version is also available.



PRICE	ROAD-TEST SCORE
\$14,650-\$20,900	41
Reliability	Satisfaction MPG 36

Subaru BRZ

73
OVERALL
SCORE

Developed with Toyota, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or an automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.



PRICE	ROAD-TEST SCORE
\$25,395-\$28,495	79
Reliability	Satisfaction MPG 30

Subaru Crosstrek

76
OVERALL
SCORE

The Crosstrek is a small quasi-SUV version of the previous-generation Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid, which got 28 mpg, has been discontinued for 2017. In the end, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding, even if its lower ride height makes cabin access a bit more difficult. A redesign based on the new Impreza arrives this summer.



PRICE	ROAD-TEST SCORE
\$21,695-\$25,195	74
Reliability	Satisfaction MPG 26

Subaru Forester

83
OVERALL
SCORE

Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced at times. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes forward-collision warning.



PRICE	ROAD-TEST SCORE
\$22,595-\$34,295	85
Reliability	Satisfaction MPG 26

Subaru Impreza

NA
OVERALL
SCORE

The redesigned 2017 Impreza compact has more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the Impreza continues to feature standard all-wheel drive. The new car has a more comfortable ride, handling is more agile, and the cabin is considerably quieter. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic and is not overly intrusive; a five-speed manual gearbox is also available. The infotainment screen is easy to use, and the rear seat is comfortable. Subaru's EyeSight suite of advanced safety gear, including automatic emergency braking, is available.



PRICE	ROAD-TEST SCORE
\$18,395-\$24,595	NA
Reliability	Satisfaction MPG NA

Subaru Legacy

79
OVERALL
SCORE

The Legacy is one of the roomier, quieter, and more refined midsize sedans—attributes that help it become one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. A rear camera is standard. Advanced safety gear such as blind-spot monitoring and the EyeSight safety suite, including automatic emergency braking, is optional.



PRICE	ROAD-TEST SCORE
\$21,995-\$31,640	89
Reliability	Satisfaction MPG 26

Subaru Outback

73/75
OVERALL
SCORE

An SUV alternative, the Outback wagon is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to a Forester or Toyota RAV4, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking and blind-spot monitoring.



PRICE	ROAD-TEST SCORE
\$25,645-\$38,195	82-85
Reliability	Satisfaction MPG 22-24

Subaru WRX/STI

59

OVERALL SCORE

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and a CVT is optional. Power is abundant, handling is nimble, and the WRX is very capable on the track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight assistance package includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. Recent updates include new exterior styling, enhanced suspension tuning, and interior refinements. Reliability has dropped to below average.



PRICE	ROAD-TEST SCORE
\$26,695-\$39,995	75
Reliability Satisfaction MPG 26	

Toyota 86

73

OVERALL SCORE

For 2017, the Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or an automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly—with almost no body lean—but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display.



PRICE	ROAD-TEST SCORE
\$26,255-\$26,975	78
Reliability Satisfaction MPG 30	

Tesla Model S

87

OVERALL SCORE

Receiving a midyear freshening, this sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 90-kWh battery—the largest available—it has a claimed range of 294 miles. The 85-kWh P85D that we tested had a 220-mile range and can be fully charged in about 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions but can be distracting. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available. Reliability has improved to average.



PRICE	ROAD-TEST SCORE
\$71,600-\$125,800	100
Reliability Satisfaction MPG 87	

Toyota Avalon

83

OVERALL SCORE

Spacious, quick, and quiet, the Avalon is an old-school big sedan updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Avalons from 2013-15 had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. The 2017 Avalon brings standard advanced safety features such as automatic emergency braking.



PRICE	ROAD-TEST SCORE
\$33,250-\$42,550	80
Reliability Satisfaction MPG 24	

Tesla Model X

58

OVERALL SCORE

The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range. First-year reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$80,000-\$115,500	77
Reliability Satisfaction MPG 92	

Toyota C-HR

NA

OVERALL SCORE

Apparently, Toyota thinks what the world needs is another Nissan Juke: Witness the C-HR, or Coupe High-Rider. Along with its funky and polarizing styling, the C-HR ticks all of the boxes in order to stand out in the hot and ever-growing tiny crossover segment. It features a hatchback for easy cargo storage and access, and the folding rear seats give it additional practicality. The raised cabin height and bulky fenders lend it macho SUV-like cred. Hidden rear door handles give the impression that it's a two-door coupe. Getting this tidy package underway is the responsibility of a 2.0-liter four-cylinder engine mated to a continuously variable transmission. Initially, just front-wheel drive will be offered. The C-HR goes on sale this spring.



PRICE	ROAD-TEST SCORE
\$19,000-\$24,000E	NA
Reliability Satisfaction MPG NA	

Toyota 4Runner

62

OVERALL SCORE

Tough and ready to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs on all other counts. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low in our testing to be recommended.



PRICE	ROAD-TEST SCORE
\$34,010-\$42,325	55
Reliability Satisfaction MPG 18	

Toyota Camry

83/85

OVERALL SCORE

Sure, it might seem vanilla, but the Camry truly delivers what shoppers want in a midsize sedan. The Camry's no-fuss driving experience—great outward visibility, controls that fall easily to hand, a roomy interior—may not be the most thrilling in its class, but it's far from its undeserved boring reputation. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. Year after year this sedan delivers outstanding reliability and solid owner satisfaction. The Camry acquitted itself well in crash tests, and fuel economy is competitive. We got 26 mpg overall with the V6 and 28 mpg with the four-cylinder, topping out with the Hybrid's 38 mpg. A redesigned model comes out later in 2017.



PRICE	ROAD-TEST SCORE
\$23,070-\$31,370	84-87
Reliability Satisfaction MPG 26-38	

Toyota Corolla

77

 OVERALL
SCORE

The Corolla delivers a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall and returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. For 2017, Toyota has made forward-collision warning with automatic emergency braking standard.



PRICE	ROAD-TEST SCORE
\$18,500–\$22,680	71
Reliability Satisfaction MPG 32	

Toyota Corolla iM

70

 OVERALL
SCORE

The iM is essentially a better-handling Corolla hatchback and is highlighted by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. For 2017, Toyota retired the Scion brand, so this car is now called Corolla iM. Also new for 2017, Toyota has made forward-collision warning with automatic braking standard.



PRICE	ROAD-TEST SCORE
\$18,750–\$19,490	64
Reliability Satisfaction MPG 31	

Toyota Highlander

85/86

 OVERALL
SCORE

The Toyota Highlander ranks among the best midsize, three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The punchy 3.5-liter V6 is matched to an eight-speed automatic for 2017. The Highlander gets 25 mpg overall compared with the conventional engine's 20. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard for the 2017 model year.



PRICE	ROAD-TEST SCORE
\$30,630–\$47,880	84–85
Reliability Satisfaction MPG 20–25	

Toyota Land Cruiser

74

 OVERALL
SCORE

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



PRICE	ROAD-TEST SCORE
\$84,325	68
Reliability Satisfaction MPG 14	

Toyota Mirai

NA

 OVERALL
SCORE

The \$57,000 Mirai is the first hydrogen-powered fuel-cell vehicle available for retail sale. It has a range of 300 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It usually takes 15 minutes to fill the tank. The Mirai is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy sedan, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. The optional power takeoff can let owners run their home if the power goes out. It is on sale in California and in the Northeast, and Toyota is offering free fuel for the duration of the \$499 per month, three-year lease.



PRICE	ROAD-TEST SCORE
\$57,500	NA
Reliability Satisfaction MPG NA	

Toyota Prius

77

 OVERALL
SCORE

In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. On top of that, the new car also handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can still drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, is new. For the 2017 model year, forward-collision warning with automatic braking is standard.



PRICE	ROAD-TEST SCORE
\$24,685–\$30,015	75
Reliability Satisfaction MPG 52	

Toyota Prius C

63

 OVERALL
SCORE

This smaller, less expensive alternative to the regular Prius feels like a Spartan subcompact, but with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is above average, but the Prius C scored too low to be recommended. For the 2017 model year, automatic emergency braking is standard.



PRICE	ROAD-TEST SCORE
\$19,560–\$24,495	55
Reliability Satisfaction MPG 43	

Toyota Prius Prime

NA

 OVERALL
SCORE

The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. It can cruise on electric-only power at speeds up to 84 mph, but the gas engine tends to start up in cold weather and at highway speeds, even in EV mode. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power. With slightly altered styling than the regular Prius, the Prime is can hold only four passengers, and it loses the rear wiper. Ride and handling are quite similar to the regular Prius, with responsive handling and a compliant ride. Standard safety features include automatic emergency braking and lane-keep assist.



PRICE	ROAD-TEST SCORE
\$27,100–\$33,100	NA
Reliability Satisfaction MPG NA	

Toyota Prius V

71
OVERALL
SCORE

This wagon version of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure but hardly inspiring. Rear visibility is better than in the standard Prius. A larger 4.1-inch dash-top screen for trip computer functions is also new.



PRICE	ROAD-TEST SCORE
\$26,675-\$30,935	73
Reliability Satisfaction MPG 41	

Toyota Tacoma

41
OVERALL
SCORE

The Tacoma remains as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available. First-year reliability of the redesign has been well below average.



PRICE	ROAD-TEST SCORE
\$24,120-\$40,760	46
Reliability Satisfaction MPG 19	

Toyota RAV4

78/79
OVERALL
SCORE

For years, the RAV4 has consistently been among the top-ranked small SUVs. The current RAV4's cabin is quieter, the ride is smoother, it has a suite of advanced safety features, and it offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. For the 2017 model year, automatic emergency braking is standard.



PRICE	ROAD-TEST SCORE
\$24,910-\$36,150	74-75
Reliability Satisfaction MPG 24-31	

Toyota Tundra

67
OVERALL
SCORE

Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower.



PRICE	ROAD-TEST SCORE
\$30,020-\$50,030	63
Reliability Satisfaction MPG 15	

Toyota Sequoia

65
OVERALL
SCORE

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Blind-spot monitoring and lane-departure warning are available. Electronic connectivity includes Toyota's Entune touch-screen audio system.



PRICE	ROAD-TEST SCORE
\$45,460-\$65,215	60
Reliability Satisfaction MPG 15	

Toyota Yaris

57
OVERALL
SCORE

Even after its recent face-lift, the Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2017 model year, automatic emergency braking is standard.



PRICE	ROAD-TEST SCORE
\$15,250-\$18,000	47
Reliability Satisfaction MPG 32	

Toyota Sienna

78/80
OVERALL
SCORE

As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides very comfortably and is quiet inside, but handling is lackluster. The 3.5-liter V6 is lively and returned a respectable 20 mpg overall in our tests with the six-speed automatic, which gets replaced by an eight-speed for 2017. The all-wheel-drive version—the only such minivan on the market—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The 2017 update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey.



PRICE	ROAD-TEST SCORE
\$29,750-\$47,310	78-80
Reliability Satisfaction MPG 19-20	

Toyota Yaris iA

67
OVERALL
SCORE

For 2017, the Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and is based on the new Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or an automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior décor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. A backup camera is standard. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.



PRICE	ROAD-TEST SCORE
\$15,950-\$17,050	60
Reliability Satisfaction MPG 35	

Volkswagen Atlas

NA

OVERALL
SCORE

Volkswagen is joining the three-row family SUV segment with its all-new Atlas, which goes on sale this spring. It will have two engines, both of which are mated to an eight-speed automatic: a 235-hp, 2.0-liter turbocharged four-cylinder and a 276-hp, 3.6-liter V6. Front-wheel drive is standard with both engines, but the V6 can also be paired with all-wheel drive. Advanced safety features such as adaptive cruise control and forward-collision warning with automatic braking will be available. The cabin is uncluttered, and the third-row seat is roomy enough for adults. Infotainment will be available with Android Auto and Apple CarPlay compatibility. Pricing is expected to start at \$30,000 and span to \$48,000.



PRICE	ROAD-TEST SCORE
\$30,000-\$48,000	NA
Reliability	Satisfaction MPG NA

Volkswagen Beetle

46

OVERALL
SCORE

The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Recent updates include an available rearview camera and blind-spot detection. Reliability has been well below average.



PRICE	ROAD-TEST SCORE
\$19,995-\$32,550	59
Reliability	Satisfaction MPG 27

Volkswagen CC

70

OVERALL
SCORE

Style trumps function in the CC, resulting in a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. The more powerful 280-hp, 3.6-liter V6 and AWD have been discontinued for 2017. The interior is very well-finished, with comfortable seats up front and, in the pinch, rear seating for three. Some features, such as a sunroof and rearview camera, are available only on higher-trim versions. Recent additions include lane-keeping assist and adaptive cruise control.



PRICE	ROAD-TEST SCORE
\$34,475-\$37,820	78
Reliability	Satisfaction MPG 26

Volkswagen GTI

71

OVERALL
SCORE

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are now available. Reliability has dropped below average.



PRICE	ROAD-TEST SCORE
\$24,995-\$34,395	82
Reliability	Satisfaction MPG 29

Volkswagen Golf

64

OVERALL
SCORE

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. The Alltrack, an AWD model with a raised ride height, is new for 2017. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert. Reliability has been below average.



PRICE	ROAD-TEST SCORE
\$19,895-\$39,375	82
Reliability	Satisfaction MPG 28

Volkswagen Golf Alltrack

66

OVERALL
SCORE

Volkswagen turned the Golf wagon into a small-SUV alternative with the Alltrack by endowing it with standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The Alltrack feels substantial, thanks to a quiet cabin and a composed, well-planted ride. Expect 25 mpg overall from the 1.8-liter, 170-hp turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. The Alltrack can get expensive; desirable features such as automatic climate control and power seats come only on the top SEL trim. Automatic emergency braking is optional, but blind-spot monitoring is not available.



PRICE	ROAD-TEST SCORE
\$21,580-\$32,890	89
Reliability	Satisfaction MPG 25

Volkswagen Jetta

57/59

OVERALL
SCORE

A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive, and the ride is comfortable. The refined and energetic 1.4-liter turbocharged four-cylinder delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a tauter suspension that delivers nimble handling, better brakes, and a richer-looking interior. The Hybrid that got 37 mpg overall in our tests has been discontinued for 2017. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors'. Reliability has dropped to well below average.



PRICE	ROAD-TEST SCORE
\$17,895-\$28,995	74-79
Reliability	Satisfaction MPG 27-32

Volkswagen Passat

64/65

OVERALL
SCORE

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus, and for 2017 VW made active safety features such as automatic emergency braking standard. Reliability has dropped below average.



PRICE	ROAD-TEST SCORE
\$22,440-\$34,270	79-82
Reliability	Satisfaction MPG 23-28

Volkswagen Tiguan

72
OVERALL
SCORE

This solid and nimble small SUV has high-end interior fit and finish and spacious rear seating, but the cargo area is small. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL, however. The 2.0-liter turbocharged four-cylinder is smooth but yielded a not-so-stellar 21 mpg overall in our tests. A redesign will be available this summer.



PRICE \$24,995-\$36,475
ROAD-TEST SCORE 74
Reliability Satisfaction MPG 21

Volkswagen Touareg

NA
OVERALL
SCORE

The substantial Touareg has the feel of a premium SUV, with sharp handling and a luxurious interior with wide, supportive seats that deliver all-day comfort. The only engine is a 3.6-liter V6 mated to an eight-speed automatic transmission. In our tests of the now-discontinued V6 turbodiesel, it pulled effortlessly and had a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-\$50,000 Touareg we sampled lacked some common luxury features, such as a sunroof. The top-of-the-line hybrid version has been discontinued.



PRICE \$49,495-\$60,195
ROAD-TEST SCORE NA
Reliability Satisfaction MPG NA

Volvo S60

73
OVERALL
SCORE

The S60 offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. But some controls are unintuitive, the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has raised ground clearance. The Inscription model adds almost 3 inches of rear legroom. Reliability has been average.



PRICE \$33,950-\$60,000
ROAD-TEST SCORE 80
Reliability Satisfaction MPG 25

Volvo S90

62
OVERALL
SCORE

Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan, due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6 for now. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability.



PRICE \$46,950-\$56,250
ROAD-TEST SCORE 73
Reliability Satisfaction MPG 23

Volvo V60

68
OVERALL
SCORE

This wagon version of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross Country version has higher ground clearance. Reliability has improved to average, but the V60 scores too low to recommend.



PRICE \$36,150-\$61,600
ROAD-TEST SCORE 73
Reliability Satisfaction MPG 21

Volvo V90

NA
OVERALL
SCORE

The V90 is the wagon version of the new S90 that we found falls short of the refinement expected of a midsize luxury sedan, thanks to the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall on the T6. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The all-wheel-drive Cross Country version has additional ground clearance. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Forward-collision warning with automatic braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability.



PRICE \$55,300-\$60,000E
ROAD-TEST SCORE NA
Reliability Satisfaction MPG NA

Volvo XC60

71
OVERALL
SCORE

Though a good choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is stiff, but handling is responsive and secure. The turbocharged four-cylinder engines are responsive and coupled to a smooth eight-speed automatic. Wind and road noise are well-suppressed. The interior is well-constructed with high-quality materials, but many controls are too fussy to use. The seats are nicely shaped and comfortable up front, although rear legroom is a bit tight. Some controls are overly complicated. City Safe automatic braking is standard and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.



PRICE \$40,950-\$51,000
ROAD-TEST SCORE 74
Reliability Satisfaction MPG 20

Volvo XC90

65
OVERALL
SCORE

The XC90 is a competitive three-row SUV. Base models use a 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff—though the optional air suspension makes it slightly better. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that's frustrating to use. Many electronic safety features are available. First-year reliability has been well below average.



PRICE \$45,750-\$104,900
ROAD-TEST SCORE 84
Reliability Satisfaction MPG 20

New & Used Car Reliability



HOW TO READ THE RELIABILITY CHARTS

New-Car Prediction

This is our assessment of how a 2017 model is likely to hold up. It is calculated by tracking the average of a model's used-car reliability for the past three years, provided the vehicle didn't change significantly in that time. We might make a calculation based on one or two years' data if the model was redesigned in 2016 or 2015. If we lack data, we predict reliability for new cars by using their brand's recent history.

Owner Reliability

This shows whether a model had more or fewer problems overall than the average vehicle of that year, calculated from the total number of problems reported by subscribers in all of the trouble spots listed below.

New-Car Prediction		Average Problem Rates							
		'09	'10	'11	'12	'13	'14	'15	'16
Trouble Spots	Model Years								
	Engine, Major	2	1	1	1	<1	<1	<1	<1
	Engine, Minor	3	2	2	1	1	1	<1	<1
	Engine, Cooling	1	1	1	1	1	<1	<1	<1
	Trans., Major	1	1	1	1	1	1	<1	<1
	Trans., Minor	2	1	1	1	1	1	1	<1
	Drive System	3	2	2	1	1	1	1	<1
	Fuel System	2	2	2	2	1	1	1	<1
	Electrical	2	1	1	1	<1	<1	<1	<1
	Climate System	4	3	3	2	1	2	1	<1
	Suspension	5	4	3	2	1	1	1	<1
	Brakes	4	4	3	3	2	1	1	<1
	Exhaust	1	1	1	1	<1	<1	<1	<1
	Paint/Trim	2	2	2	2	2	1	1	1
	Noises/Leaks	4	3	2	2	2	2	2	1
	Body Hardware	2	2	1	1	1	1	1	<1
Power Equipment	5	4	4	4	3	2	1	1	
In-Car Electronics	3	3	3	3	3	3	3	2	
Owner Reliability									

These charts are based on about 500,000 vehicles in our 2016 Annual Reliability Survey, where subscribers

reported on any serious problems they had with their vehicles in the past 12 months.

Average Problem Rates

The numbers in this chart represent problems reported for all cars averaged over a given model year, broken down by trouble spot and expressed as a percentage. Trouble spots that are more serious or expensive to repair are given extra weight in our calculations.

KEY FOR RELIABILITY RATINGS



Model Year

Years with gray shading indicate when a model was redesigned or introduced. A blank column means the model was not sold that year. A column of asterisks (*) indicates models with insufficient data.

Trouble Spot Scores

These are based on the percentage of survey respondents who reported problems for each specific trouble spot, compared with the average model of that year. (See "Average Problem Rates," at left.) Models that score a ⚠ suffer a higher rate of problems than the average model; models with a 🟢 had relatively few problems. For some trouble spots with very low problem rates, we do not assign a ⚠ or a 🟢 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 percent or 1 percent, it will be assigned a 🟢 or a 🟢.

17 TROUBLE SPOTS

Engine, Major

Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor

Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

Engine, Cooling

Radiator, cooling fan, anti-freeze leaks, water pump, thermostat, overheating.

Transmission, Major

Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor

Gear selector or linkage,

coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

Drive System

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

Fuel System

Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel

leaks, stalling or hesitation.

Electrical

Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

Climate System

Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension

Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion),

power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes

Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

Exhaust

Muffler, pipes, catalytic converter, exhaust manifold, leaks.

Paint/Trim

Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

Noises/Leaks

Squeaks or rattles, seals and/or weather stripping, air or water leaks, wind noise.

Body Hardware

Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, seat belts, sunroof, convertible top, glass defect.

Power Equipment and Accessories

Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

In-Car Electronics

Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.



WATCH

Go to CR.org/carreliability to watch our experts discuss reliability on our Talking Car video podcast, as well as videos on topics including the seven cars that owners regret buying, the most reliable American cars of 2017, the least reliable new cars, and others.

		Acura ILX								Acura MDX								Acura RDX								Acura TL								Acura TLX								
New-Car Prediction		BETTER THAN AVERAGE								AVERAGE								BETTER THAN AVERAGE								DISCONTINUED								MUCH WORSE THAN AVERAGE								
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	
Trouble Spots	Engine, Major					*	*												*																							
	Engine, Minor					*	*												*																							
	Engine, Cooling					*	*												*																							
	Trans., Major					*	*												*																							
	Trans., Minor					*	*												*																							
	Drive System					*	*												*																							
	Fuel System					*	*												*																							
	Electrical					*	*												*																							
	Climate System					*	*												*																							
	Suspension					*	*												*																							
	Brakes					*	*												*																							
	Exhaust					*	*												*																							
	Paint/Trim					*	*												*																							
	Noises/Leaks					*	*												*																							
	Body Hardware					*	*												*																							
	Power Equipment					*	*												*																							
	In-Car Electronics					*	*												*											*												
Owner Reliability						*	*											*																								

		Acura TSX								Audi A3								Audi A4								Audi A5								Audi A6										
New-Car Prediction		DISCONTINUED								WORSE THAN AVERAGE								BETTER THAN AVERAGE								BETTER THAN AVERAGE								BETTER THAN AVERAGE										
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16			
Trouble Spots	Engine, Major						*			*	*	*	*	*	*																				*	*	*	*						
	Engine, Minor						*			*	*	*	*	*	*																													
	Engine, Cooling						*			*	*	*	*	*	*																													
	Trans., Major						*			*	*	*	*	*	*																													
	Trans., Minor						*			*	*	*	*	*	*																													
	Drive System						*			*	*	*	*	*	*																													
	Fuel System						*			*	*	*	*	*	*																													
	Electrical						*			*	*	*	*	*	*																													
	Climate System						*			*	*	*	*	*	*																													
	Suspension						*			*	*	*	*	*	*																													
	Brakes						*			*	*	*	*	*	*																													
	Exhaust						*			*	*	*	*	*	*																													
	Paint/Trim						*			*	*	*	*	*	*																													
	Noises/Leaks						*			*	*	*	*	*	*																													
	Body Hardware						*			*	*	*	*	*	*																													
	Power Equipment						*			*	*	*	*	*	*																													
	In-Car Electronics						*			*	*	*	*	*	*																													
Owner Reliability							*		*	*	*	*	*	*																														

		Audi Q3								Audi Q5								Audi Q7								BMW 1 Series, 2 Series								BMW 3 Series							
New-Car Prediction		MUCH BETTER THAN AVERAGE								BETTER THAN AVERAGE								MUCH BETTER THAN AVERAGE								MUCH BETTER THAN AVERAGE								AVERAGE							
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'11	'12	'13	'14	'15	'16	'09	'11	'12	'13	'14	'15	'17	'09	'11	'12	'13	'14	'15	'16	'09	'11	'12	'13	'14	'15	'16				
Trouble Spots	Engine, Major										*							*	*	*	*	*	*			*	*			*											
	Engine, Minor										*							*	*	*	*	*	*			*				*											
	Engine, Cooling										*							*	*	*	*	*	*			*			*												
	Trans., Major										*							*	*	*	*	*	*			*			*												
	Trans., Minor										*							*	*	*	*	*	*			*			*												
	Drive System										*							*	*	*	*	*	*			*															
	Fuel System										*								*	*	*	*	*	*			*			*											
	Electrical										*								*	*	*	*	*	*			*			*											
	Climate System										*								*	*	*	*	*	*			*			*											
	Suspension										*								*	*	*	*	*	*					*												
	Brakes										*									*	*	*	*	*			*			*											
	Exhaust										*								*	*	*	*	*	*																	
	Paint/Trim										*								*	*	*	*	*	*						*											
	Noises/Leaks										*									*	*	*	*	*			*				*										
	Body Hardware										*								*	*	*	*	*	*																	
	Power Equipment										*								*	*	*	*	*																		
	In-Car Electronics										*									*	*	*	*	*																	
Owner Reliability										*									*	*	*	*	*			*															

BMW - Chevrolet

		BMW 4 Series							BMW 5 Series							BMW i3							BMW X1							BMW X3														
New-Car Prediction		AVERAGE 🟡							AVERAGE 🟡							AVERAGE 🟡							BETTER THAN AVERAGE 🟢							AVERAGE 🟡														
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16			
Trouble Spots	Engine, Major						🟢	🟢	🟢	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢								🟡	🟢	*				🟡	🟢	🟢	🟢	*	*	🔴	🟡	🟢	🟢	🟢	🟢		
	Engine, Minor						🟢	🟢	🟢	*	🔴	🔴	🟢	🟢	🟢	🟢	🟢								🟡	🟢	*				🟡	🟢	🟢	🟢	*	*	🔴	🟡	🟢	🟢	🟢	🟢		
	Engine, Cooling						🟢	🟢	🟢	*	🟡	🟡	🟡	🟢	🟢	🟢	🟢								🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🔴	🟡	🟢	🟢	🟢	🟢		
	Trans., Major						🟢	🟢	🟢	*				🟢	🟢	🟢	🟢								🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢		
	Trans., Minor						🟢	🟢	🟢	*	🟢			🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟢	🟢	🟢		
	Drive System						🟢	🟢	🟢	*	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟢	🟢	🟢		
	Fuel System						🟡	🟢	🟢	*	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟢	🟢	🟢		
	Electrical						🟢	🟢	🟢	*	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟢	🟢	🟢		
	Climate System						🟢	🟢	🟢	*	🟢	🟡	🟢	🟡	🔴	🔴	🟢	🟢							🔴	🔴	*				🟡	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟡	🟢	🟢		
	Suspension						🟡	🟢	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟡	🟢	🟢	🟢	🟡	*	*	🟡	🟢	🟢	🟢	🟢	🟢	
	Brakes							🟢	🟢	🟢	*	🟡	🟢	🟡	🟡	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🔴	🟢	🟢	🟢	🟢	🟢		
	Exhaust							🟢	🟢	🟢	*	*			🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Paint/Trim						🟡	🟢	🟢	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢							🟢	🟢	*				🟡	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Noises/Leaks						🔴	🟢	🟢	*	🟢	🔴	🟢	🟢	🟢	🟢	🟢	🟢							🟡	🟢	*				🟡	🟡	🟢	🟢	*	*	🔴	🟢	🟢	🟢	🟡	🟢	🟢	
	Body Hardware						🟡	🟢	🟢	*	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Power Equipment						🟡	🟢	🟢	*	🔴	🟡	🟢	🟡	🟢	🟢	🟢	🟢							🟢	🟢	*				🟢	🟢	🟡	🟢	*	*	🔴	🟡	🟢	🟢	🟢	🟢	🟢		
In-Car Electronics							🟢	🔴	🟢	*	🟡	🟡	🟡	🟢	🟡	🟢	🟢							🟢	🔴	*				🟡	🟡	🟡	🟡	*	*	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	
Owner Reliability							🔴	🟡	🟢	*	🟡	🟡	🔴	🟡	🟡	🟡	🟡								🟡	🟡	*				🟢	🟢	🟡	🟢	*	*	🔴	🟡	🟡	🟡	🟡	🟡	🟡	

		BMW X5							Buick Enclave							Buick Encore							Buick LaCrosse							Buick Lucerne											
New-Car Prediction	AVERAGE								AVERAGE							BETTER THAN AVERAGE							AVERAGE							DISCONTINUED											
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16
Trouble Spots	Engine, Major	*	*	▲	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	
	Engine, Minor	*	*	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Engine, Cooling	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Trans., Major	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Trans., Minor	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Drive System	*	*	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Fuel System	*	*	▼	▼	▼	▼	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Electrical	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Climate System	*	*	▼	▼	▲	▼	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Suspension	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Brakes	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Exhaust	*	*	▲	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Paint/Trim	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	
	Noises/Leaks	*	*	▲	▲	▲	▼	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
	Body Hardware	*	*	▲	▲	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲		
Power Equipment	*	*	▲	▲	▼	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲			
In-Car Electronics	*	*	▼	▼	▼	▼	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲			
Owner Reliability	*	*	▼	▼	▼	▼	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▼	▼	▼	▼	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲			

		Buick Regal					Buick Verano					Cadillac ATS					Cadillac CTS					Cadillac Escalade																		
New-Car Prediction		MUCH BETTER THAN AVERAGE 🟢					MUCH BETTER THAN AVERAGE 🟢					MUCH WORSE THAN AVERAGE 🟥					AVERAGE 🟡					MUCH WORSE THAN AVERAGE 🟥																		
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16							
Trouble Spots	Engine, Major			🔴	*	*	*	🟢	*					🟢	🟢	🟢	*									*	*	*	*	*	*	*	*							
	Engine, Minor				🟢	*	*	🟢	*					🟢	🟢	🟢	*									🔴	*	*	*	*	*	*	🟡	🟢						
	Engine, Cooling			🟢	*	*	🟢	🟢	*					🟢	🟢	🟢	*								🟡	🔴	🟡	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢		
	Trans., Major			🟡	*	*	🟢	🟢	*					🟢	🟢	🟢	*								🟢	🔴	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	🟢		
	Trans., Minor			🟢	*	*	🟢	🟢	*					🟢	🔴	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	*		
	Drive System			🟢	*	*	🟢	🟢	*					🟢	🟡	🟢	🟢	*							🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	🔴	
	Fuel System				*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟡	🔴	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	🟢	
	Electrical			🟢	*	*	🟢	🟢	*					🟡	🟢	🟢	🟢	*							🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟡	🟢	
	Climate System			🟡	*	*	🟢	🟢	*					🟡	🟡	🟢	🟢	*							🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	
	Suspension			🟢	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟡	🟢	
	Brakes			🔴	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	
	Exhaust			🟢	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	
	Paint/Trim			🟢	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🔴	🔴	🔴	🟡	🟢	🟢	🟢	🟡	*	*	*	*	*	🔴	🟢	
	Noises/Leaks			🔴	*	*	🟢	🟢	*					🟡	🟢	🟢	🟢	*							🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	🟢
	Body Hardware			🔴	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟢	🔴	🔴	🔴	🟡	🟢	🟡	*	*	*	*	*	🔴	🟢		
Power Equipment			🟢	*	*	🟢	🟢	*					🔴	🔴	🟢	🟢	*							🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	*	*	*	*	*	🔴	🟢		
In-Car Electronics			🔴	*	*	🔴	🔴	*					🟢	🟡	🟢	🟢	*							🟡	🟡	🟡	🟡	🔴	🟢	🔴	🔴	🔴	*	*	*	*	*	🔴	🔴	
Owner Reliability			🔴	*	*	🟢	🟢	*					🟢	🟢	🟢	🟢	*							🟡	🟢	🟢	🟡	🔴	🟢	🔴	🔴	*	*	*	*	*	🔴	🔴		


























































































































































































































































































































































































[illegible][illegible][illegible]

Chrysler - Honda

	Chrysler 200							Chrysler 300							Chrysler Town & Country							Dodge Charger							Dodge Durango												
New-Car Prediction	MUCH WORSE THAN AVERAGE 🚩							AVERAGE 🟡							DISCONTINUED							MUCH WORSE THAN AVERAGE 🚩							WORSE THAN AVERAGE 🟡												
MODEL YEARS	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	
Engine, Major			🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	*	🟢	🟢	🟢	*																	*	*	*	🟢	🟢	🟢	🟢	*
Engine, Minor			🟢	🟢	🟡	🟡	*	*	*	*	*	🟢	🟢	🟢	🟢	🟢	*	🚩	🚩	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟢	🟢	🟢	🟢	*	
Engine, Cooling			🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🚩	🚩	🟢	🟢	*	
Trans., Major			🟢	🟢	🟢	🟢	*	🟡	*	*	*	🟢	🟢	🟢	🟢	🟢	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟡	🟡	*	*	*	🟢	🟢	🟢	🟢	*	
Trans., Minor			🟢	🟢	🟡	🟡	*	🚩	*	*	*	🟢	🟡	🚩	🚩	🟡	*	🚩	🚩	🟡	🟡	🟡	🟡	🟡	🟢	*	*	*	*	*	🟢	🚩	*	*	*	🟢	🟢	🟢	🟢	*	
Drive System			🟢	🟢	🟢	🟢	*	🟡	*	*	*	🟢	🟢	🟢	🟢	🟢	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟡	🟡	🟡	🟢	*	
Fuel System			🟡	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	🟡	🟢	🟢	*	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟡	🟢	🟢	🟢	*	
Electrical			🟢	🟢	🟢	🟢	*	🟢	*	*	*	🟡	🟡	🟢	🟢	🟢	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟡	🟢	🟢	🟢	*	
Climate System			🚩	🟡	🟢	🟢	*	*	*	*	*	🟡	🟡	🟡	🚩	🟢	*	🚩	🚩	🚩	🟡	🟡	🟡	🟡	🟢	*	*	*	*	*	🚩	🟢	*	*	*	🚩	🚩	🟡	🟢	*	
Suspension			🟢	🚩	🚩	🟢	*	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟡	🟢	*	*	*	🟢	🟡	🟡	🟡	*	
Brakes			🚩	🚩	🚩	🟢	*	*	*	*	*	🟢	🟢	🟡	🟢	🟢	*	🚩	🚩	🚩	🚩	🟡	🟢	🟢	🟢	*	*	*	*	*	🟢	🟡	*	*	*	🟡	🟢	🟢	🟢	*	
Exhaust			🟢	🟢	🟢	🟢	*	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟡	🟢	🟢	🟢	*	
Paint/Trim			🚩	🚩	🟢	🟢	*	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	*	🚩	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟢	🟡	🟢	🟢	*	
Noises/Leaks			🟢	🚩	🚩	🟢	*	*	*	*	🟡	🟡	🟡	🟡	🟢	🟡	*	🚩	🚩	🚩	🟡	🟡	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🚩	🚩	🟢	🟢	*	
Body Hardware			🟢	🟢	🟢	🟢	*	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🟢	🟢	🟢	🟢	*	
Power Equipment			🟢	🟡	🟡	🟢	*	*	*	*	🟢	🟢	🚩	🚩	🚩	🟢	*	🟡	🚩	🚩	🚩	🟡	🟡	🟢	🟢	*	*	*	*	*	🟢	🟡	*	*	*	🚩	🚩	🚩	🟡	*	
In-Car Electronics			🚩	🚩	🟢	🟢	*	🟡	*	*	*	🚩	🚩	🚩	🚩	🟡	*	🚩	🚩	🚩	🟢	🟢	🟢	🟢	🟢	*	*	*	*	*	🟢	🟢	*	*	*	🚩	🚩	🚩	🟡	*	
Owner Reliability			🟡	🟡	🟡	🟢	🚩	*	*	*	*	🟢	🟡	🟡	🚩	🟢	*	🚩	🚩	🚩	🚩	🟡	🟡	🟡	🟢	*	*	*	*	*	🚩	🚩	*	*	*	🚩	🚩	🟡	🟢	*	

	Dodge Grand Caravan							Dodge Journey							Fiat 500							Ford C-MAX							Ford Edge											
New-Car Prediction	AVERAGE							WORSE THAN AVERAGE							MUCH WORSE THAN AVERAGE							AVERAGE							AVERAGE											
MODEL YEARS	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16
Engine, Major									*	*	*																													
Engine, Minor									*	*	*																													
Engine, Cooling									*	*	*																													
Trans., Major									*	*	*																													
Trans., Minor									*	*	*																													
Drive System									*	*	*																													
Fuel System									*	*	*																													
Electrical									*	*	*																													
Climate System									*	*	*																													
Suspension									*	*	*																													
Brakes									*	*	*																													
Exhaust									*	*	*																													
Paint/Trim									*	*	*																													
Noises/Leaks									*	*	*																													
Body Hardware									*	*	*																													
Power Equipment									*	*	*																													
In-Car Electronics									*	*	*																													
Owner Reliability									*	*	*																													

		Ford Escape							Ford Expedition							Ford Explorer							Ford F-150							Ford F-250												
New-Car Prediction		AVERAGE 🟡							MUCH BETTER THAN AVERAGE 🟢							WORSE THAN AVERAGE 🟠							WORSE THAN AVERAGE 🟠							WORSE THAN AVERAGE 🟠												
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	
Trouble Spots	Engine, Major									*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢		
	Engine, Minor	🟠	🔴	🟢	🟢	🟢	🟡	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢		
	Engine, Cooling	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢		
	Trans., Major	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢		
	Trans., Minor	🟠	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	🟠	🟡	🟡	🟢	🟢	🟢	*	*	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢		
	Drive System	🟠	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟡	🟡	🟢	🟢	*	*	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟠	🟡	🟡	🟡	🟢	🟢	🟢	*	🔴	🔴	🔴	🔴	🟡	🟢	🟢		
	Fuel System	🟠	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🔴	🔴	🔴	🟡	🟢	🟢		
	Electrical	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟡	🟡	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢		
	Climate System	🟠	🔴	🔴	🔴	🟢	🟢	🟢	🟢	*	🔴	🔴	🟡	🟡	🟢	🟡	🟢	*	*	🔴	🔴	🟢	🟡	🟡	🟢	🟢	🟡	🔴	🔴	🟡	🟢	🟢	🟢	*	🔴	🟢	🟡	🟡	🟢	🟢	🟢	
	Suspension	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	*	🟡	🟡	🟡	🟡	🟢	🟢	🟢	*	*	🟡	🟡	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	*	🟡	🔴	🟡	🟡	🟢	🟢	🟢
	Brakes	🟡	🟢	🟢	🟢	🟡	🟢	🟢	🟢	*	🟢	🔴	🔴	🟡	🟢	🟢	*	*	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟠	🟡	🔴	🔴	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢	
	Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🔴	🔴	🟡	🟢	🟢	🟢	
	Paint/Trim	🔴	🔴	🟡	🟢	🟡	🟢	🟢	🟢	*	🟡	🔴	🔴	🟡	🟢	🟢	*	*	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	*	🟡	🟡	🟢	🟢	🟢	🟢	🟢	
	Noises/Leaks	🟡	🔴	🟡	🟡	🟢	🟡	🟢	🟢	*	🟡	🟢	🟡	🟢	🟡	🟢	*	*	🟡	🔴	🔴	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟡	🟢	*	🔴	🟢	🟢	🟢	🟡	🟡	🟡	
	Body Hardware	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🟡	🔴	🟢	🟢	🟢	*	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	
Power Equipment	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟡	🔴	🔴	🟢	🟢	*	*	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟡	🟢	🔴	🟢	🟢	🟢		
In-Car Electronics	🟡	🟡	🟢	🟢	🔴	🟡	🟡	🟢	*	🔴	🔴	🔴	🟢	🟢	🟢	*	*	🟢	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	*	🟢	🟢	🔴	🔴	🟢	🟢	🟢			
Owner Reliability		🟡	🟡	🟡	🟡	🔴	🟡	🟡		*	🟡	🟡	🔴	🔴	🟢	*		*	🔴	🔴	🔴	🟡	🟡	🟡	🔴							*	🔴	🟢	🟡	🔴	🔴	🟢	🟢			

Ford Fiesta		Ford Flex		Ford Focus		Ford Fusion		Ford Mustang		Ford Ranger													
MUCH WORSE THAN AVERAGE 		BETTER THAN AVERAGE 		MUCH WORSE THAN AVERAGE 		BETTER THAN AVERAGE 		MUCH WORSE THAN AVERAGE 		DISCONTINUED													
'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							
																							

Ford Taurus	GMC Acadia	GMC Canyon	GMC Sierra 1500	GMC Sierra 2500HD	GMC Terrain
AVERAGE ⓘ	AVERAGE ⓘ	WORSE THAN AVERAGE ⚠	WORSE THAN AVERAGE ⚠	MUCH WORSE THAN AVERAGE ⚠	AVERAGE ⓘ
'09' '10' '11' '12' '13' '14' '15' '16'	'09' '10' '11' '12' '13' '14' '15' '16'	'09' '10' '11' '12' '13' '14' '15' '16'	'09' '10' '11' '12' '13' '14' '15' '16'	'09' '10' '11' '12' '13' '14' '15' '16'	'09' '10' '11' '12' '13' '14' '15' '16'
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[illegible]

Trouble Spots

Trouble Spots

Trouble Spots

[illegible][illegible]

	Lexus ES	Lexus GS	Lexus GX	Lexus IS	Lexus LS	Lexus NX
	MUCH BETTER THAN AVERAGE	MUCH BETTER THAN AVERAGE	MUCH BETTER THAN AVERAGE	MUCH BETTER THAN AVERAGE	MUCH BETTER THAN AVERAGE	MUCH BETTER THAN AVERAGE
	'09 '10 '11 '12 '13 '14 '15 '16	'09 '10 '11 '12 '13 '14 '15 '16	'09 '10 '11 '12 '13 '14 '15 '16	'09 '10 '11 '12 '13 '14 '15 '16	'09 '10 '11 '12 '13 '14 '15 '16	'09 '10 '11 '12 '13 '14 '15 '16
Overall						
Reliability						
Performance						
Value						
Interior						
Exterior						
Engine						
Transmission						
Drivetrain						
Warranty						
Resale Value						
Customer Satisfaction						
Owner's Manual						
Service						
Parts						
Insurance						
Financing						
Leasing						
Options						
Accessories						
Customization						
Technology						
Connectivity						
Navigation						
Audio						
Video						
Phone						
Internet						
Cloud						
Mobile						
App						
Software						
Hardware						
Display						
Touchscreen						
Gesture						
Voice						
Control						
Interface						
UX						
Design						
Build						
Quality						
Fit						
Finish						
Paint						
Trim						
Seats						
Upholstery						
Headrests						

Lexus - Scion

	Lexus RX							Lincoln MKC							Lincoln MKS							Lincoln MKX							Lincoln MKZ											
New-Car Prediction	BETTER THAN AVERAGE 🟢							MUCH WORSE THAN AVERAGE 🛑							DISCONTINUED							WORSE THAN AVERAGE 🟡							AVERAGE 🟡											
MODEL YEARS	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16
Engine, Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
Engine, Minor	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Engine, Cooling	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Trans., Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Trans., Minor	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Drive System	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Fuel System	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Electrical	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Climate System	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Suspension	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Brakes	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Paint/Trim	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Noises/Leaks	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Body Hardware	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Power Equipment	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
In-Car Electronics	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢									🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Owner Reliability	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🛑	🛑							🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		

	Mazda3							Mazda5							Mazda6							Mazda CX-3							Mazda CX-5														
New-Car Prediction	BETTER THAN AVERAGE							DISCONTINUED							BETTER THAN AVERAGE							AVERAGE							BETTER THAN AVERAGE														
MODEL YEARS	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16			
Engine, Major																*			*																								
Engine, Minor																*				*																							
Engine, Cooling																*				*																							
Trans., Major																*				*																							
Trans., Minor																*			*																								
Drive System																*																											
Fuel System																*				*																							
Electrical																*				*																							
Climate System																*				*																							
Suspension																*				*																							
Brakes																*				*																							
Exhaust																*																											
Paint/Trim																*				*																							
Noises/Leaks																*																											
Body Hardware																*																											
Power Equipment																*																											
In-Car Electronics																*																											
Owner Reliability																*																											

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Subaru - Volvo

		Subaru Forester								Subaru Impreza								Subaru Legacy								Subaru Outback								Subaru WRX/STI							
New-Car Prediction		BETTER THAN AVERAGE 🟢								BETTER THAN AVERAGE 🟢								AVERAGE 🟡								AVERAGE 🟡								WORSE THAN AVERAGE 🟠							
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16
Trouble Spots	Engine, Major	🔴	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Engine, Minor	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Engine, Cooling	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Trans., Major	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Trans., Minor	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Drive System	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Fuel System	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Electrical	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
	Climate System	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡
	Suspension	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡
	Brakes	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡
	Exhaust	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡
	Paint/Trim	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡
	Noises/Leaks	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🔴	🔴
Body Hardware	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
Power Equipment	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🟡	🟡	
In-Car Electronics	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🔴	🔴	
Owner Reliability		🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	*	*	*	*	*	*	🔴	🔴	

		Subaru XV Crosstrek, Crosstrek								Tesla Model S								Tesla Model X								Toyota 4Runner								Toyota Avalon												
New-Car Prediction		MUCH BETTER THAN AVERAGE 🟢								AVERAGE 🟡								MUCH WORSE THAN AVERAGE 🔴								MUCH BETTER THAN AVERAGE 🟢								MUCH BETTER THAN AVERAGE 🟢												
MODEL YEARS		'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16	'09	'10	'11	'12	'13	'14	'15	'16					
Engine, Major	Trouble Spots					🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢			
Engine, Minor						🟡	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
Engine, Cooling						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Trans., Major						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Trans., Minor						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Drive System						🟢	🟢	🟢	🟢			*		🔴	🔴	🟡	🟢									🟡	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Fuel System						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢									🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Electrical						🟢	🟢	🟢	🟢			*		🟡	🟢	🟢	🟢								🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
Climate System						🟡	🟢	🟢	🟢			*		🔴	🟡	🟢	🟢								🟡	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Suspension						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢								🟡	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Brakes						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢								🟢	*		🔴	🟢	🟢	🟡	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Exhaust						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟢								🟢	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Paint/Trim						🟢	🟡	🟢	🟡	🟢		*		🟢	🟢	🟢	🟡	🟢							🟢	*		🟡	🟢	🟢	🟡	🟢	🟢			🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Noises/Leaks						🟡	🟢	🟢	🟢			*		🟡	🔴	🟡	🟢	🟡							🟢	*		🟡	🟢	🟢	🟡	🟢	🟢			🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🟢	🟢	
Body Hardware						🟢	🟢	🟢	🟢			*		🟢	🟢	🟢	🟡	🟢							🔴	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Power Equipment						🟢	🟢	🟢	🟢			*		🟢	🟢	🟡	🟡	🟢							🟢	*		🟢	🟡	🟢	🟢	🟢	🟢			🟢	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
In-Car Electronics						🟢	🟡	🔴	🟢			*		🔴	🔴	🟢	🟡	🟢							🔴	*		🟢	🟢	🟡	🟡	🔴	🟢	🟢			🟢	🟡	🟡	🔴	🟢	🟢	🟢	🟢	🟢	🟢
Owner Reliability						🟢	🟢	🟢	🟢			*		🔴	🔴	🟡	🟢								🔴	*		🟢	🟢	🟢	🟢	🟢	🟢			🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢

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Canada Extra

The 2017 Cars **50a**
For More Information **50d**

How to Use the Canada Extra Section

EVERY MONTH, Canada Extra provides Canadian pricing and availability information about products tested for that issue. For the Annual Auto Issue of Consumer Reports, this section features prices for new cars in Canada. It also includes Canadian contact information for auto manufacturers.

The 2017 Cars

THE PRICES below are for the models featured in the vehicle profiles that begin on page 52 of 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 it 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. models.

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 using the information that can be found on page 50d.

Make & Model	Range
Acura ILX	\$29,590–\$34,990
Acura MDX	\$53,690–\$65,790
Acura RDX	\$42,190–\$46,790
Acura RLX	\$65,490–\$69,990
Acura TLX	\$35,690–\$48,190
Alfa Romeo 4C	\$66,495–\$78,495
Alfa Romeo Giulia	\$48,995–\$94,995
Alfa Romeo Stelvio (2018)	NA
Audi A3	\$32,800–\$51,300
Audi A4	\$38,500–\$50,600
Audi A5 (2018)	\$46,350–\$65,600
Audi A6	\$58,400–\$77,650
Audi A7	\$75,950–\$85,900
Audi A8	\$86,150–\$135,500
Audi Allroad	\$47,600–\$55,300
Audi Q3	\$34,600–\$44,200
Audi Q5 (2018)	\$44,950–\$54,200
Audi Q7	\$61,900–\$73,500
Audi TT	\$52,400–\$56,400
BMW 2 Series	\$36,700–\$56,450
BMW 3 Series	\$40,990–\$58,140
BMW 4 Series	\$50,950–\$70,550
BMW 5 Series	\$61,500–\$69,000
BMW 6 Series	\$90,900–\$119,900
BMW 7 Series	\$107,900–\$155,900
BMW X1	\$39,500–\$41,750
BMW X3	\$45,950–\$56,150
BMW X4	\$48,700–\$60,700
BMW X5	\$67,000–\$85,200

Make & Model	Range
BMW X6	\$70,400–\$86,700
BMW i3	\$46,900–\$51,500
Buick Cascada	Not Sold in Canada
Buick Enclave	\$48,935–\$56,435
Buick Encore	\$23,195–\$34,195
Buick Envision	\$39,995–\$49,565
Buick LaCrosse	\$35,345–\$47,400
Buick Regal	\$34,195–\$43,595
Cadillac ATS	\$37,595–\$65,995
Cadillac CT6	\$61,715–\$99,690
Cadillac CTS	\$49,425–\$92,700
Cadillac Escalade	\$84,660–\$106,955
Cadillac XT5	\$45,100–\$68,595
Cadillac XTS	\$50,735–\$77,860
Chevrolet Bolt	\$42,895–\$47,795
Chevrolet Camaro	\$29,295–\$75,655
Chevrolet Colorado	\$21,705–\$38,795
Chevrolet Corvette	\$64,395–\$97,645
Chevrolet Cruze	\$15,995–\$23,895
Chevrolet Equinox (2018)	\$25,295–\$34,195
Chevrolet Impala	\$29,795–\$40,995
Chevrolet Malibu	\$21,745–\$32,045
Chevrolet SS	Not Sold in Canada
Chevrolet Silverado 1500	\$29,785–\$63,205
Chevrolet Silverado 2500HD	\$40,985–\$70,690
Chevrolet Sonic	\$17,845–\$21,795
Chevrolet Spark	\$9,995–\$18,195
Chevrolet Suburban	\$57,070–\$75,825
Chevrolet Tahoe	\$54,045–\$72,800

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Make & Model	Range
Chevrolet Traverse	\$34,530–\$51,170
Chevrolet Trax	\$19,795–\$32,095
Chevrolet Volt	\$38,390–\$42,490
Chrysler 300	\$40,545–\$48,445
Chrysler Pacifica	\$37,995–\$52,995
Dodge Challenger	\$32,345–\$76,995
Dodge Charger	\$35,845–\$77,495
Dodge Durango	\$43,945–\$58,040
Dodge Grand Caravan	\$30,245–\$45,245
Dodge Journey	\$22,945–\$37,845
Fiat 124	\$33,495–\$37,995
Fiat 500	\$19,245–\$28,245
Fiat 500L	\$25,245–\$28,245
Fiat 500X	\$23,245–\$33,940
Ford C-MAX	\$27,328–\$34,458
Ford Edge	\$33,199–\$46,499
Ford Escape	\$25,099–\$35,999
Ford Expedition	\$53,699–\$69,799
Ford Explorer	\$33,999–\$59,599
Ford F-150	\$29,599–\$76,499
Ford F-250	\$39,849–\$73,849
Ford Fiesta	\$16,148–\$25,748
Ford Flex	\$31,899–\$52,499
Ford Focus	\$17,198–\$48,218
Ford Fusion	\$23,688–\$45,088
Ford Mustang	\$26,398–\$83,678
Ford Taurus	\$30,998–\$51,598
Ford Transit Connect	\$28,999–\$30,399
GMC Acadia	\$34,995–\$54,695
GMC Canyon	\$22,405–\$47,200
GMC Sierra 1500	\$30,420–\$65,895
GMC Sierra 2500HD	\$41,780–\$73,875
GMC Terrain (2018)	NA
GMC Yukon	\$55,250–\$78,690
GMC Yukon XL	\$58,375–\$81,815
Genesis G80	\$54,000–\$65,000
Genesis G90	\$84,000–\$87,000
Honda Accord	\$24,590–\$37,300
Honda CR-V	\$26,690–\$38,090
Honda Civic	\$16,390–\$27,390
Honda Clarity	NA
Honda Fit	\$14,950–\$23,050
Honda HR-V	\$20,950–\$30,250
Honda Odyssey	\$30,790–\$48,890
Honda Pilot	\$39,890–\$53,172
Honda Ridgeline	\$36,590–\$48,590
Hyundai Accent	\$13,899–\$19,899
Hyundai Elantra	\$15,999–\$28,999
Hyundai Ioniq	NA
Hyundai Santa Fe XL	\$32,199–\$48,299
Hyundai Santa Fe Sport	\$28,599–\$44,599

Make & Model	Range
Hyundai Sonata	\$24,799–\$36,249
Hyundai Tucson	\$24,799–\$38,599
Hyundai Veloster	\$18,599–\$29,699
Infiniti Q50	\$39,900–\$56,400
Infiniti Q60	\$45,990–\$60,990
Infiniti Q70	\$57,300–\$68,800
Infiniti QX30	\$35,990–\$46,490
Infiniti QX50	\$38,900
Infiniti QX60	\$47,890–\$58,390
Infiniti QX70	\$53,990–\$60,950
Infiniti QX80	\$75,650–\$93,800
Jaguar F-Pace	\$50,900–\$78,900
Jaguar F-Type	\$78,500–\$145,000
Jaguar XE	\$45,000–\$57,500
Jaguar XF	\$60,000–\$74,000
Jaguar XJ	\$93,000–\$125,000
Jeep Cherokee	\$27,445–\$40,145
Jeep New Compass	NA
Jeep Grand Cherokee	\$43,945–\$71,945
Jeep Renegade	\$21,745–\$34,145
Jeep Wrangler	\$28,445–\$42,840
Kia Cadenza	\$36,295–\$45,795
Kia Forte	\$15,495–\$27,295
Kia K900	\$49,995–\$70,195
Kia Niro	NA
Kia Optima	\$23,695–\$39,095
Kia Rio	\$14,595–\$22,895
Kia Sedona	\$27,995–\$46,695
Kia Sorento	\$27,695–\$47,095
Kia Soul	\$17,195–\$35,395
Kia Sportage	\$24,895–\$39,595
Land Rover Discovery	\$61,500–\$82,500
Land Rover Discovery Sport	\$42,790–\$50,990
Land Rover Range Rover	\$111,500–\$225,000
Land Rover Range Rover Evoque	\$49,990–\$66,990
Land Rover Range Rover Sport	\$77,000–\$127,500
Lexus CT 200h	\$32,900–\$41,350
Lexus ES	\$43,300–\$46,400
Lexus GS	\$58,200–\$97,600
Lexus GX	\$72,850
Lexus IS	\$40,150–\$53,350
Lexus LC	\$101,600–\$118,100
Lexus LS	\$94,100–\$130,250
Lexus LX	\$108,000
Lexus NX	\$42,950–\$54,350
Lexus RC	\$49,050–\$85,400
Lexus RX	\$55,900–\$70,300
Lincoln Continental	\$57,000–\$60,500
Lincoln MKC	\$43,000–\$48,000
Lincoln MKT	\$54,700
Lincoln MKX	\$48,000–\$52,100

Make & Model	Range
Lincoln MKZ	\$42,000–\$46,000
Lincoln Navigator	\$78,000–\$87,000
Maserati Ghibli	\$84,950–\$93,950
Maserati Levante	\$88,900–\$98,600
Mazda3	\$15,900–\$24,000
Mazda6	\$24,695–\$32,895
Mazda CX-3	\$20,695–\$28,995
Mazda CX-5	\$22,995–\$34,895
Mazda CX-9	\$35,300–\$50,100
Mazda MX-5 Miata	\$31,900–\$42,200
Mercedes-Benz B-Class ED	NA
Mercedes-Benz C-Class	\$44,000–\$93,600
Mercedes-Benz CLA	\$35,300–\$51,800
Mercedes-Benz CLS	\$83,400–\$130,400
Mercedes-Benz E-Class	\$61,200–\$84,500
Mercedes-Benz GLA	\$38,000–\$51,900
Mercedes-Benz GLC	\$45,150–\$63,200
Mercedes-Benz GLE	\$63,800–\$117,100
Mercedes-Benz GLS	\$82,900–\$132,900
Mercedes-Benz S-Class	\$103,100–\$273,200
Mercedes-Benz SL	\$104,900–\$244,400
Mercedes-Benz SLC	\$58,800–\$70,900
Mini Cooper	\$21,990–\$40,240
Mini Cooper Clubman	\$25,490–\$36,900
Mini Cooper Countryman	\$26,990–\$31,990
Mitsubishi Lancer	\$17,998–\$26,298
Mitsubishi Mirage	\$12,698–\$18,298
Mitsubishi Outlander	\$26,698–\$37,998
Mitsubishi RVR	\$19,998–\$29,898
Mitsubishi i-MiEV	\$27,998
Nissan Altima	\$23,998–\$35,758
Nissan Armada	\$64,248–\$69,998
Nissan Frontier	\$23,398–\$38,578
Nissan Juke	\$20,698–\$30,178
Nissan Leaf	\$33,998–\$40,548
Nissan Maxima	\$34,400–\$43,960
Nissan Murano	\$30,748–\$44,248
Nissan Pathfinder	\$32,498–\$48,478
Nissan Rogue	\$25,248–\$36,098
Nissan Sentra	\$15,898–\$26,058
Nissan Titan	\$44,650–\$65,800
Nissan Titan XD	\$46,250–\$76,000
Nissan Versa	Not Sold in Canada
Nissan Versa Note	\$14,498–\$19,748
Nissan Z	\$29,998–\$48,098
Porsche 718 Boxster	\$63,900–\$78,000
Porsche 718 Cayman	\$61,500–\$75,600
Porsche 911	\$102,200–\$200,700
Porsche Cayenne	\$68,900–\$180,700
Porsche Macan	\$52,700–\$97,600
Porsche Panamera	\$97,300–\$182,700

Make & Model	Range
Ram 1500	\$31,145–\$67,345
Ram 2500	\$44,445–\$74,240
Smart ForTwo	\$21,800–\$23,900
Subaru BRZ	\$27,995–\$32,695
Subaru Crosstrek	\$24,995–\$32,295
Subaru Forester	\$25,995–\$39,495
Subaru Impreza	\$19,995–\$30,995
Subaru Legacy	\$23,495–\$35,895
Subaru Outback	\$27,995–\$41,595
Subaru WRX/STI	\$29,995–\$45,395
Tesla Model S	\$92,500–\$186,200
Tesla Model X	\$116,200–\$186,400
Toyota 4Runner	\$44,800–\$52,195
Toyota 86	\$29,580–\$30,780
Toyota Avalon	\$39,900–\$44,540
Toyota C-HR	NA
Toyota Camry	\$24,970–\$36,520
Toyota Corolla	\$16,290–\$25,210
Toyota Corolla iM	\$22,540–\$23,375
Toyota Highlander	\$35,500–\$49,995
Toyota Land Cruiser	NA
Toyota Mirai	NA
Toyota Prius	\$27,055–\$32,365
Toyota Prius C	\$21,235–\$26,890
Toyota Prius Prime	NA
Toyota Prius V	\$28,875–\$34,860
Toyota RAV4	\$27,395–\$39,615
Toyota Sequoia	\$56,525–\$71,395
Toyota Sienna	\$33,420–\$51,445
Toyota Tacoma	\$29,560–\$53,295
Toyota Tundra	\$30,425–\$58,330
Toyota Yaris	\$15,395–\$19,430
Toyota Yaris Sedan (iA)	\$17,315–\$18,520
Volkswagen Atlas	\$35,690–\$50,000
Volkswagen Beetle	\$19,990–\$28,890
Volkswagen CC	\$41,990
Volkswagen GTI	\$29,495–\$40,095
Volkswagen Golf	\$19,195–\$40,695
Volkswagen Golf Alltrack	\$35,295
Volkswagen Jetta	\$16,395–\$28,495
Volkswagen Passat	\$25,745–\$37,745
Volkswagen Tiguan	\$25,990–\$37,198
Volkswagen Touareg	\$51,960–\$65,460
Volvo S60	\$38,800–\$67,050
Volvo S90	\$56,900–\$63,000
Volvo V60	\$40,600–\$69,000
Volvo V90	\$59,900–\$66,050
Volvo XC60	\$42,000–\$57,850
Volvo XC90	\$55,650–\$118,900

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 toll-free phone number for calls from anywhere in Canada. The table at right provides that number, along with each company's web address.

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. Its toll-free number is 866-995-9737.

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 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), Natural Resources Canada (environmental information), and the Transportation Association of Canada (technical and advocacy transportation concerns).

You'll also find links to U.S. organizations and government agencies, including the National Highway Traffic Safety Administration (nhtsa.gov), the Transportation Research Board (trb.org), and the Insurance Institute for Highway Safety (iihs.org).

Automotive organizations. Good sources of information include autos.ca; the Canada Safety Council (canadasafetycouncil.org), for driving safety and other safety-related topics; and the Canadian Council of Motor Transport Administrators (ccmta.ca), a transportation and highway-safety organization.

Make	Toll-Free Number	Web Address
Acura	888-922-8729	acura.ca
Audi	800-822-2834	audi.ca
Alfa Romeo	800-465-2001	alfaromeo.ca
BMW	800-567-2691	bmw.ca
Buick	800-263-3777	buick.ca
Cadillac	800-263-3777	cadillaccanada.ca
Chevrolet	800-263-3777	chevrolet.ca
Chrysler	800-465-2001	chrysler.ca
Dodge	800-465-2001	dodge.ca
Fiat	800-521-9900	fiatcanada.com
Ford	800-565-3673	ford.ca
GMC	800-263-3777	gmccanada.ca
Honda	888-946-6329	honda.ca
Hyundai	888-216-2626	hyundaicanada.com
Infiniti	800-361-4792	infiniti.ca
Jaguar	800-668-6257	jaguar.ca
Jeep	800-465-2001	jeep.ca
Kia	877-542-2886	kia.ca
Land Rover	800-346-3493	landrover.ca
Lexus	800-265-3987	lexus.ca
Lincoln	800-565-3673	lincolncanada.com
Maserati	877-696-2737	maserati.ca
Mazda	800-263-4680	mazda.ca
Mercedes-Benz	800-387-0100	mercedes-benz.ca
Mini	866-378-6464	mini.ca
Mitsubishi	888-576-4878	mitsubishi-motors.ca
Nissan	800-387-0122	nissan.ca
Porsche	800-767-7243	porsche.com/canada
Ram	800-465-2001	ramtruck.ca
Smart	877-627-8004	thesmart.ca
Subaru	800-894-4212	subaru.ca
Tesla	877-798-3752	tesla.com/en_ca
Toyota	888-869-6828	toyota.ca
Volkswagen	800-822-8987	vw.ca
Volvo	800-663-8255	volvocars.com/ca