



2019 AUTO ISSUE

260 NEW VEHICLES
RATED + REVIEWED

EXCLUSIVE

**10 TOP
PICKS**

CR Consumer
Reports®

BEST+WORST

CARS TRUCKS SUVS



SUBARU ASCENT

PLUS

THE BEST
NEW CARS
UNDER \$30K

THE BEST
USED CARS
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SMART WAYS
TO SAVE AT
THE **CAR WASH**



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POOR
 FAIR
 GOOD
 VERY GOOD
 EXCELLENT

Look Both Ways Before Reading



When I was a kid riding in the front seat of my parents' blue station wagon—with its vinyl seats, manual windows, and three brothers and a dog in the back—I never could have imagined just how far cars would come in the years ahead. My brothers and I would have marveled at heated seats, rearview cameras, and windows that didn't require a crank to roll up and down! Thanks to technology, marketplace competition, and the voices

of consumers, everything about cars has gotten better over time ... but nowhere has that been more pronounced than in the area of safety.

Recently, however, technology has begun to cut both ways. Car safety features have become more sophisticated and effective, but the number of pedestrians hit by vehicles has risen at a startling rate in recent years. Many factors are at play—but we all know that smartphones have a big impact. We see it when we're on the road and a fellow driver is focused on his phone screen, or when someone crossing the street is doing the now familiar "walk and read." Research shows that a new innovation could make us all safer: pedestrian-detection systems that slow cars down even if a driver fails to notice that someone is in her path. About one-third of all new cars have this timely technology, and—just as we once advocated for airbags, antilock brakes, and rearview cameras—we've changed our auto ratings to reward automakers who are making safety features such as pedestrian detection standard in their vehicles. By doing so, we hope to encourage companies to give every family access to the latest lifesaving technology—because safety should never be a luxury item.

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We're Always Driving Forward

Consumer Reports launched its first dedicated autos issue 71 years ago, in May 1948—though we have rated cars since our birth in 1936. (In 1956, we switched our auto issue month to April.) Cars have changed dramatically over the ensuing decades, along with consumers' preferences. In post-World War II America, car ads focused on interior roominess and dramatic design—and made only occasional, vague nods to safety.

Today's vehicles, by contrast, are technological marvels of efficiency, infotainment, and safety. Fuel economy in all vehicles has vastly improved, though CR is pushing for even better results. SUVs rule American roadways today, but perhaps the biggest game-changer is how hybrids and electric cars are taking a serious hold.

Another fundamental change from cars of yore is how reliable vehicles are now. With proper maintenance, most of today's cars will easily last more than a decade, and some of our members report that their cars have traveled more than 200,000 miles. This issue features the very latest car reliability data from our members. You can find the latest predictions in our Reliability section, starting on page 86.

What hasn't changed is our commitment to rigorous testing. Each year, we put some 50 cars, SUVs, and pickups—all of which we buy the same way consumers do—through a battery of 50-plus evaluations at our 327-acre test track in Connecticut.

We couldn't provide all of this without you, our Consumer Reports member. We appreciate your insights and participation. Your feedback through CR's owner satisfaction and reliability surveys helps millions of car shoppers make smart decisions.

We hope you enjoy reading this issue as much as we enjoyed creating it. Write to us at [CR.org/lettertoeditor](https://www.consumerreports.org/lettertoeditor). —The Editors

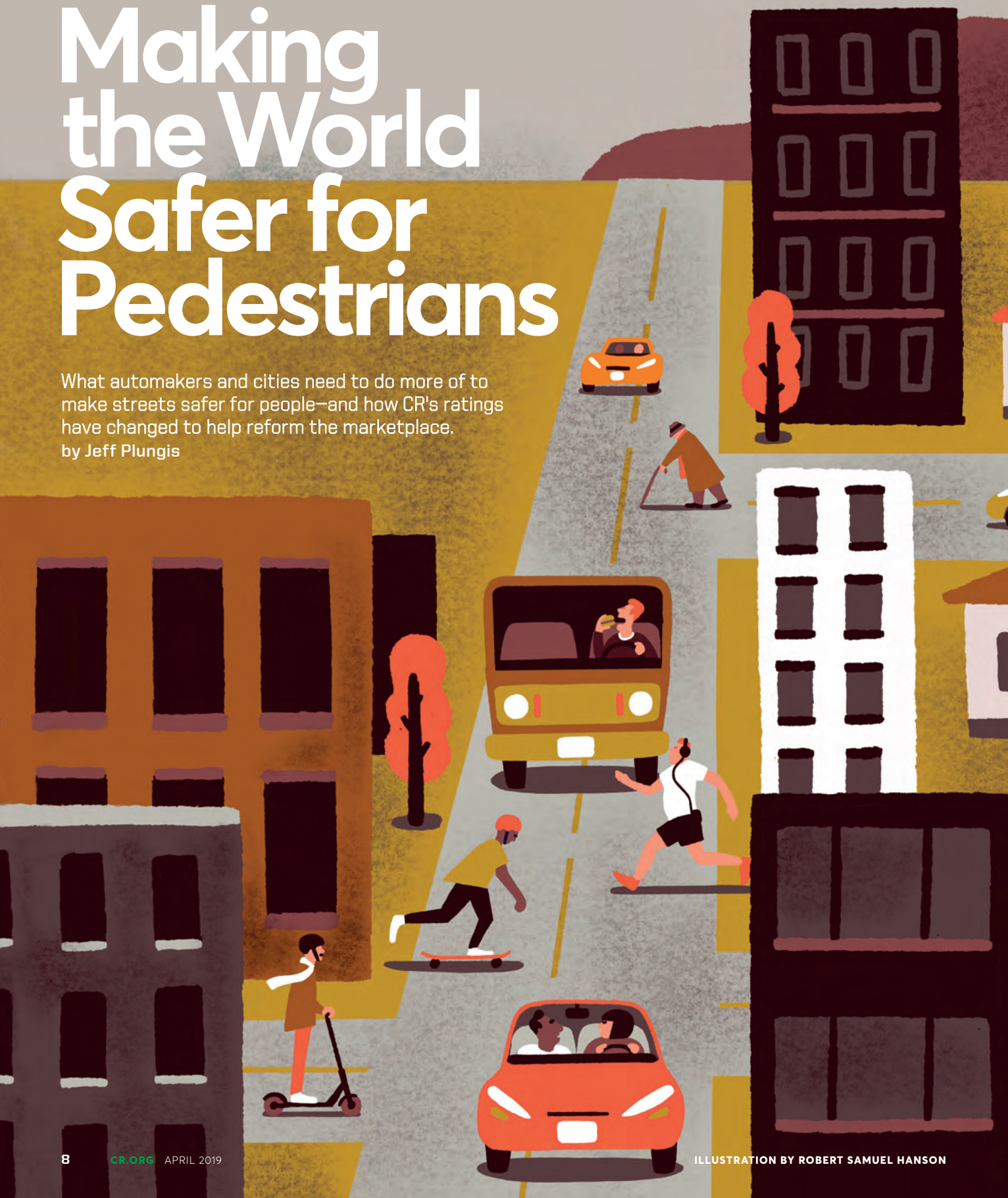


On the Road Again ... and Again

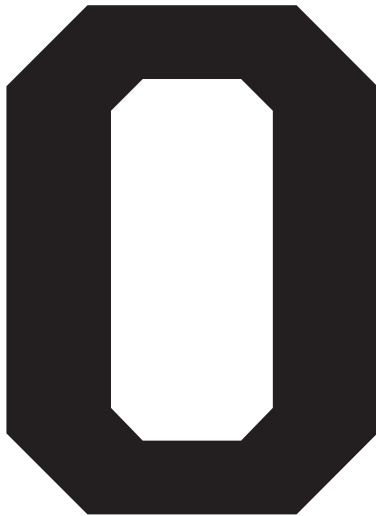
In CR's first autos issue (top, 1948), the Chevrolet Stylemaster and Dodge D-24 were among our Best Buys; in 1952, the Hudson Wasp and Oldsmobile Deluxe 88 scored well for "everyday use"; and in 1957, testers admired the Mercury Turnpike Cruiser and the Chrysler New Yorker.

Making the World Safer for Pedestrians

What automakers and cities need to do more of to make streets safer for people—and how CR's ratings have changed to help reform the marketplace.
by Jeff Plungis







ON A COLD, crisp Virginia morning, engineers and technicians watched as a BMW SUV approached from the far end of a test track. As a pedestrian dummy moved across the road on a pulley, the vehicle slammed into it at about 25 mph. The dummy's legs flew off as the force of the collision violently flung the rest of its body up and over the SUV. Even the auto-safety experts gasped.

Welcome to a typical morning at a new kind of testing lab, one focused on reducing pedestrian deaths.

The track—at the Insurance Institute for Highway Safety (IIHS) near Charlottesville, Va.—is a key test facility for systems that help cars see and brake for pedestrians. IIHS, funded by insurance companies, believes that by assessing and publishing special pedestrian-detection scores for different models, it can push automakers to improve the performance of their software, sensors, and algorithms. The hope is that pedestrian-detection systems will evolve to the point that one day they can reliably save pedestrians' lives, even when drivers

don't notice someone crossing the street in front of them.

Auto-safety experts have been increasingly alarmed by the rising number of pedestrians killed by vehicles over the past decade. Some types of traffic deaths have been declining, but the number of pedestrians fatally hit by vehicles has gone up over time—and at an increasing rate. In 2009 there were 4,109 such deaths, according to the National Highway Traffic Safety Administration (NHTSA). By 2017 it was 5,977, a 45 percent increase.

Given the gains made in other areas of road safety, pedestrian deaths really stand out. In 2007 they were 11 percent of all traffic fatalities; in 2017 they were 16 percent.

"Automakers have invested a lot of time and money making sure that drivers and passengers are safer than ever," says Jake Fisher, senior director of auto testing at Consumer Reports. "Now it's time for the industry to do a better job at protecting those who walk along our roads."

Pedestrian-detection systems are an innovation that's quickly making its way into new cars. They're standard on about one-third of new vehicles and available as an option on about 30 percent more. Automakers are increasingly putting this feature into their automatic emergency braking (AEB) systems to prevent deaths and reduce the severity of injuries—even when human drivers can't or don't react quickly enough.

As more pedestrian-detection systems arrive on the market, it's crucial that the technology does what it claims to do. IIHS has found that some work much better than others. Building on those results, we've changed our car scoring, starting with this print issue, to give credit to vehicles that have standard pedestrian-detection systems. This adds even more incentive for automakers to make them more widely available.

CR gives credit to vehicles that offer effective safety systems as standard equipment. Models no longer get credit for city-speed AEB (systems that work at lower speeds as opposed to highway speeds) unless they include pedestrian detection. That's because pedestrians are most often struck on roadways with speed limits below 40 mph.

As with all traffic-safety concerns, there's more that contributes to pedestrian deaths than vehicle and safety-system design. There are human factors, such as the growing distraction of electronics (for drivers and walkers) and poor road design when it comes to accommodating pedestrians, among other problems.

"The issues that plague pedestrians aren't new," says Heidi Simon, deputy director of America Walks, a nonprofit group that advocates for pedestrian-friendly policies. "Poor street design, improper speeds, and a culture that prioritizes cars over people have created a landscape that continues to unnecessarily endanger the most vulnerable users of the public rights of way."

Perhaps it's obvious, but experts stress that speed makes a big difference when cars collide with people. In the U.S., the average risk of severe injury to a pedestrian increases to 90 percent at an impact speed of 48 mph from just 10 percent at 17 mph.

Slowing cars down before a collision is crucial. Reducing speed even a little can be beneficial in terms of fatalities and the seriousness of injuries, says David Aylor, director of active-safety testing at IIHS. "The more speed you're able to scrub off," he says, "the more likely a pedestrian is to survive the impact."

Of course, it's not just about surviving. Clearly, avoiding crashes in the first place is the ultimate goal.

"The moment flesh and bone interact with steel, it's bad," says David Friedman, vice president for advocacy at Consumer Reports. "This is why pedestrian detection is so important."

Why Deaths Are Rising

Safety experts, including those at the National Transportation Safety Board (NTSB), point to several factors contributing to the increase in pedestrian fatalities—and drivers, pedestrians, and infrastructure share the blame. Drivers can be distracted by smartphones and other technology. But walkers also can be absorbed with their smartphones, not paying attention as they cross a street. Alcohol is often discovered in pedestrians and motorists when there's a fatal crash. Poor urban and suburban planning makes matters worse, say groups such as America Walks. Weak street lighting, not enough crosswalks, and higher than necessary speed limits have been cited as risks for pedestrians.

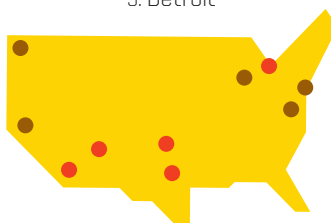
On top of that, the unforgiving structure of SUVs, when compared with the lower profile of cars, is adding to the death toll, according to IIHS research. Higher-riding SUVs and other light trucks—which now account for almost 70 percent of U.S. vehicle sales,

76%

of pedestrian traffic deaths happen in **urban areas**.

MOST DEADLY^① CITIES FOR PEDESTRIANS

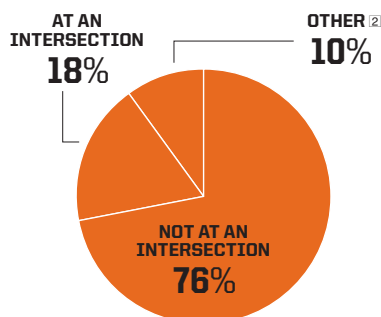
1. Phoenix
2. Albuquerque, NM
3. Oklahoma City
4. Dallas
5. Detroit



LEAST DEADLY CITIES FOR PEDESTRIANS

1. Seattle
2. Fresno, CA
3. Washington, D.C.
4. Chicago
5. New York City

WHERE PEDESTRIANS ARE HIT



^① Based on per capita traffic death rates.

^② Other includes sidewalks, bicycle lanes, median/crossing islands, parking lanes/zones, and other nontraffic areas.

Source: NHTSA Traffic Safety Facts 2016.

up from nearly 50 percent a decade ago—mean that pedestrians are more likely to be hit in the abdomen or head than at the legs, which leads to more serious injuries and fatalities.

As with other new crash-avoidance technologies, features that were first offered as pricey options on luxury vehicles are now trickling down to less-expensive vehicles. Honda, Subaru, and Toyota are among the automakers that offer pedestrian-detection systems on less-expensive models that work with low-speed AEB. According to IIHS, 79 of the 109 models currently offered in the U.S. with standard AEB also offer technology to detect pedestrians as standard equipment: 20 of the other 30 offer pedestrian detection only as an option.

Automakers that offer AEB with pedestrian detection should be commended. But if the systems were required on every new vehicle, even more lives could be saved, says William Wallace, a senior policy analyst with CR.

Some consumers might not choose to pay more for pedestrian detection, especially because the safety benefit isn't specifically for drivers and passengers. "Lives shouldn't be jeopardized by an auto company deciding that safety is optional or forcing car buyers to pay extra for the technology as part of a luxury package," Wallace says.

The federal government has taken steps in the past to get involved. In 2015 NHTSA proposed adding pedestrian detection to the battery of tests it runs under its New Car Assessment Program. Despite its earlier activities, the agency has generally not followed through with action since then, leaving largely nongovernmental groups to push the industry to improve in this area.

Still, as promising as the pedestrian-detection systems are, they have shortcomings. There can be false positives—when the car sees a "person" who isn't there—and sometimes there

are misses, when a system doesn't sense a person when it should. Consumers should understand that current vehicle technology can only assist in driving—and doesn't replace the need to pay attention, says Alex Epstein, director of transportation safety at the National Safety Council, a nonprofit that has been working to reduce preventable deaths since 1913.

"They're an extra set of eyes and ears, and sometimes they'll intervene, but they're not foolproof," Epstein says of vehicle safety systems. "You really can't rely on them. For now and the foreseeable future, you have to drive and be the best driver you can be."

Moving the Industry Forward

IIHS research shows that pedestrian-detection systems could prevent or reduce the severity of about two-thirds of single-vehicle/pedestrian crashes and prevent 58 percent of related deaths.

A 2017 IIHS analysis using data from the insurance industry found that Subaru vehicles equipped with the automaker's EyeSight crash-avoidance system, which detects pedestrians, had an injury claims rate that was 35 percent lower than vehicles without it.

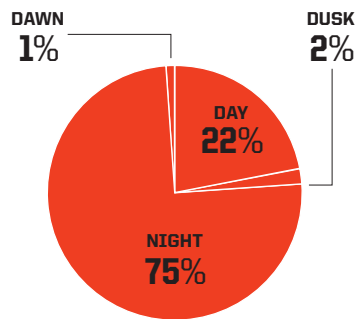
Because of that, it's time to make this feature standard equipment in today's new cars, says CR's Fisher. "It's important for automakers to expand use of this technology," he says, "because many of the serious low-speed accidents can now be prevented."

IIHS has created a new ratings program for pedestrian-detection systems. Its tests focus on whether vehicles can detect a dummy in three scenarios that duplicate the most common types of crashes involving pedestrians.

Cities Work to Protect Walkers

Cutting down on pedestrian deaths isn't just about improving cars and driving. A 2016 NHTSA analysis found that a higher percentage of those

WHEN PEDESTRIANS ARE HIT

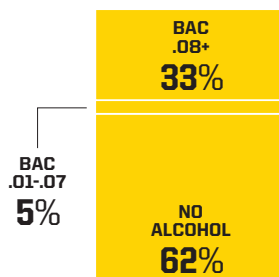


50-54 YEAR OLDS

have the highest rate of pedestrian traffic deaths, although all age groups are at risk, national statistics show.

PERCENTAGE OF DEATHS WHEN ALCOHOL IS INVOLVED

Though drunken driving is a top reason for driver and passenger fatalities, statistics also show that one-third of pedestrians killed in accidents were legally drunk.*



* The National Highway Traffic Safety Administration considers a person with a blood alcohol content (BAC) of 0.08 g/dl to be impaired.

Source: NHTSA Traffic Safety Facts 2016.

deaths occur in cities (76 percent) and on open stretches of road (72 percent) than at intersections (18 percent). There are also significant numbers of fatalities at night.

Better road design is a cornerstone of the Vision Zero movement, which has been embraced in places such as New York, San Francisco, and Washington, D.C.

The goal is to eliminate all road deaths, not just bring the number down. Some cities are taking a close look at the data on pedestrian deaths and considering policy alternatives that are sometimes controversial.

Boston saw immediate traffic-safety improvements after officials lowered the speed limit in the city to 25 mph from 30 mph. Vision Zero cities are also making investments in raised curbs, better crosswalks and signals, and pedestrian islands. They're implementing "road diets" by reducing the number of travel lanes on major streets, which reduces the number of cars that pedestrians have to encounter when walking across.

A couple of recent innovative approaches stand out. To reduce distracted walking, Honolulu passed an ordinance in 2017 that lets the police give tickets to pedestrians who are looking at their phones when they're crossing a street. In Detroit, pedestrian fatalities dropped after burned-out streetlights were replaced in certain areas, underscoring the role that poor visibility can play in these crashes.

But the politics of lowering speed limits or cracking down on drunken or texting walkers isn't easy, says Epstein. "It's a very difficult area to move the needle. Folks who drive don't necessarily want to drive slower," he says. "Folks who walk don't want to put their cell phones away while they're walking. The truth is, to have a safer roadway environment, everyone has to give up a little bit of something."



10 Top Picks

These are the best cars of 2019 based on our track tests, safety evaluations, and mountains of survey data on reliability and owner satisfaction from CR members.
by Jeff S. Bartlett



ALL YEAR LONG, CR experts test nearly 50 new cars and analyze data from our exclusive Auto Survey, which covers about 470,000 vehicles this year. We also look at which key safety features these cars have, as well as their performance in government and industry crash tests. All of that is factored into our Overall Score—the most comprehensive view of vehicle quality available.

But once a year we go further. When we choose our Top Picks, we highlight the attributes that CR members care about most: Cars that deliver superior reliability and satisfaction over the long haul and also push the envelope when it comes to safety, technology, fuel economy, and performance. These are the vehicles that set the standard for the industry.

Speaking of standards, we feel so strongly about the benefits of automatic emergency braking (AEB), a technology that slows or stops a car when a crash is imminent, that we think it should be standard in all new cars. That's why this year, CR only considered vehicles that include AEB as standard equipment for our Top Picks.

“Once a technology has been proven to reduce crashes and injuries, we push the industry to make it available to all car shoppers and not leave it as a pricey option,” says Jake Fisher, senior director of auto testing for Consumer Reports. “Even the least-expensive car on this list has AEB standard. It's time all new cars had it.”



WATCH

See the Top Picks in action at [CR.org/toppicks](https://www.consumerreports.org/top-picks) and learn more about them in complete road-test reports, available to online members.

Subaru ASCENT

MIDSIZE SUV

96

OVERALL
SCORE

93

ROAD
TEST

\$43,867

PRICE AS
TESTED22
MPG

RELIABILITY

OWNER
SATISFACTION

The three-row Ascent debuted at the top of CR's midsize SUV ratings thanks to its smooth power delivery, comfy ride, and functional interior. It has a turbocharged four-cylinder engine that's energetic in everyday traffic, with plenty of reserve power for passing. Like most Subarus, the Ascent comes standard with all-wheel drive. It especially shines because

of its excellent ride: The suspension handles road bumps better than some luxury cars. Its cabin is one of the finest in the segment, with comfortable seats and many soft-touch surfaces, especially on upper-trim versions. There is a handy, kid-friendly third-row seat. The infotainment system, with its clear buttons and large touch screen, is simple to use.



Toyota CAMRY HYBRID

MIDSIZE CAR

88

OVERALL
SCORE

89

ROAD
TEST

\$28,949

PRICE AS
TESTED47
MPG

RELIABILITY

OWNER
SATISFACTION

The Camry Hybrid is a hyperefficient car that gets 47 mpg overall in our tests, and its hybrid-electric powertrain doesn't compromise the driving experience. The hybrid battery pack doesn't reduce trunk space, either. Plus, this car is a hair quicker from 0 to 60 mph than the regular four-cylinder Camry. (The four-cylinder returns great fuel economy in its own right, at 32 mpg overall, and starts at \$4,305 less.) A comfortable ride and capable handling add to the appeal. The striking, angular center dash houses an infotainment system that now offers Apple CarPlay compatibility (but not Android Auto). Standard safety gear includes pedestrian detection and lane departure warning.



Audi A4

COMPACT LUXURY CAR

80	88	\$48,890
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

27 MPG	↑ RELIABILITY
	↑ OWNER SATISFACTION

The A4 is a thoroughly satisfying sports sedan with precise handling, the latest technology, and undeniable cachet. Its interior is quiet and decked out in high-quality materials. The front seats are comfortable and supportive. The rear seat, however, is a bit tight, which is typical for the class. The optional Virtual Cockpit transforms the instrument panel into a high-tech display that can be reconfigured on the fly to show trip information, audio details, phone tasks, or navigation guidance. The balanced suspension provides secure handling and a taut ride that effectively smooths rough patches in the road. The turbocharged four-cylinder engine has superb response, with plenty of power when needed and a slick-shifting automatic transmission.

Toyota YARIS

The Yaris sedan (sold by Toyota but built by Mazda) delivers an impressive degree of quality and a joyful driving experience at an affordable price. The 2019 model gets improvements that include a new XLE trim level that adds upscale touches such as convincing leatherlike upholstery and automatic climate control. The ride is good for the class, and the handling is responsive. The smooth four-cylinder engine is teamed with a quick-shifting six-speed automatic transmission. All told, the Yaris is an energetic and nimble little car in a segment known for cars that feel more like rolling penalty

SUBCOMPACT CAR

65	60	\$17,570
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

35 MPG	↑ RELIABILITY
	↓ OWNER SATISFACTION

boxes. And the Yaris shows that critical safety equipment needn't be reserved for high-priced vehicles. It comes with a standard low-speed AEB system that can help prevent collisions or at least reduce the severity of an accident.



Hyundai KONA

SUBCOMPACT SUV

73	71	\$25,025
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

26 MPG	↑ RELIABILITY
	↓ OWNER SATISFACTION



The Kona is a fun, new entry in a growing class of subcompact SUVs. It has a snazzy-looking exterior and an inviting interior. The natural step-in height makes it easy for drivers to settle into the comfortable front seats. The cabin has easy-to-use controls and a good, full-featured infotainment system that's compatible with Android Auto and Apple CarPlay. Despite its compact proportions, the Kona's smart design creates quite a bit of versatility thanks to its tall liftgate and split rear seats that fold down. Handling is a strong point—limited body lean and quick steering make it a joy to drive. Despite its entry-level pricing, forward collision warning, automatic emergency braking, and lane keeping assist are all standard.

Toyota

AVALON HYBRID



LARGE CAR

98

OVERALL
SCORE

93

ROAD
TEST

\$38,643

PRICE AS
TESTED42
MPG

RELIABILITY

OWNER
SATISFACTION

The redesigned Avalon is a smart, value-driven alternative to luxury sedans such as the Acura TLX and Lexus ES. The hybrid version in particular offers more room, comfort, and fuel efficiency for the money. The spacious, richly furnished cabin has an upscale feel with soft materials, intricate stitching, and other tasteful details. The front seats are wide and supportive, and the rear has generous legroom and available heated seats. The optional hybrid powertrain, with its electric drive, provides immediate power as well as impressive efficiency. The Avalon Hybrid returned 42 mpg overall in CR tests and 52 mpg on the highway—astounding numbers for such a large car. It delivers both nimble handling and a plush ride, a combination that shames direct competitors and many prestige-branded alternatives.



Toyota

PRIUS

HYBRID/ELECTRIC CAR

78

OVERALL
SCORE

75

ROAD
TEST

\$27,323

PRICE AS
TESTED52
MPG

RELIABILITY

OWNER
SATISFACTION

BMW X5



Redesigned for 2019, the midsize X5 is one of the best SUVs that CR has ever tested. It's difficult to make an SUV both luxury-car comfortable and fun to drive, but here BMW strikes the perfect balance. The turbocharged inline six-cylinder

engine is powerful and responsive, helped by its quick-shifting eight-speed automatic transmission. The X5 delivers swift acceleration and fuel economy that's impressive for its class, although it does require premium fuel. The interior has

impeccable fit and finish, and lots of rich materials. The iDrive infotainment system is packed with early-adopter, high-tech features—such as the ability for drivers to make changes with the wave of a hand—yet it's still easy to use.

LUXURY SUV

88

OVERALL
SCORE

98

ROAD
TEST

\$68,730

PRICE AS
TESTED23
MPG

RELIABILITY

OWNER
SATISFACTION



The Prius returns to our Top Picks list for a record 16th time. This pioneering hybrid has long been a paragon of efficiency, with the current model achieving 52 mpg overall and a stunning 59 mpg on the highway. But it's more than just thrifty; the Prius is a standout car with a stellar track record for reliability and owner satisfaction. For 2019, a newly available all-wheel-drive option makes this supremely practical car even more appealing. There's decent room in the Prius, and the hatchback adds cargo-toting versatility. Plus, Toyota throws in a full suite of safety tech, including forward collision warning, lane departure warning, and lane keeping assist, as standard equipment.

Ford F-150



The F-150 continues to be King of Pickup Mountain, despite tough competition from the recently redesigned Chevrolet Silverado 1500, GMC Sierra 1500, and Ram 1500. The F-150 lineup ranges from basic work trucks to richly appointed trailer haulers, and there are many steps in between. There are five engines offered, and the core two are potent, turbocharged V6s with 10-speed automatic transmissions. There's a wide

range of equipment to make driving and connectivity easier, such as WiFi, an easy-to-use infotainment system, and a rearview camera that's specially designed to help drivers line up with their trailer. The 2.7-liter V6 turbo version we tested delivered brisk acceleration, effortless towing ability, and impressive fuel economy. The cabin has generous room for the driver and passengers in the popular crew cab.

FULL-SIZED PICKUP

67	74	\$52,535
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

19 MPG	1 RELIABILITY
	1 OWNER SATISFACTION

Subaru FORESTER



The Forester is a multitasking, no-nonsense vehicle that has broad appeal. This compact SUV's roomy interior focuses on practicality and functionality. The 2019 redesign doesn't look much different from its predecessor, but the Forester is now a more solid

vehicle—quieter, with a more premium feel inside. Its power is admittedly modest, but its fuel economy tops the class. The ride is comfortable, the steering is responsive, and its body doesn't lean too much around corners. The Forester has large doors,

making it easy to get in and out, and tall, upright glass all around, providing unrivaled visibility. Inside, there's generous room for passengers and cargo. Bonus: Forward collision warning, lane departure warning, and lane keeping assist come standard.

COMPACT SUV

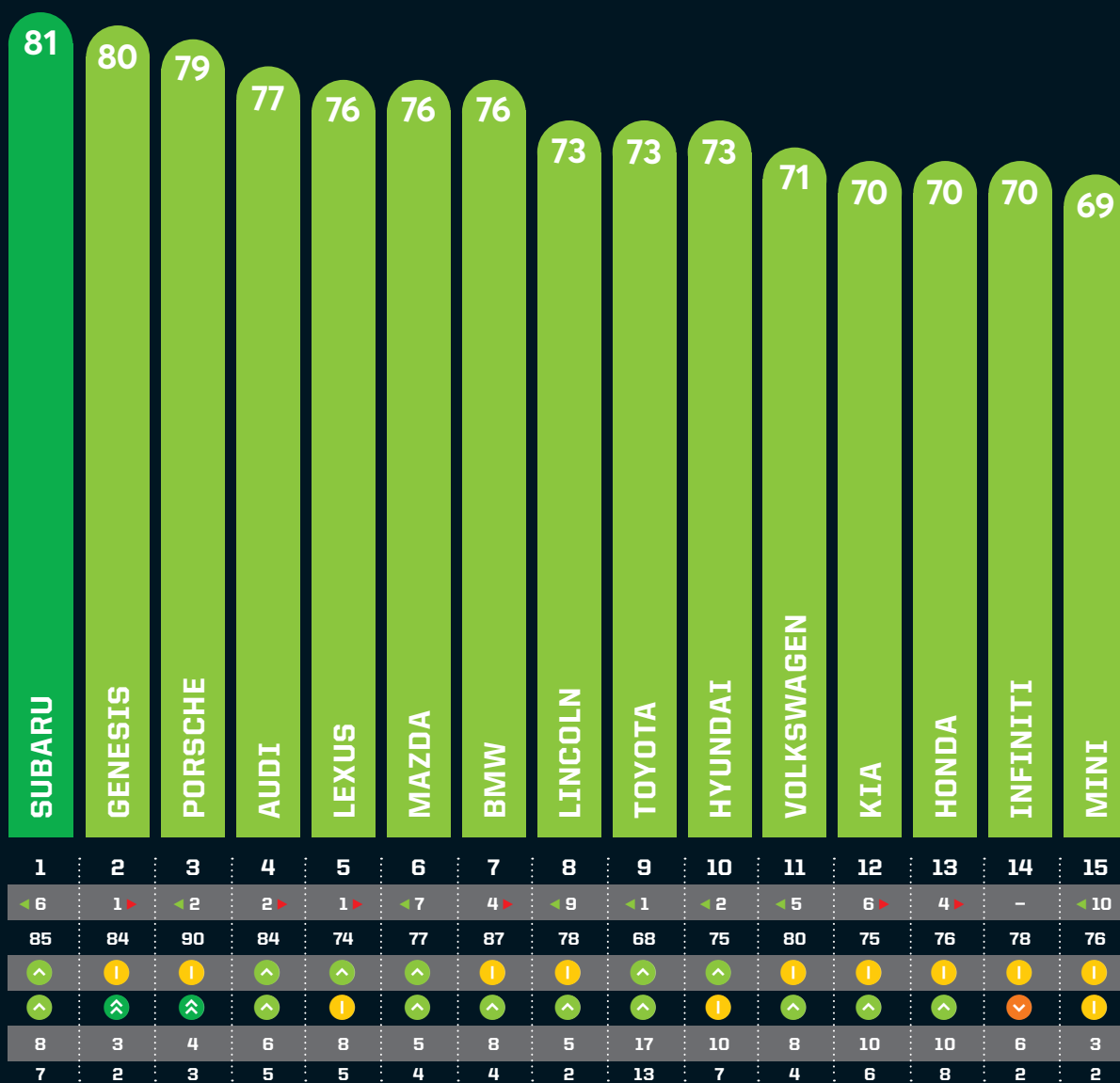
89	90	\$29,341
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

28 MPG	1 RELIABILITY
	1 OWNER SATISFACTION

How the Brands Stack Up

We rated carmakers based on all the models we've tested to reveal which companies offer consumers strong-performing and problem-free vehicles—and which ones don't.

OVERALL
SCORE



SUBARU TOPS OUR brand rankings chart this year for the first time, jumping up six spots and knocking last year's No. 1—Genesis—off its perch. This impressive performance was boosted by the Ascent (an all-new model), Crosstrek, and Forester SUVs sitting atop their respective categories. While BMW and Porsche have higher average road-test scores, Subaru's strong predicted reliability and owner satisfaction marks drove it to the head

of the pack. The brand's lone blemish is the much-below-average predicted reliability for the sporty WRX sedan.

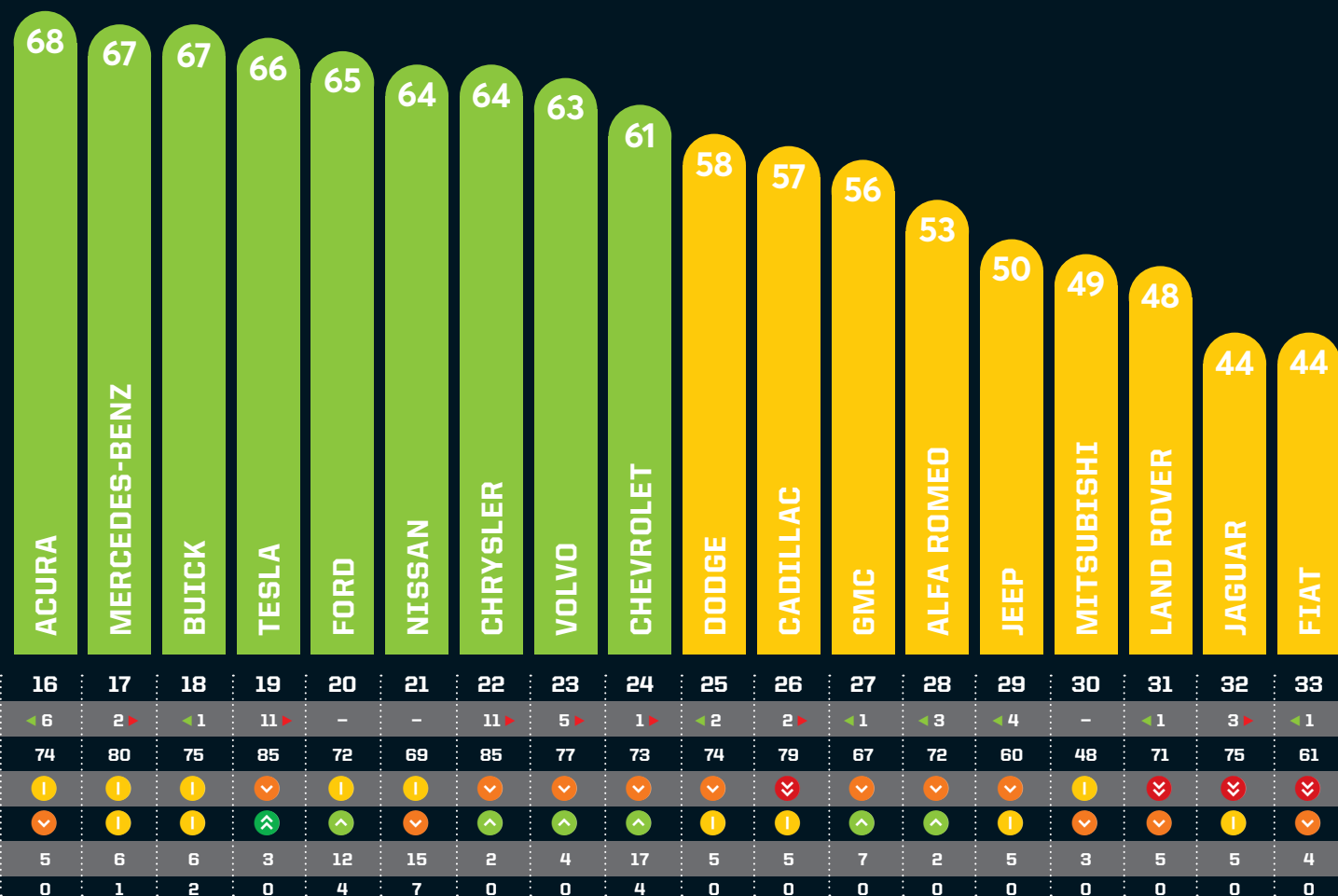
Mini was the most upwardly mobile brand this year, gaining 10 spots thanks to improved reliability. Lincoln rose nine places in part because of the brand's stronger reliability, especially for the Continental sedan.

Chrysler and Tesla sank the most, each falling 11 spots. (The brand score of automakers with limited lineups

can be hit hard by even a small change with one model.) Chrysler was hurt by reports from owners about problems with the in-car electronics and transmissions in both the 300 sedan and Pacifica minivan.

Reliability was also an issue for Tesla, which was dragged down as the Model 3 dropped from average to below-average reliability. Model 3 owners told us that problem areas included loose body trim and glass defects.

We averaged the Overall Scores for all of the vehicles we tested from each major automotive brand, and ranked them accordingly. A brand must have had two or more CR-tested models to be included in the rankings, which is why Maserati, Ram, and Smart have been left out. The Overall Score is a composite of four elements. First is a vehicle's road-test score, which assesses performance in more than 50 CR evaluations. Next, we include the latest predicted reliability and owner satisfaction ratings from CR's exclusive Auto Survey. And last, we consider the presence of key safety features and crash-test performance (when completed).



Best + Worst Lists

Begin your search for a new or used vehicle here, with our lists of the best—and worst—performers in terms of reliability, fuel economy, and more. Our findings are based

on our own rigorous testing, as well as feedback from hundreds of thousands of CR members. In other words, we've kicked the tires so you don't have to.





LATEST MODELS TO WIN-OR LOSE-A CR RECOMMENDATION

CR recommended status is given to the vehicles with the highest Overall Scores in their category, based on evaluations at our test track, safety data, and the latest results from CR's exclusive Auto Survey, which includes information on 470,000 vehicles. This year—for the first time ever—we were able to update our reliability data by gathering and analyzing additional owner data from members who didn't participate in the original reliability survey. As the chart shows, the updated analysis resulted in a handful of models losing their recommended status and a few others gaining it since we published our new-car reliability ratings in the December 2018 issue.

**NEWLY
RECOMMENDED
MODELS
WITH
IMPROVED
RELIABILITY**

**BMW
X3**

**Genesis
G90**

Lincoln Nautilus
(was previously
named MKX)

**NO LONGER
RECOMMENDED
MODELS WITH
DECLINING
RELIABILITY**

Acura RDX

Chrysler 300

Tesla Model 3

**BMW
5 Series**

**Dodge
Charger**

**Volkswagen
Tiguan**

reliability, and safety requirements necessary to earn CR's recommendation.

and has demonstrated above-average reliability for the model years noted.

SAFE BETS: AUTOS WITH STANDARD SAFETY SYSTEMS

A growing number of passenger vehicles are being built with advanced driver assistance systems (ADAS). These can reduce the likelihood and severity of a collision by helping drivers avoid dangers such as closing in on another car too quickly or crashing into a car hidden in a blind spot when changing lanes.

CR believes that all vehicles should come standard with forward collision warning, automatic emergency braking, and blind spot warning. To help you make an informed buying decision, we've defined these systems below and indicated which models include them as standard or optional equipment.



FCW

FORWARD COLLISION WARNING Provides visual and/or audible warnings to alert the driver of a potential impact and prevent a collision.

PED

PEDESTRIAN DETECTION These systems have the ability to detect pedestrians and will slow the car to avoid or at least lessen an impact.

AEB

AUTOMATIC EMERGENCY BRAKING Brakes are automatically applied to prevent a collision or to reduce speed when a collision is imminent.

BSW

BLIND SPOT WARNING Drivers get visual and/or audible notifications of vehicles in their car's blind spots.

MODELS WITH STANDARD FCW, AEB, PED & BSW

Acura RLX	Mazda6
Audi e-tron	Mercedes-Benz CLS
Ford Edge	Mercedes-Benz S-Class
Ford Fusion	Nissan Rogue
Genesis G70	Toyota Avalon
Genesis G80	Toyota Land Cruiser
Genesis G90	Toyota Mirai
Hyundai Santa Fe	Toyota Sequoia
Infiniti QX60	Volkswagen Arteon
Kia K900	Volkswagen Atlas
Lexus GS	Volkswagen Golf
Lexus LS	Volkswagen Golf Alltrack
Lexus LX	Volvo S90
Lincoln Continental	Volvo XC90
Lincoln MKZ	
Lincoln Nautilus	

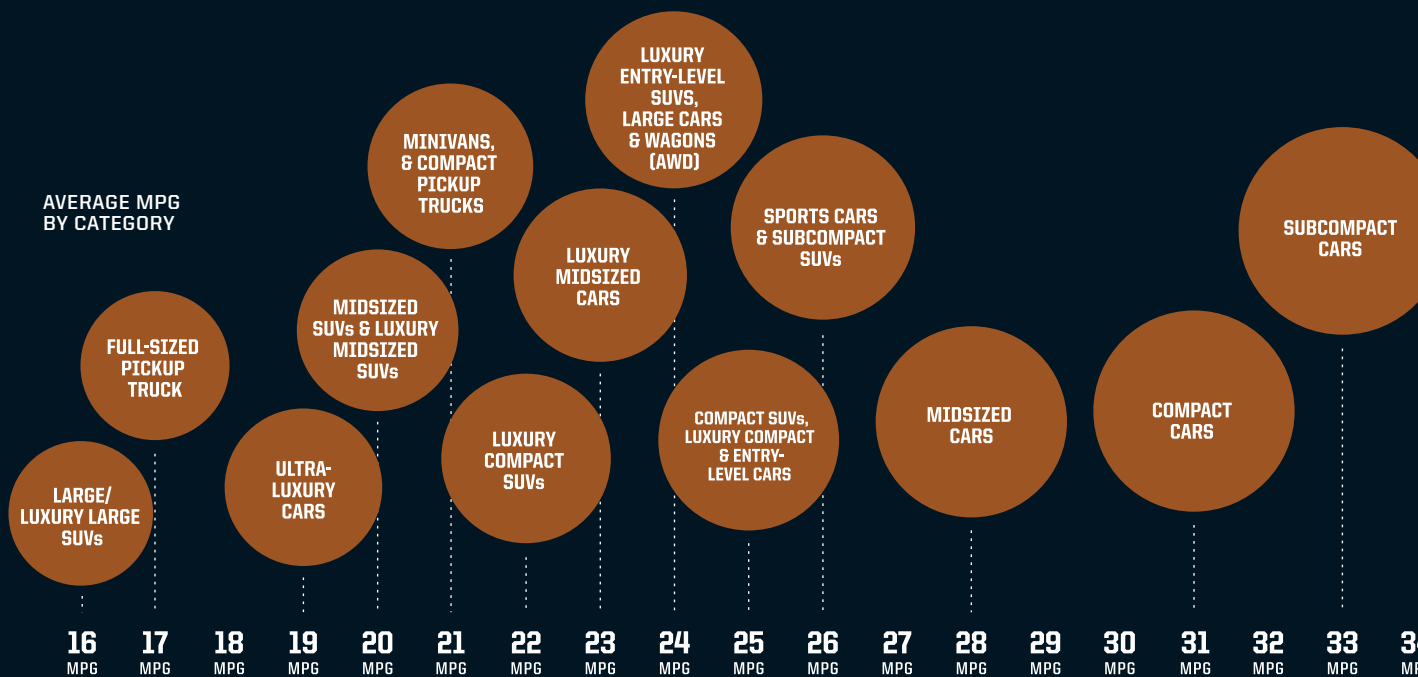
MODELS WITH STANDARD FCW, AEB & PED AND OPTIONAL BSW

Acura ILX	Infiniti QX80	Toyota Camry
Acura MDX	Lexus ES	Toyota C-HR
Acura RDX	Lexus IS	Toyota Corolla
Acura TLX	Lexus LC	Toyota Highlander
Audi A6	Lexus NX	Toyota Prius
Audi A7	Lexus RC	Toyota Prius Prime
Audi A8	Lexus RX	Toyota RAV4
Audi Q8	Lexus UX	Toyota Sienna
Ford F-150	Mercedes-Benz A-Class	Toyota Tacoma
Ford Ranger	Mercedes-Benz C-Class	Toyota Tundra
Ford Transit Connect	Mercedes-Benz E-Class	Volvo S60
Honda Accord	Porsche Cayenne	Volvo XC40
Honda Passport	Subaru Ascent	Volvo XC60
Honda Pilot	Subaru Forester	
Infiniti QX50	Subaru Legacy	
	Subaru Outback	

BEST & WORST FUEL ECONOMY

Fuel prices remain a bright spot in the U.S. economy. The national average price for gas is \$2.25 per gallon, a 38-cent decrease from this time in 2018. Still, buying a fuel-efficient model means shoppers will get to keep more money in their pocket now—and will be even further ahead financially if fuel prices go up. For instance, owners can save \$375 annually if they drive 12,000 miles per year in a car that gets 24 miles per gallon (mpg) overall instead of one that gets 18 mpg, using a price of \$2.25 for a gallon of regular gas.

AVERAGE MPG BY CATEGORY



MPG WINNERS AND LOSERS

SUBCOMPACT CARS		COMPACT CARS (HYBRIDS)		MID-SIZED CARS (HYBRIDS)		LUXURY COMPACT & ENTRY-LEVEL CARS		ULTRA-LUXURY CARS	
33 AVERAGE MPG		52 AVERAGE MPG		42 AVERAGE MPG		25 AVERAGE MPG		19 AVERAGE MPG	
Mitsubishi Mirage ES.....	37	Toyota Prius Prime Premium.....	69	Honda Accord Hybrid EX.....	47	Mercedes-Benz CLA250.....	28	BMW 750i xDrive.....	21
Toyota Yaris LE (sedan).....	35	Honda Insight EX.....	54	Toyota Camry Hybrid LE.....	47	Acura ILX Premium.....	28	Genesis G90.....	
Chevrolet Sonic LT (1.8L).....	28	Hyundai Ioniq SEL.....	52			Mini Clubman Base (1.5T).....	28	Premium (3.3T, AWD).....	18
		Toyota Prius LE.....	52	LARGE CARS		Acura TLX Tech.....	27	Mercedes-Benz S550 (4MATIC).....	18
		Kia Niro EX.....	43	24 AVERAGE MPG		Alfa Romeo Giulia Ti (AWD).....	27		
		Toyota Prius C.....	43	Toyota Avalon Hybrid XLE.....	42	Audi A3 Premium.....	27	SPORTS CARS	
				Nissan Maxima Platinum.....	25	Audi A4 Premium Plus.....	27	26 AVERAGE MPG	
				Kia Cadenza Premium.....	24	Infiniti Q50 3.0t Luxe (AWD).....	22	Mazda MX-5 Miata Club.....	34
				Ford Taurus Limited (V6).....	21	Lexus IS 300 (AWD).....	20	Honda Civic Si.....	34
				Chrysler 300 C (V8).....	20			Fiat 124 Spider Lusso.....	31
				Dodge Charger R/T (V8).....	20	LUXURY MID-SIZED CARS		Chevrolet Camaro 2SS (V8).....	20
						23 AVERAGE MPG		Chevrolet Corvette Stingray.....	20
						Lincoln MKZ Hybrid.....	34	Dodge Challenger R/GT Plus (V8).....	20
						BMW 530i xDrive.....	26	Ford Mustang GT (V8).....	19
						Lexus ES 350.....	25		
						Buick LaCrosse Essence (V6).....	24	WAGONS (AWD)	
						Mercedes-Benz E300 (4MATIC).....	24	24 AVERAGE MPG	
						Genesis G80 3.8 (AWD).....	20	Volkswagen Golf Alltrack SE.....	25
						Lincoln Continental Select (2.7T, AWD).....	20	Subaru Outback 3.6R Limited.....	22
						Maserati Ghibli S Q4.....	19		

The charts at the bottom show the overall mpg of selected current model year cars that we've tested, as well as the average overall mpg for each category, ranked best to worst, with the "worst" performers in each category highlighted in **RED**. (For electric cars and plug-in hybrids, refer to their mileage-equivalent values in New Car Ratings, starting on page 38.)

MIDSIZE
HYBRID
CARS

COMPACT
HYBRID
CARS



■ WORST MPG IN CATEGORY

MINIVANS	
21 AVERAGE MPG	
Chrysler Pacifica Hybrid	27
Honda Odyssey EX-L	22
Dodge Grand Caravan GT	17
SUBCOMPACT SUVs	
26 AVERAGE MPG	
Honda HR-V LX	29
Subaru Crosstrek Premium	29
Mazda CX-3 Touring	28
Ford EcoSport SES (2.0L)	24
Jeep Renegade Latitude	24
Fiat 500X Easy	23
COMPACT SUVs	
25 AVERAGE MPG	
Chevrolet Equinox LT (diesel) ..	31
Honda CR-V EX (1.5T)	28
Subaru Forester Premium	28
Honda CR-V LX (2.4L)	27
GMC Terrain SLE (2.0T)	22
Hyundai Tucson SEL (2.4L)	22

MIDSIZE SUVs	
20 AVERAGE MPG	
Toyota Highlander Hybrid Limited	25
Jeep Grand Cherokee Limited (diesel)	24
Kia Sorento EX (V6)	22
Mazda CX-9 Touring	22
Toyota Highlander XLE (V6)	22
Subaru Ascent Limited	22
Dodge Durango GT (V6)	18
Ford Explorer XLT (V6)	18
Ford Flex SEL	18
Jeep Grand Cherokee Limited (V6)	18
Jeep Wrangler Unlimited Sahara	18
Nissan Pathfinder SL	18
Toyota 4Runner SR5	18
Dodge Journey GT (V6)	16

LUXURY ENTRY-LEVEL SUVs	
24 AVERAGE MPG	
BMW X1 xDrive28i	26
Mercedes-Benz GLA250	26
Audi Q3 Premium Plus	22
Jaguar E-Pace S	21
LUXURY COMPACT SUVs	
22 AVERAGE MPG	
Lexus NX 300h	29
Alfa Romeo Stelvio Ti	24
Audi Q5 Premium Plus	24
BMW X3 xDrive30i	24
Lexus NX 300	24
Lincoln MKC Reserve	19
Porsche Macan S	19

LUXURY MIDSIZE SUVs	
20 AVERAGE MPG	
Lexus RX 450h	29
BMW X5 xDrive40i	23
Land Rover Range Rover Sport HSE (3.0L)	18
Lincoln Nautilus (2.7T)	18
Land Rover Discovery HSE	17
Lexus GX 460	17
LARGE/LUXURY LARGE SUVs	
16 AVERAGE MPG	
Buick Enclave Premium	18
Land Rover Range Rover HSE (3.0L)	17
Infiniti QX80 Luxe	15
Toyota Sequoia	15
Nissan Armada Platinum	14
Toyota Land Cruiser	14

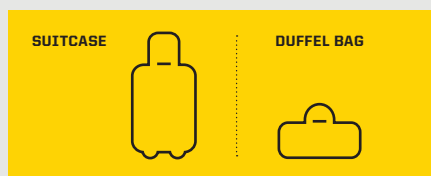
COMPACT PICKUP TRUCKS	
21 AVERAGE MPG	
Chevrolet Colorado LT (diesel) ..	24
GMC Canyon SLE (diesel)	24
Honda Ridgeline RTL	20
Chevrolet Colorado LT (V6)	18
GMC Canyon SLE (V6)	18
FULL-SIZED PICKUP TRUCK	
17 AVERAGE MPG	
Ford F-150 XLT (2.7V6 EcoBoost) ..	19
Nissan Titan XD SV (diesel)	15
Toyota Tundra SR5 (5.7L V8)	15

CARGO KINGS BY CATEGORY

Whether it's for holding groceries or carting the kids to weekend activities, cargo room is a key shopping consideration for many consumers. But manufacturer claims don't always reflect real-world utility. Our tests show that the vehicles below have the most room in their respective categories.

TRUNK CAPACITY

We measure it by seeing how many suitcases (26x12x17 inches) and duffel bags (12x12x24 inches) a trunk can accommodate. Vehicles are listed alphabetically within luggage capacity category.



Tesla Model S



Chevrolet Impala
Ford Taurus



Cadillac XTS
Honda Accord



Kia Cadenza
Nissan Altima
Nissan Versa
Toyota Avalon



Buick LaCrosse
Buick Regal
Cadillac CT6
Chevrolet Malibu
Ford Fusion (nonhybrid)
Honda Clarity
Hyundai Sonata
Infiniti Q70
Kia Optima
Lincoln MKZ
Mazda6
Nissan Sentra
Volkswagen Jetta



BMW 5 Series
Chevrolet Cruze
Chrysler 300
Dodge Charger
Ford Fiesta
Genesis G80
Honda Civic
Honda Insight
Hyundai Elantra
Kia Forte
Lexus ES
Lexus GS
Subaru Legacy
Toyota Camry
Volkswagen Passat



Chevrolet Sonic
Genesis G90
Hyundai Ioniq
Kia Stinger
Nissan Kicks
Nissan Leaf
Nissan Maxima
Toyota Yaris (sedan)

CARGO SPACE IN WAGONS, SUVs & MINIVANS

We measure it by determining the volume of an expanding pipe-frame box that we fit through the rear opening and extend into the cargo bay as far as possible (with the second and third rows folded), making sure the hatch can still be closed. Vehicles are ranked from most to least volume within category.



LARGE SUVs

Ford Expedition Max
Chevrolet Suburban
GMC Yukon XL
Toyota Sequoia
Lincoln Navigator

LARGE SUVs

Infiniti QX80
Buick Enclave
Cadillac Escalade
Chevrolet Tahoe
GMC Yukon
Nissan Armada

MINIVANS

Honda Odyssey
Toyota Sienna
Chrysler Pacifica
Dodge Grand Caravan

MID-SIZED SUVs

Chevrolet Traverse
Volkswagen Atlas
Honda Pilot
Ford Flex

MINIVANS

Kia Sedona



LARGE SUVs

Toyota Land Cruiser

MID-SIZED SUVs

Toyota 4Runner
Dodge Durango
Land Rover Discovery
Ford Explorer
Jeep Wrangler
GMC Acadia
Hyundai Santa Fe XL
Subaru Ascent
Toyota Highlander
Nissan Pathfinder

MID-SIZED SUVs

Ford Edge
Infiniti QX60
Kia Sorento
BMW X5
Jeep Grand Cherokee
Lexus GX
Audi Q7
Hyundai Santa Fe
Land Rover Range Rover
Volvo XC90
Acura MDX
Mazda CX-9
Nissan Murano

COMPACT SUVs/WAGONS

Subaru Forester
Honda CR-V
Ford Escape
Subaru Outback
Volvo XC60



RECALLS

TO STAY INFORMED ABOUT RECALLS FOR YOUR VEHICLES, READERS WITH MEMBERSHIP CAN USE OUR FREE CAR RECALL TRACKER AT CR.ORG/MORE.

2008-2019

Toyota and Lexus Models

Toyota is recalling 89,740 of the 2008-2019 Toyota Land Cruiser and Lexus LX 570 SUVs because the seat-belt tension sensor wire harness may break and deactivate the front-passenger airbag, knee airbag, and passenger seat-mounted side airbag. If that happens, the airbags wouldn't deploy as expected in a crash, increasing the risk of injury.

What to do: Toyota owners can call 888-270-9371 and Lexus owners can call 800-255-3987 for updates. The recall reference numbers are Toyota Interim J15 and Remedy J05, and Lexus Interim J2L and Remedy JLL.

2010-2014

Ford, Lincoln, and Mercury Models

Ford has recalled 782,384 of the 2010 Ford Edge and Lincoln MKX SUVs, 2010-2011 Ford Ranger pickup trucks, 2010-2011 Mercury Milan cars, 2010-2012 Ford Fusion and Lincoln MKZ cars, and 2010-2014 Ford Mustang sports cars as part of the ongoing recall of defective Takata airbag inflators.

What to do: Dealers will replace the passenger frontal airbag inflator or module at no cost to owners. Call Ford at 866-436-7332. Ford's recall reference number is 19S01.

2010-2017

Toyota and Lexus Models

Toyota is recalling approximately 1.3 million vehicles as part of its Takata airbag inflator recall. Models included are the 2010-2013 Toyota Corolla and Matrix, 2010-2015 Scion XB, 2010-2016 4Runner, and 2011-2014 Sienna; and 2010-2012 Lexus ES 350, 2010-2013 IS 250 and IS 350, 2010-2014 IS-F, 2010-2015 IS 250C and IS 350C, and 2010-2017 GX 460.

What to do: Dealers will replace either the front-passenger airbag inflator or airbag assembly at no cost to owners. Contact Toyota at 888-270-9371 or Lexus at 800-255-3987.

2011-2014

Hyundai and Kia Models

Hyundai and Kia are recalling more than 168,000 vehicles because a high-pressure fuel line may have been damaged, misaligned, or improperly adjusted during an engine replacement procedure under a previous recall. That could allow fuel to leak, increasing the risk of fire.

This action includes vehicles with a 2.4-liter four-cylinder engine that had their engines replaced as part of a 2017 recall. The vehicles include the 2011-2014 Hyundai Sonata sedans and 2013-2014 Santa Fe Sport SUVs; and 2011-2013 Kia Sportage SUVs, 2011-2014 Optima

sedans, and 2012-2014 Sorento SUVs.

What to do: Dealers will inspect the connection between the high-pressure fuel pipe and the fuel pump outlet. If a fuel leak is detected, they will replace the fuel pipe and properly install a new one at no charge. For details, Hyundai owners can call 800-633-5151 and Kia owners can call 800-333-4542.

2015-2019

Ford Models

Ford is recalling 410,289 of the 2015-2019 F-150 and 2017-2019 F-250, F-350, F-450, and F-550 Super Duty pickup trucks equipped with an engine block heater. Water and contaminants may get into the heater cable's splice connector, causing corrosion. When the heater is plugged in, prolonged corrosion could cause a short, increasing the risk of a fire.

What to do: Dealers will inspect and seal the block heater cable or replace it, as necessary, free of charge. Owners may contact Ford at 866-436-7332. Ford's recall reference number is 18S45.

2017-2019

Volvo Models

Volvo is recalling 17,548 of the 2017-2019 S90 cars; V60, V60 Cross Country, V90, and V90 Cross Country wagons; and XC40, XC60, and XC90 SUVs. A software error may result in the vehicle

being unable to provide location information to emergency personnel in the event of a crash.

What to do: Dealers will update the software free of charge. Call Volvo at 800-458-1552. Volvo's recall reference number is R39917.

2018-2019

Toyota Tacoma

Toyota is recalling 44,121 of the 2018-2019 Tacoma pickup trucks because improper manufacturing of the brake master cylinder may lead to a damaged seal that could affect brake performance and increase the risk of a crash.

What to do: Dealers will replace the part free of charge. Contact Toyota at 888-270-9371. Toyota's recall reference numbers are J16/J06.

2018-2019

Volkswagen Models

Volkswagen is recalling 73,545 of the 2018-2019 Atlas and Tiguan SUVs, and 2019 Jetta cars that do not have keyless entry. The instrument cluster may not provide an audible warning to let the driver know that the key is still in the ignition when the door is open.

What to do: Dealers will reprogram the instrument cluster free of charge. Contact Volkswagen at 800-893-5298. VW's recall reference numbers are 90L3 and 90L4.

New Cars Worth Waiting For

CR's automotive experts share sneak previews of the new cars and SUVs that go on sale soon. Here's our initial take in advance of our track tests.
by Keith Barry

THIS TWO-SEATER sports car is the first new one to wear the Supra badge in the U.S. since 1998. It's built in partnership with BMW and is based on the German automaker's Z4 roadster. (Both are built in the same plant in Austria.) It has a unique design with sharp angles, dramatic curves, and large scoops and air intakes. The rear-wheel-drive coupe is designed with a 50:50 weight distribution, which is a coveted ratio for sports cars because it helps to create neutral, predictable handling. The Supra is powered by a 3.0-liter twin-turbo six-cylinder engine that produces 335 hp and 365 lb.-ft. of torque. An eight-speed automatic is the only available transmission. Forward collision warning (FCW) and automatic emergency braking (AEB) are standard.
ON SALE: Summer

SPORTS
CAR
**TOYOTA
SUPRA**



SUV
**FORD
EXPLORER**



ALTHOUGH IT MAY look familiar, the Explorer has been completely redesigned for 2020. This three-row SUV rides on a new rear-wheel-drive platform (all-wheel drive is optional) and gets more powerful engine choices, including a 300-hp, 2.3-liter turbo four-cylinder,

a 400-hp engine for the performance-focused Explorer ST, and a 318-hp, 3.3-liter hybrid. The interior features knobs and buttons that handle many functions, and the driving position is improved. Ford says the cargo area is big enough to fit a sheet of plywood, and the

third row has more head, hip, and shoulder room than in the outgoing Explorer. FCW and AEB are standard.
ON SALE: Summer



WATCH

To see more auto-show highlights, including videos, go to [CR.org/detroit](https://www.crdetroit.com).

SUV
**HYUNDAI
PALISADE**



THE THREE-ROW Palisade replaces the Santa Fe XL as Hyundai's flagship SUV. It has a muscular grille and flared fenders. The interior offers family-focused niceties like seating for up to eight people, an intercom system that allows the driver to communicate with the second- or third-row passengers via the audio system, and a Rear Sleep Mode that lets the driver listen to music without any sound going to the second- and third-row speakers. The Palisade has a 291-hp, 3.8-liter V6 paired with an eight-speed automatic transmission. Front-wheel drive comes standard, with all-wheel drive available. AEB, blind spot warning (BSW), and adaptive cruise control come standard.

ON SALE: Summer

SUV
**KIA
TELLURIDE**



LARGER THAN KIA'S three-row Sorento, this bold, new midsize SUV can seat up to eight people. The Telluride shares its underpinnings, its 291-hp, 3.8-liter V6 engine, and its family-friendly tech (an intercom and a driver-only audio mode) with its corporate cousin, the Hyundai Palisade. The cabin is well-appointed, and the controls are straightforward and simple. Front-wheel drive comes standard, and all-wheel drive is available.

ON SALE: Spring

THE 2020 VERSION of this stylish compact luxury SUV rides on a new platform and gets a new look—inside and out—that's inspired by its Velar stablemate. The base Evoque is powered by a 2.0-liter turbo engine, and a hybrid powertrain is also available. Its nine-speed transmission has been updated. The Evoque also gets standard Android Auto and Apple CarPlay compatibility, and optional ClearSight Ground View uses cameras to give drivers a virtual view "through" the SUV's hood on the touch-screen display.

ON SALE: Spring

SUV
**LAND ROVER
EVOQUE**



SUV
**LINCOLN
AVIATOR**



THE NEW THREE-ROW Aviator has a luxuriously finished cabin that offers minimally processed leather—to retain its natural texture—and wood trim. And there's tons of tech, including an optional adaptive air suspension that uses an onboard camera to scan the road ahead for potholes and adjusts the suspension accordingly. A 400-hp, 3.0-liter twin-turbo V6 with 10-speed automatic transmission is standard. The 450-hp Grand Touring plug-in hybrid version can run in electric-only mode for a short distance. The Aviator comes with rear-wheel drive, but all-wheel drive is optional. FCW and AEB come standard.

ON SALE: Summer

SEDAN
**MERCEDES-
BENZ CLA**



THE NEW CLA sedan is slightly longer and wider than the version it replaces, while retaining a coupelike design. But the biggest change is the addition of the Mercedes-Benz User Experience infotainment system, which includes a voice assistant that automatically anticipates user requests, such as suggesting a frequently listened-to radio station. The car has a 2.0-liter turbo four-cylinder engine coupled to a seven-speed dual-clutch automatic transmission.

ON SALE: Fall

THE XT6 SUV fills the gap between Cadillac's massive truck-based Escalade and the midsize XT5. This new three-row SUV can seat up to seven. Every XT6 gets a power-folding third row and remote-folding second row, plus six USB ports, heated front seats, and a heated steering wheel. The only powertrain choice is a 310-hp, 3.6-liter V6 engine mated to a nine-speed automatic transmission. Front-wheel drive comes standard; all-wheel drive is optional. The XT6 gets a generous amount of standard safety tech, too, including AEB with pedestrian detection, and BSW.

ON SALE: Summer

SUV
**CADILLAC
XT6**



Get Top Dollar for Your Trade-In

Don't leave money on the table when you trade in or sell your vehicle. Here's what you need to know to get its true value.

by Jeff S. Bartlett



W

WHEN IT'S TIME to say goodbye to your old car to make way for a new one, you'll want to get every penny of what it's worth. "To get the best price for your car," says Mel Yu, a CR auto analyst, "you not only need to be armed with information about its value, you also need to understand all the options you have for selling it."

Knowing when to sell plays a key role in determining the price you can get for your car. "There are a variety of factors that go into finding the 'sweet spot' for the optimal time to trade in or sell a vehicle to get the most value," says Anil Goyal, executive vice president of operations at Black Book, an automotive pricing data company. "Typically, cars and trucks offer great value at the three-year mark, which is also when they're in demand from dealers,

who can resell them under a certified pre-owned program."

But selling a car just a few years after you bought it can have one surprising downside: It may not be worth as much as you think. "Vehicles depreciate more in their first year of ownership than in any other year," says Michael Calkins, manager of technical services at AAA. "Year 1 depreciation ranges from approximately 18 percent for SUVs and pickups to 35 and 45 percent for large sedans and electric vehicles, respectively."

That means buyers who make a small down payment on their vehicle may owe more on it than it's worth for several years. One way to avoid this is to make a larger down payment. Another is to wait longer to sell your vehicle.

Because a car's depreciation usually slows after three years, Goyal says you

don't need to worry about a car losing significantly more value if you hold on to it for an extra few years. Even after five to seven years of ownership, "vehicles still offer value, and the maintenance costs haven't yet begun to escalate," he says.

Decide How You'll Sell

In general, there are three options for selling a car: privately (as in parking it in the front yard with a "For Sale" sign, or listing it on Craigslist or another website); selling it outright to a dealership; or trading it in at a dealership and applying the value to the purchase of your next car. The decision is usually based on a balance between convenience—how to sell the car the fastest, with the fewest hassles—and how to get the most money.

Selling privately typically offers the best return, but that comes with inconveniences. For instance, you'll have to meet prospective buyers and coordinate the purchase of your new car with the sale of your old one, which could leave you carless for a while. You'll also have to deal with transferring the title.

Trading in your car at the dealership where you're purchasing a new one is the most convenient approach, but this strategy isn't likely to get you top dollar. Even so, if you can get the dealership to come close to your target price and you can take advantage of the trade-in sales tax credit available to consumers in some states, it can still be a good deal.

Price It Right

No matter how you sell your car, start by going to our market value calculator, at [CR.org/tradein](https://www.consumerreports.org/tradein), and entering your vehicle's trim, mileage, options, and condition for an estimate of its trade-in (or wholesale) and private sale value. You can also take the car to a major used car superstore (such as CarMax) for a no-obligation quote that you can use, along with the online estimate, to set a fair price and evaluate offers from potential buyers.

Trade-in offers can vary widely, so before agreeing to one, take your car to a few other local dealers to see what they're willing to pay for it. You can also solicit offers from local dealers at websites such as AutoTrader or CR partners Cars.com and TrueCar. Again, be sure to factor in any trade-in sales tax credit when comparing offers.

Whether you sell your car or trade it in, Yu says, it's always best to wait until you're offered a price that you know is fair and that you won't regret agreeing to.

"Don't rush into your next auto purchase," he says. "You don't risk losing anything by waiting until you receive an offer you feel good about accepting."

HOW TO INCREASE YOUR CAR'S CURB APPEAL

Want to sell your car quickly for a price that'll leave you feeling satisfied? Giving it a thorough cleaning—inside and out—can translate into hundreds more dollars in your pocket. Dealers like clean cars because there's little they need to do to get them ready for sale. And buyers gravitate to them because they like the idea of driving off in a car that looks like it has been well-maintained. The simplest way to ready a car for sale is to have it professionally detailed, but the \$150 to \$250 charge for the job will eat into your profits.

FOLLOW THESE TIPS TO GET YOUR CAR SHOWROOM-READY YOURSELF



Exterior

Wash the body with a car detergent and the wheels with a wheel-cleaning product (pay attention to brake dust between the spokes). Use a microfiber cloth to wax the car, taking care to remove all residue from the seams. (Our tests show that liquid waxes are best for cleaning.)



Interior

Remove all clutter and vacuum thoroughly. Clean the carpet, floor mats, and upholstery with specialty products from an auto-parts store. Wipe down all surfaces and replace worn-out mats. (They're often cheaper online than at a dealership.) An auto-glass cleaner will make windows residue-free.



Engine

A clean engine compartment makes a good impression. A household cleaner and rag can work wonders on a cool engine in a few minutes. Don't rinse the engine under a hard spray or with an open hose. Instead, spray the plastic covers and sheet metal with the cleaner, then wipe with a wet towel.



Repairs

Fix broken items that are inexpensive to repair or replace, like hazy headlights or a missing knob. There's no need to make major repairs, such as fixing big dents or damaged wheels. It's cheaper for a dealership to repair the car than it is for you to pay for the work to be done.

SUVs vs. Pickups: Which to Choose?

LARGE SUVs vs. FULL-SIZED PICKUPS

Drivability

BEST CHOICE: **LARGE SUV**

It's a close contest between large SUVs and full-sized pickups, because both of these behemoths are built on similar platforms. That said, large SUVs tend to handle a bit more responsively. "In our testing, these big vehicles struggle through CR's avoidance-maneuver exercise, which mimics an emergency swerve around an object," says Gabe Shenhar, CR's associate director of auto testing. The long wheelbase contributes to their ungainliness. Maneuvering one through a tight parking lot can be harrowing.

■ BEST SUV FOR DRIVABILITY
Ford Expedition Max

BEST TRUCK FOR DRIVABILITY
Ram 1500

Seating & Comfort

BEST CHOICE: **LARGE SUV**

If your family must have six seats, an SUV is your answer. While full-sized pickups can be configured for six, the middle front seat is an uncomfortable and less safe perch. Unlike in midsize SUVs, the third-row seats in vehicles like the Chevrolet Suburban and Ford Expedition Max are comfortable even for adults. If five seats are all you need, the abundance of space in crew-cab pickups makes their rear seats livable. "Plus, full-sized crew-cab pickups are some of the easiest vehicles to install a child seat," says Emily Thomas, CR's automotive safety engineer.

■ BEST SUV FOR SEATING & COMFORT
Ford Expedition Max

BEST TRUCK FOR SEATING & COMFORT
Ram 1500

Access

TIE: **LARGE SUV & FULL-SIZED PICKUP**

Full-sized pickups and large SUVs sit higher off the ground than most other vehicles. Regardless of whether it's a Ford F-150 pickup or a Suburban SUV, it's a climb to get up into the cabin, and you're nearly jumping to get back out. Even if the SUV or pickup has running boards, this daily hoist can wear on owners and can be a deal-breaker if you have to transport elderly passengers. Plus, getting at cargo in a truck's bed is considerably more difficult than reaching cargo in an SUV.

■ BEST SUV FOR ACCESS
Ford Expedition Max

■ BEST TRUCK FOR ACCESS
Ram 1500

Ford Expedition Max ✓



72
OVERALL SCORE

16 MPG

9,000lb. TOWING CAPACITY

8 PASSENGER CAPACITY

\$75,430 PRICE AS TESTED

Chevrolet Suburban Premier ✓



66
OVERALL SCORE

16 MPG

8,300lb. TOWING CAPACITY

8 PASSENGER CAPACITY

\$69,790 PRICE AS TESTED

BUDGET BUY Toyota Sequoia ✓



69
OVERALL SCORE

15 MPG

7,400lb. TOWING CAPACITY

8 PASSENGER CAPACITY

\$54,005 PRICE AS TESTED

LARGE SUVs

ABOUT 300,000 SUV shoppers debated whether to buy a pickup truck instead, according to the 2018 New Vehicle Satisfaction Survey from the industry analytics firm AutoPacific. That's an increase of about 220,000 compared with 10 years earlier. Though SUVs still dominate the market—more than 8 million sold in 2018 vs. just shy of

3 million trucks—the larger, quieter cabins and improved fuel economy of pickups continue to draw interest from families and outdoor-adventure shoppers.

The best way to make an educated choice between the two is to understand exactly what each vehicle type does best—and doesn't. To help you, CR's experts broke out the key decision

triggers: drivability (or everyday handling), seating and comfort, access (how easy it is to get in and out of a vehicle), fuel economy, towing capacity, and ride. Here, we describe how types of SUVs and trucks fared on each of these measures, and we give the nod to the segment winner with a “■.”

by Mike Monticello

SIZED PICKUP TRUCKS

Fuel Economy

BEST CHOICE: FULL-SIZED PICKUP

In general, big pickups are slightly more fuel-efficient than big SUVs. The Chevrolet Silverado 1500 and Ram 1500 come in at 17 mpg overall, while most of the large SUVs, which are significantly heavier than their pickup brethren, average 16 mpg. Truck manufacturers have invested in fuel-saving engines and transmissions, and the payoff is that a full-sized pickup, Ford's F-150 (with a 2.7-liter turbo V6), gets 19 mpg overall vs. the smaller Chevrolet Colorado's 18 mpg overall (with a 3.6-liter V6).

BEST SUV FOR FUEL ECONOMY

Ford Expedition Max

■ **BEST TRUCK FOR FUEL ECONOMY**

Ford F-150

Towing Capacity

BEST CHOICE: FULL-SIZED PICKUP

Towing is a key consideration for a sizable number of families. Dawn McKenzie, a spokeswoman for Ford, told us that about 75 percent of owners with a full-sized Ford pickup use their trucks to tow. “They don't tow all the time, but at some point they tow,” she says. But it's not just pickups that can tow. Large SUVs can handle 8,000 pounds or more, with the Expedition Max capable of pulling a burly 9,000 pounds. Still, there's no trumping a full-sized pickup that can tow in excess of 10,000 pounds.

BEST SUV FOR TOWING CAPACITY

Ford Expedition Max

■ **BEST TRUCK FOR TOWING CAPACITY**

Ford F-150

Ride

BEST CHOICE: LARGE SUV

This is an easy win for large SUVs, which usually receive higher marks in this category in our testing because their suspensions soak up bumps well enough to keep occupants happy. Pickup trucks, on the other hand, deliver a stiff ride unless there's a heavy load in the bed. This rough and bouncy character is prevalent on back roads, and the jostling can make trucks tiresome to passengers on highway drives, too. The Ram 1500 is the exception to the rule; its unique rear suspension helps it ride as nicely as some cars.

■ **BEST SUV FOR RIDE**

Chevrolet Suburban Premier

BEST TRUCK FOR RIDE

Ram 1500

FULL-SIZED PICKUP TRUCKS

Ram 1500



64

OVERALL
SCORE

17
MPG

12,700 lb.
TOWING
CAPACITY

6
PASSENGER
CAPACITY

\$53,120 PRICE AS TESTED

Ford F-150 ✓



67

OVERALL
SCORE

19
MPG

13,200 lb.
TOWING
CAPACITY

6
PASSENGER
CAPACITY

\$52,535 PRICE AS TESTED

BUDGET BUY

Toyota Tundra ✓



66

OVERALL
SCORE

15
MPG

10,100 lb.
TOWING
CAPACITY

6
PASSENGER
CAPACITY

\$44,245 PRICE AS TESTED

MIDSIZED SUVs vs.

Drivability

BEST CHOICE: **MIDSIZED SUV**

In general, a top-performing midsize SUV, such as the Subaru Ascent or Toyota Highlander, is going to be far more pleasant to tool around in than a compact pickup, such as a Chevrolet Colorado or Toyota Tacoma. That's because almost all midsize SUVs are built on a car platform, so they drive a lot like cars. Plus, these SUVs usually have a shorter wheelbase and less overall length, which make them easier to maneuver. Acceleration is similar between them, with 0-60 mph in 7-8 seconds. Most midsize SUVs do a better job squelching road and engine noise than pickups, with the Honda Ridgeline pickup the exception thanks to its SUV-like cabin solitude.

■ BEST SUV FOR DRIVABILITY
Chevrolet Traverse

BEST TRUCK FOR DRIVABILITY
Honda Ridgeline

Seating & Comfort

BEST CHOICE: **MIDSIZED SUV**

If your family auto occasionally needs to carry more than five people, a three-row midsize SUV, such as the Ascent, Highlander, or Honda Pilot, becomes the clear choice because it can seat up to eight people. Compact pickups have room only for five, and the rear seats are more cramped and not as comfortable as the SUVs. (Even the Ridgeline doesn't score well in rear-seat comfort.) That's especially true if the SUV has adjustable second-row captain's chairs. Just remember: Even though the third-row seats in these midsize SUVs can be handy, they're better-suited for children, not adults.

■ BEST SUV FOR SEATING & COMFORT
Honda Pilot

BEST TRUCK FOR SEATING & COMFORT
Honda Ridgeline

Access

BEST CHOICE: **MIDSIZED SUV**

Most compact pickups sit high off the ground, but they don't have as much headroom as full-sized pickups. That means it's a climb for people to get into the cabin, and then they have to duck to avoid the roof, making access challenging. The Ridgeline is easier to get into than other pickups, but entry is still not as simple as in most SUVs, especially getting into the backseat. Rear entry is hampered by a short rear door that doesn't open very wide. It's simple, by comparison, to get into a midsize SUV. It benefits from good-sized doors, an easy step-in, and seats at a near-perfect height for average-sized adults.

■ BEST SUV FOR ACCESS
Honda Pilot

BEST TRUCK FOR ACCESS
Honda Ridgeline

Fuel Economy

BEST CHOICE: **MIDSIZED SUV**

Even though compact pickups are relatively light and small, they aren't very fuel-efficient. The Colorado, using a 3.6-liter V6, got only 18 mpg overall in our testing, and the Ridgeline wasn't very impressive, either, at just 20 mpg overall. But the diesel versions of the Colorado and its sibling the GMC Canyon get 24 mpg overall. Midsize SUVs like the Ascent and Highlander get 22 mpg overall, and the Highlander Hybrid gets an impressive 25 mpg overall, although it's worth noting that the hybrid model is rated to tow only 3,500 pounds.

■ BEST SUV FOR FUEL ECONOMY
Toyota Highlander Hybrid

BEST TRUCK FOR FUEL ECONOMY
GMC Canyon Diesel

Towing Capacity

BEST CHOICE: **COMPACT PICKUP**

Many midsize SUVs can tow 5,000 pounds, enough to pull smaller RV trailers and boats. But you never want to tow at or near your vehicle's capacity. It adds stress to the vehicle, and raises safety concerns. If more capacity is needed, tougher midsize SUVs such as the Dodge Durango (capable of handling 7,200 pounds) or Jeep Grand Cherokee (also up to 7,200 pounds) could do the trick. Compact pickups have a slight towing edge, with the Tacoma rated up to 6,400 pounds and the Colorado to 7,700 pounds. The Ridgeline's car-based SUV roots show here: It can tow only 5,000 pounds.

BEST SUV FOR TOWING CAPACITY
Jeep Grand Cherokee

■ BEST TRUCK FOR TOWING CAPACITY
GMC Canyon Diesel

Ride

BEST CHOICE: **MIDSIZED SUV**

This is where trucks really falter. Traditional pickups, such as the Colorado and Tacoma, have poor scores for ride quality in our testing, with a stiff and bouncy feel, especially when the bed is completely empty of cargo. That's a big reason why we appreciate the Ridgeline so much. It easily outscores its pickup competitors, delivering a ride that's about as smooth as the CX-9 and Highlander, if a bit shy of the super-absorbent Ascent.

■ BEST SUV FOR RIDE
Subaru Ascent

BEST TRUCK FOR RIDE
Honda Ridgeline

COMPACT PICKUP TRUCKS

MIDSIZE SUVs

Chevrolet Traverse



65

OVERALL
SCORE

20

MPG

5,000 lb.
TOWING
CAPACITY

8

PASSENGER
CAPACITY

\$49,945 PRICE AS TESTED

Honda Pilot ✓



74

OVERALL
SCORE

20

MPG

5,000 lb.
TOWING
CAPACITY

8

PASSENGER
CAPACITY

\$40,655 PRICE AS TESTED

COMPACT PICKUP TRUCKS

Honda Ridgeline ✓



74

OVERALL
SCORE

20

MPG

5,000 lb.
TOWING
CAPACITY

5

PASSENGER
CAPACITY

\$36,480 PRICE AS TESTED

Toyota Highlander Hybrid ✓



87

OVERALL
SCORE

25

MPG

5,000 lb.
TOWING
CAPACITY

8

PASSENGER
CAPACITY

\$50,875 PRICE AS TESTED

Jeep Grand Cherokee (V6)



62

OVERALL
SCORE

18

MPG

7,200 lb.
TOWING
CAPACITY

5

PASSENGER
CAPACITY

\$41,375 PRICE AS TESTED

GMC Canyon Diesel



49

OVERALL
SCORE

24

MPG

7,700 lb.
TOWING
CAPACITY

5

PASSENGER
CAPACITY

\$40,095 PRICE AS TESTED

Subaru Ascent ✓



96

OVERALL
SCORE

22

MPG

5,000 lb.
TOWING
CAPACITY

8

PASSENGER
CAPACITY

\$43,867 PRICE AS TESTED

BUDGET BUY

Hyundai Santa Fe XL ✓



81

OVERALL
SCORE

20

MPG

5,000 lb.
TOWING
CAPACITY

7

PASSENGER
CAPACITY

\$36,290 PRICE AS TESTED

BUDGET BUY

Chevrolet Colorado



50

OVERALL
SCORE

18

MPG

7,000 lb.
TOWING
CAPACITY

5

PASSENGER
CAPACITY

\$34,300 PRICE AS TESTED

Dirty Secrets of the Car Wash

Learn which options and extras at your local car wash are worth the money—and which ones you can skip.

by Keith Barry

C

CAR WASHES TODAY have a staggering menu of options. Should you pay more for spray-on wax? Is an undercarriage wash worth it? And what the heck is “wheel brite”?

In addition to our own experts, we checked in with paint specialists, car wash owners, professional detailers, and soap manufacturers to give you the best advice about where to spend and where to save.

How often should I get my car washed?

Cleaning a car isn’t just about cosmetics. According to John Ibbotson, Consumer Reports’ chief mechanic, regular washing can help protect your car’s finish. “You need to remove that road grit and residue left from rain and birds, or it can lead to damaged paint and corrosion,” he says.

What does regular washing mean? Dennis Taljan, general manager for automotive coatings at paint company PPG, has a simple guideline: “When you see stuff on it, wash it.”

Taljan points out that today’s cars

aren’t as susceptible to rust, peeling paint, and damage to the shiny clearcoat finish as older cars were, but they still need thorough cleanings to keep grime, salt, and mud from accumulating in places where they can get stuck.

Bird droppings are especially bad because they can degrade the finish on paint as they dry. “It’s a very slow process, but it will etch into the film,” says Paul Lamberty, a former technical manager for automotive coatings at auto-finish manufacturer BASF. Similarly, bugs that hit your car’s paint release acidic substances that can damage a car’s clearcoat if they’re not washed off.

Are ‘touchless’ car washes better for your car?

So-called touchless washes use chemicals and a powerful water spray to remove dirt. Taljan says that all modern automotive finishes are durable enough for any type of wash design but that poorly maintained bristle or soft-cloth washes could create problems, especially on shiny plastic trim. “As designs, they’re all capable, and I don’t have any



hesitation with any of them,” he says. The key thing, he says, is to see how well the wash has been maintained.

If you can, look at the brushes before your car goes through the wash. (You can usually see them hanging as you pull up to the wash entrance.) If they look dirty, Taljan says, they’re probably embedded with dirt from other customers’ cars, which can damage yours. If the facility itself looks poorly maintained, it might be an indication of the quality of the establishment.

Trouble is, the gentler touchless washes that use sprayed-on

water and soap alone don’t always remove all the dirt. “You’re relying solely on chemistry,” says Al West, a sales manager at Simoniz, a company that makes chemicals and cleaners for car washes. He says that drivers who usually use touchless washes should occasionally switch it up and get a soft-cloth wash.

Which extras are worth it?

UNDERCARRIAGE WASH You don’t need this option every time you hit the car wash. But it’s a good idea to opt for an undercarriage wash at

least once a season, especially if you drive through mud or live in a part of the country where roads are salted in the winter, CR’s experts say.

SPRAY-ON WAX Your car’s paint will continue to look good even without frequent waxing, Taljan says. “Frankly, the finish on a car built in the last 10 years is strong—it’s going to last,” he says. CR’s tests show that hand-waxing every two or three months can safeguard against contaminants such as bird droppings and tree sap. West recommends spray-on wax to protect hard-to-reach areas, such as rain gutters.

WHEEL CLEANER If you want to get brake dust off, sure. Brake dust—that black powder that accumulates on rims—has a chemical composition that’s different from that of road grime and salt, so it requires a different kind of soap to remove it. Over time, brake dust can build up and get caked on wheels if you don’t clean them. West says your wheels probably won’t sustain permanent damage if you skip the extra service, but it could make for a tougher cleaning job later. “Would you damage the rim?” West asks. “No. But would it make it really difficult to clean it? Yeah.”

HAND-WASHING AND DETAILING Many enthusiasts prefer to have their cars detailed and hand-washed for the ultimate in appearance. But even professional detailers say automatic washes can keep cars looking good. “Car washes are meant to maintain a clean car,” says Gina Budhai, managing partner at Car Pool Detail in Richmond, Va. She recommends getting an automatic wash twice a month to keep a car looking its best. But she warns that one wash might not be able to clean off months’ worth of dirt. “It’s kind of unrealistic to expect that it’s going to scrub it all off and make it perfect,” she says.



New Car Ratings

When it comes to making purchases, few are as exciting—or potentially nerve-wracking—as buying a new car. But you can take the guesswork out of shopping by using our independent ratings of 251 new cars, minivans, SUVs, and

trucks. We factor in what matters most to consumers, from fuel economy to performance, from safety to comfort. You can scan each category for those with the best Overall Scores—and the worst. All our road-test data are

generated from evaluations conducted at CR's 327-acre track, while our reliability and satisfaction data are drawn from responses to our member surveys.

—Jonathan Linkov



LEARN

Go to [CR.org/newcarbuyingguide](https://www.crp.org/newcarbuyingguide) for advice on how to determine your budget, negotiate the best price, and decide whether you should buy or lease your next new car.



HOW TO READ THE RATINGS CHARTS

Recommended vehicles are the models that have the highest Overall Scores in their category.

Make, Model & Trim reflect the particular vehicle we tested.

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

Price is what we paid for the vehicle we tested.

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

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Auto Survey with data on 470,000 vehicles.

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

Advanced Safety identifies whether a vehicle has forward collision warning (FCW), automatic emergency braking that operates at city speeds (AEB city) and/or at highway speeds (AEB highway), and a pedestrian detection system (Pedestrian). We use S to indicate that the system is standard

equipment on all versions of a model; O means it's optional on some versions; NA means no system is offered.

Road-Test Results display CR's test findings that are the most relevant. We buy and test about 50 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts. The Usability rating (previously called Controls) is a combination of our assessments of the ease of performing everyday driving tasks, cockpit ergonomics, and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in both electric and gas modes.

WHY SOME VEHICLES ARE NOT RATED

These models have been redesigned or extensively freshened since our last test, or are all new. All are scheduled to be included in future road tests: the Audi A6 and A8; BMW 3 Series; Cadillac XT4; Chevrolet Blazer; Honda Passport; Jaguar I-Pace; Lexus UX; Mazda3; Mercedes-Benz A-Class and GLE; Toyota Corolla and RAV4; and Volvo S60.

WE RATE CARS USING THESE SYMBOLS



	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases+duffels/Cargo volume, cu. ft.
CARS: COMPACT ELECTRIC AND HYBRIDS																			
✓	Toyota Prius Prime Premium	78	\$29,889	↑	↑	S	S	S	S	74	133 ¹ /50 ²	10.8	139	↑	↑	↑	↑/↑	↑	2+0
✓	Toyota Prius LE	78	\$27,323	↑	↑	S	S	S	S	75	52	10.3	135	↑	↑	↑	↑/↑	↑	2+2
✓	Honda Insight EX	71	\$24,955	↑	↑	S	S	S	S	69	54	8.7	136	↑	↑	↑	↑/↑	↑	3+1
✓	Chevrolet Bolt Premier	71	\$43,155	↓	↑	O	O	NA	O	76	119 ¹	6.8	138	↑	↑	↑	↓/↑	↑	2+0
	Hyundai Ioniq SEL	68	\$25,035	↑	↑	O	O	O	O	67	52	9.9	144	↑	↑	↑	↑/↑	↑	3+0
	BMW i3 Giga Rex	68	\$50,450	↑	↓	O	O	O	NA	66	139 ¹ /29 ²	7.5	131	↑	↑	↑	↑/↑	↑	1+1
	Toyota Prius C	67	\$20,850	↑	↓	S	S	NA	S	55	43	11.3	135	↓	↓	↓	↑/↑	↑	1+1
	Kia Niro EX	66	\$26,805	↑	↑	O	O	O	O	65	43	9.9	143	↓	↓	↓	↑/↑	↑	2+2
	Toyota Mirai	65	\$58,335	↑	↓	S	S	S	S	61	67 ¹	9.3	142	↓	↑	↑	↑/↑	↑	2+0
	Nissan Leaf SL	64	\$38,115	↓	↑	S	S	S	O	62	112 ¹	8.0	141	↓	↓	↑	↑/↑	↑	3+0
	Chevrolet Volt LT	55	\$35,890	↓	↑	O	O	NA	NA	70	105 ¹ /38 ²	8.0	133	↓	↑	↑	↓/↓	↑	2+0

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

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
CARS: SUBCOMPACT																			
✓	Honda Fit EX	72	\$19,025	↑	↓	O	O	O	O	67	33	10.0	132	↑	↓	↓	↑/↑	↑	2+2
✓	Toyota Yaris LE (sedan)	65	\$17,570	↑	↓	NA	S	NA	NA	60	35	10.3	139	↑	↓	↓	↓/↓	↓	3+0
	Hyundai Accent SEL	63	\$18,435	↓	↓	O	O	O	NA	64	33	9.9	128	↑	↓	↓	↓/↓	↑	2+3
	Chevrolet Sonic LT (1.8L)	61	\$17,290	↓	↓	O	O	NA	NA	66	28	9.3	128	↑	↓	↓	↓/↓	↑	3+0
	Kia Rio S	60	\$17,220	↓	↓	O	O	O	NA	61	33	9.6	131	↑	↓	↓	↓/↓	↑	2+3
	Nissan Versa Note SV	57	\$17,495	↓	↓	NA	NA	NA	NA	61	31	10.9	135	↑	↓	↓	↓/↑	↑	1+2
	Chevrolet Spark 1LT	48	\$16,660	↓	↓	O	O	NA	NA	47	33	12.0	129	↓	↓	↓	↓/↓	↑	1+1
	Nissan Versa SV (sedan)	47	\$15,490	↓	↓	NA	NA	NA	NA	56	32	10.6	140	↓	↓	↓	↓/↑	↑	4+0
	Ford Fiesta SE (hatchback, MT)	46	\$17,795	↓	↓	NA	NA	NA	NA	66	32	10.7	134	↑	↓	↑	↑/↓	↓	1+2
	Ford Fiesta SE (sedan)	44	\$16,595	↓	↓	NA	NA	NA	NA	64	33	10.9	142	↑	↑	↑	↑/↓	↓	3+1
	Mitsubishi Mirage ES	31	\$16,050	↓	↓	NA	NA	NA	NA	29	37	12.1	138	↓	↓	↓	↓/↓	↑	1+1
CARS: COMPACT																			
✓	Subaru Impreza Premium	76	\$23,410	↓	↓	O	O	O	O	85	30	9.5	124	↑	↑	↑	↓/↑	↑	2+2
✓	Hyundai Elantra GT (2.0L)	74	\$23,265	↑	↓	O	O	O	O	79	28	8.7	127	↑	↓	↓	↑/↓	↑	2+2
✓	Volkswagen Golf SE	74	\$25,315	↓	↑	S	S	S	S	82	28	8.7	130	↑	↑	↑	↑/↑	↑	2+1
✓	Kia Soul Plus	74	\$24,115	↑	↓	O	O	O	O	74	26	8.8	127	↑	↓	↓	↑/↑	↑	1+1
✓	Honda Civic LX	72	\$20,275	↑	↓	O	O	O	O	76	32	8.7	129	↑	↑	↓	↓/↓	↑	3+1
✓	Toyota Corolla Hatchback SE	72	\$24,263	↑	↓	S	S	S	S	66	36	8.7	129	↑	↓	↓	↑/↓	↑	1+1
✓	Honda Civic EX-T	72	\$23,035	↑	↓	O	O	O	O	75	31	7.1	129	↑	↑	↓	↓/↓	↓	3+1
✓	Chevrolet Cruze LT (1.4T)	70	\$23,145	↓	↓	O	O	NA	O	77	30	8.5	125	↓	↑	↑	↓/↓	↑	3+1
✓	Volkswagen Jetta SE	69	\$23,325	↓	↓	O	O	O	NA	78	34	9.0	135	↑	↑	↑	↑/↑	↑	3+2
✓	Chevrolet Cruze LT (diesel)	69	\$27,395	↓	↓	O	O	NA	O	75	41	9.1	132	↓	↑	↑	↓/↓	↑	3+1
✓	Toyota C-HR XLE	68	\$23,892	↑	↓	S	S	S	S	64	29	11.2	131	↑	↓	↓	↓/↑	↑	2+0
✓	Kia Forte LXS	68	\$20,165	↓	↓	S	S	S	O	67	34	8.3	131	↑	↓	↓	↓/↓	↑	3+1
✓	Hyundai Elantra SEL	67	\$20,090	↑	↓	O	O	O	O	66	33	9.9	133	↓	↓	↓	↓/↓	↑	3+1
	Nissan Kicks SV	64	\$21,050	↓	↓	S	S	S	NA	64	32	10.5	137	↓	↓	↓	↓/↑	↑	3+0
	Nissan Sentra SV	61	\$20,125	↑	↓	O	O	O	NA	62	31	10.4	129	↓	↓	↓	↓/↑	↑	3+2
	Volkswagen Beetle SE	58	\$22,485	↓	↓	NA	NA	NA	NA	59	27	8.4	136	↑	↓	↓	↑/↓	↑	2+1
	Fiat 500L	30	\$24,595	↓	↓	NA	NA	NA	NA	50	27	9.5	132	↑	↓	↓	↓/↑	↓	2+2
CARS: MIDSIZED																			
✓	Toyota Camry Hybrid LE	88	\$28,949	↑	↑	S	S	S	S	89	47	7.8	138	↑	↑	↑	↑/↑	↑	3+1
✓	Subaru Legacy 2.5i Premium	88	\$24,837	↑	↑	S	S	S	S	89	26	10.2	128	↑	↑	↑	↑/↑	↑	3+1
✓	Toyota Camry LE (4-cyl.)	86	\$26,364	↑	↑	S	S	S	S	86	32	8.0	126	↑	↑	↑	↑/↑	↑	3+1
✓	Mazda6 Touring (2.5L)	84	\$26,590	↑	↑	S	S	S	S	79	28	9.2	133	↑	↑	↑	↑/↑	↑	3+2
✓	Kia Optima LX (2.4L)	84	\$25,860	↑	↑	S	S	S	O	86	28	8.0	130	↑	↑	↑	↑/↑	↑	3+2

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
CARS: MIDSIZED <i>Continued</i>																			
✓	Honda Accord EX (1.5T)	82	\$28,345	↓	↑	S	S	S	S	89	31	7.7	135	↑	↑	↑	↑/↑	↑	4+1
✓	Honda Accord Hybrid EX	80	\$29,780	↓	↑	S	S	S	S	86	47	7.4	139	↑	↑	↑	↑/↑	↓	4+1
✓	Hyundai Sonata SEL (2.4L)	80	\$25,845	↑	↓	O	O	O	O	85	28	8.3	129	↑	↓	↑	↑/↑	↑	3+2
✓	Volkswagen Passat Wolfsburg	79	\$27,485	↑	↓	S	S	S	NA	82	28	8.6	129	↑	↑	↑	↑/↑	↑	3+1
✓	Hyundai Sonata Hybrid SE	77	\$26,950	↑	↓	O	O	O	O	80	39	8.2	140	↑	↓	↑	↑/↑	↑	3+2
✓	Nissan Altima 2.5 SV	76	\$29,330	↓	↓	S	S	S	O	81	31	7.6	131	↓	↓	↑	↑/↑	↑	4+0
	Ford Fusion Titanium (2.0T)	71	\$33,180	↓	↓	S	S	S	S	83	22	7.4	130	↑	↑	↑	↑/↑	↑	3+1
	Ford Fusion SE (1.5T)	70	\$27,720	↓	↓	S	S	S	S	81	24	9.2	125	↑	↑	↑	↓/↑	↑	3+2
	Ford Fusion Hybrid SE	69	\$28,290	↓	↓	S	S	S	S	80	39	8.3	140	↑	↑	↑	↓/↑	↑	2+3
	Chevrolet Malibu 1LT (1.5T)	59	\$26,790	↓	↓	O	O	O	O	80	29	8.4	130	↑	↑	↑	↓/↑	↑	3+2
	Chevrolet Malibu Hybrid	59	\$30,735	↓	↓	O	O	O	O	79	41	8.0	135	↑	↑	↑	↓/↑	↑	1+2
	Honda Clarity Plug-in Hybrid	54	\$34,290	↓	↑	S	S	S	S	72	110 ¹ / 39 ²	8.3	141	↓	↑	↓	↓/↑	↓	3+2
CARS: LARGE																			
✓	Toyota Avalon Hybrid XLE	98	\$38,643	↑	↑	S	S	S	S	93	42	8.3	135	↑	↑	↑	↑/↑	↑	4+0
✓	Chevrolet Impala Premier (V6)	84	\$39,110	↑	↑	O	O	O	NA	91	22	6.9	130	↑	↑	↑	↑/↑	↑	4+2
✓	Nissan Maxima Platinum	80	\$41,995	↑	↓	S	S	S	O	81	25	6.5	132	↑	↓	↑	↑/↓	↑	3+0
✓	Ford Taurus Limited (V6)	75	\$37,885	↑	↑	O	NA	NA	NA	72	21	7.2	135	↓	↑	↑	↑/↑	↓	4+2
	Dodge Charger R/T Plus (V8)	68	\$40,375	↓	↑	O	O	O	NA	85	20	6.1	128	↑	↑	↑	↑/↑	↑	2+3
	Chrysler 300 C (V8)	67	\$45,650	↓	↓	O	O	O	NA	84	20	6.1	134	↑	↑	↑	↑/↑	↑	3+1
	Chrysler 300 Limited (V6)	67	\$38,335	↓	↓	O	O	O	NA	83	22	7.4	137	↑	↑	↑	↑/↑	↑	3+1
	Dodge Charger SXT (V6)	66	\$34,510	↓	↑	O	O	O	NA	82	22	7.4	134	↑	↑	↑	↑/↑	↑	3+1
	Kia Cadenza Premium	62	\$36,945	↓	↑	O	O	O	O	91	24	7.0	127	↓	↑	↑	↑/↑	↑	4+0
CARS: LUXURY ENTRY-LEVEL																			
	Audi A3 Premium	68	\$31,495	↓	↓	S	S	S	NA	77	27	8.3	124	↑	↓	↓	↑/↓	↓	2+1
	Acura ILX Premium	64	\$30,820	↑	↓	S	S	S	S	61	28	7.5	132	↓	↓	↓	↑/↓	↓	2+2
	Mini Clubman Base (1.5T)	60	\$31,550	↓	↓	O	O	NA	O	67	28	10.5	129	↑	↓	↓	↑/↓	↓	1+2
	Mercedes-Benz CLA250	53	\$36,500	↓	↓	O	S	S	NA	64	28	6.6	124	↑	↓	↓	↑/↓	↓	2+2
CARS: LUXURY COMPACT																			
✓	Audi A4 Premium Plus	80	\$48,890	↑	↑	S	S	O	S	88	27	6.3	135	↑	↑	↑	↑/↓	↓	2+2
✓	Buick Regal Essence (2.0T, AWD)	77	\$39,715	↓	↓	O	O	O	O	87	23	7.0	125	↑	↑	↑	↑/↓	↑	3+2
	Acura TLX (2.4L)	74	\$35,920	↓	↓	S	S	S	S	79	27	7.4	129	↑	↑	↑	↑/↓	↓	2+2
	Mercedes-Benz C300 (4Matic)	74	\$47,560	↓	↓	S	S	S	S	85	26	6.8	136	↑	↑	↑	↑/↓	↓	2+1
	Genesis G70 Elite (2.0T, AWD)	73	\$43,115	↓	↑	S	S	S	S	74	23	7.8	137	↑	↑	↑	↑/↓	↑	2+0

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results										
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases+duffels/ Cargo volume, cu. ft.	
CARS: LUXURY COMPACT <i>Continued</i>																				
	Acura TLX SH-AWD	71	\$42,345	⬇️	⬇️	S	S	S	S	75	25	6.5	129	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	2+2	
	Infiniti Q50 3.0t Luxe (AWD)	69	\$48,775	⬇️	⬇️	S	S	S	NA	85	22	5.7	126	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	2+1	
	Kia Stinger Premium (2.0T, AWD)	67	\$40,400	⬇️	⬆️	O	O	O	O	75	23	7.5	132	⬆️	⬇️	⬆️	⬆️/⬇️	⬆️	3+0	
	Tesla Model 3 Long Range	65	\$59,000	⬇️	⬆️	S	S	S	S	82	130 [1]	5.3	133	⬆️	⬇️	⬇️	⬆️/⬇️	⬇️	2+2	
	Lexus IS 300 (AWD)	60	\$48,149	⬆️	⬇️	S	S	S	S	56	20	6.5	139	⬆️	⬇️	⬆️	⬆️/⬇️	⬇️	2+1	
	Alfa Romeo Giulia Ti (AWD)	48	\$48,890	⬇️	⬆️	O	O	O	NA	70	27	6.7	136	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	1+2	
	Jaguar XE Premium (25t, AWD)	39	\$47,378	⬇️	⬇️	O	O	O	O	69	25	7.7	133	⬆️	⬆️	⬆️	⬇️/⬇️	⬇️	1+2	
CARS: LUXURY MIDSIZED																				
✓	Lincoln Continental Select (2.7T, AWD)	89	\$55,590	⬆️	⬆️	S	S	S	S	83	20	6.6	127	⬆️	⬆️	⬆️	⬇️/⬆️	⬇️	2+2	
✓	Genesis G80 3.8 (AWD)	84	\$52,450	⬆️	⬆️	S	S	S	S	89	20	7.2	129	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	3+1	
✓	Lexus ES 350	84	\$48,855	⬆️	⬆️	S	S	S	S	84	25	6.9	132	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	3+1	
✓	Lexus GS 350	83	\$58,858	⬆️	⬆️	S	S	S	S	83	21	6.2	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	3+1	
✓	Infiniti Q70 Luxe	78	\$53,825	⬇️	⬇️	O	O	O	NA	90	21	5.8	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	3+2	
✓	Buick LaCrosse Essence (V6)	75	\$43,225	⬇️	⬇️	O	O	O	O	85	24	6.3	127	⬇️	⬆️	⬆️	⬆️/⬆️	⬆️	3+2	
	Cadillac XTS Premium	73	\$57,200	⬇️	⬇️	O	O	O	NA	82	22	7.2	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	4+1	
	BMW 530i xDrive	71	\$65,210	⬇️	⬆️	S	S	O	S	94	26	7.2	130	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	3+1	
	Acura RLX Tech	71	\$55,345	⬇️	⬇️	S	S	S	S	75	23	6.5	128	⬇️	⬇️	⬆️	⬆️/⬆️	⬇️	2+3	
	Lincoln MKZ 2.0 EcoBoost	70	\$41,990	⬇️	⬆️	S	S	S	S	88	23	7.4	124	⬆️	⬆️	⬆️	⬆️/⬇️	⬆️	3+2	
	Lincoln MKZ Hybrid	70	\$41,990	⬇️	⬆️	S	S	S	S	88	34	9.2	129	⬆️	⬆️	⬆️	⬆️/⬇️	⬆️	2+2	
	Mercedes-Benz E300 (4Matic)	65	\$69,585	⬇️	⬇️	S	S	S	S	85	24	7.1	128	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	2+2	
	Cadillac CT6 Luxury (3.6L, AWD)	62	\$64,485	⬇️	⬇️	O	O	O	O	95	22	6.5	125	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	3+2	
	Volvo S90 T6 Momentum (AWD)	56	\$61,855	⬇️	⬆️	S	S	S	S	73	23	7.2	130	⬆️	⬇️	⬆️	⬆️/⬆️	⬇️	2+2	
	Cadillac CTS Luxury (V6, AWD)	55	\$58,780	⬇️	⬆️	O	O	O	O	83	22	6.5	127	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	2+2	
	Maserati Ghibli S Q4	48	\$89,010	⬇️	⬇️	O	O	O	NA	71	19	5.4	115	⬆️	⬇️	⬇️	⬆️/⬇️	⬇️	2+2	
	Jaguar XF Prestige (V6, AWD)	46	\$66,586	⬇️	⬇️	O	O	O	O	83	21	5.8	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	2+1	
CARS: ULTRALUXURY																				
✓	Mercedes-Benz S550 (4Matic)	87	\$114,475	⬆️	⬆️	S	S	S	S	96	18	5.1	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	2+3	
✓	BMW 750i xDrive	87	\$110,645	⬇️	⬆️	S	S	O	S	99	21	5.3	131	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	2+4	
✓	Genesis G90 Premium (3.3T, AWD)	81	\$71,550	⬇️	⬆️	S	S	S	S	89	18	6.0	130	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	3+0	
	Tesla Model S 100D	78	\$100,200	⬇️	⬆️	S	S	S	S	97	102 [1]	5.1	129	⬆️	⬆️	⬆️	⬆️/⬇️	⬇️	4+3	
	Lexus LS 500 (AWD)	73	\$103,899	⬆️	⬆️	S	S	S	S	72	20	6.0	136	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	2+1	
	Jaguar XJL Portfolio	58	\$81,575	⬇️	⬇️	O	O	O	O	82	19	5.5	138	⬆️	⬆️	⬆️	⬆️/⬆️	⬇️	2+1	

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
SPORTS/SPORTY CARS OVER \$40,000																			
✓	BMW M240i	89	\$50,400	↓	↑	S	S	O	S	98	25	5.2	115	↑	↓	↑	↑/↓	↑	2+0
✓	Porsche 718 Boxster Base	86	\$69,790	↑	↑	O	NA	NA	NA	95	26	4.4	108	↑	↓	↓	↑/NA	↓	1+2
✓	Porsche 911 Carrera S	84	\$110,630	↓	↑	O	NA	NA	NA	95	23	4.1	108	↑	↓	↓	↑/↓	↓	1+0
✓	Audi TT 2.0T	78	\$50,600	↑	↑	NA	NA	NA	NA	84	26	6.3	113	↑	↓	↓	↑/↓	↓	1+2
	Chevrolet Corvette Stingray 3LT	74	\$73,260	↓	↑	NA	NA	NA	NA	92	20	4.3	107	↑	↓	↓	↑/NA	↑	2+1
	Chevrolet Camaro 2SS (V8)	70	\$47,020	↓	↑	O	NA	NA	NA	85	20	4.4	112	↑	↓	↓	↑/↓	↑	1+2
	Ford Mustang GT Premium (V8)	64	\$43,295	↓	↑	O	O	O	O	84	19	4.9	121	↑	↓	↓	↑/↓	↑	2+1
	Dodge Challenger R/T Plus (V8)	59	\$40,860	↓	↑	O	NA	NA	NA	70	20	5.5	119	↑	↓	↓	↑/↓	↑	2+3
SPORTS/SPORTY CARS UNDER \$40,000																			
✓	Mazda MX-5 Miata Club	79	\$29,905	↑	↑	O	O	NA	NA	80	34	6.7	124	↑	↓	↓	↓/NA	↓	0+2
✓	Subaru BRZ Premium	79	\$27,117	↑	↑	NA	NA	NA	NA	79	30	7.2	126	↑	↓	↓	↑/↓	↑	1+2
✓	Toyota 86	78	\$25,025	↑	↑	NA	NA	NA	NA	78	30	7.2	126	↑	↓	↓	↑/↓	↑	1+2
✓	Hyundai Veloster Turbo R-Spec	76	\$23,785	↓	↓	O	O	O	O	83	29	7.0	119	↑	↓	↓	↑/↓	↑	1+2
✓	Nissan 370Z Touring (coupe)	74	\$38,565	↓	↑	NA	NA	NA	NA	81	23	5.3	120	↑	↓	↓	↑/NA	↑	1+0
✓	Honda Civic Si	71	\$24,775	↑	↓	O	O	O	O	74	34	7.3	131	↑	↓	↓	↑/↓	↓	3+1
✓	Mini Cooper S	70	\$29,945	↓	↓	O	O	NA	O	80	30	7.2	130	↑	↓	↓	↑/↓	↑	1+1
	Volkswagen GTI Autobahn	69	\$31,730	↓	↑	O	O	O	O	82	29	6.6	132	↑	↓	↑	↑/↑	↑	2+1
	Fiat 124 Spider Lusso	64	\$29,985	↓	↑	NA	NA	NA	NA	76	31	7.1	121	↑	↓	↓	↓/↓	↓	1+2
	Ford Mustang Premium (2.3T)	59	\$33,080	↓	↑	O	O	O	O	76	25	6.4	125	↑	↓	↓	↑/↓	↑	2+1
	Buick Cascada Premium	58	\$37,385	↑	↓	O	NA	NA	NA	53	22	8.9	134	↑	↓	↓	↑/↓	↓	1+2
	Subaru WRX Premium	53	\$29,742	↓	↓	O	O	O	O	75	26	6.0	120	↑	↓	↓	↓/↑	↑	2+2
	Ford Fiesta ST	51	\$24,985	↓	↓	NA	NA	NA	NA	74	29	7.3	118	↑	↓	↓	↓/↓	↓	1+2
	Fiat 500 Abarth	45	\$26,050	↓	↓	NA	NA	NA	NA	66	28	8.0	125	↑	↓	↓	↓/↓	↓	0+3
WAGONS (ALL-WHEEL DRIVE)																			
✓	Volkswagen Golf Alltrack SE	86	\$32,515	↑	↓	S	S	S	S	89	25	8.5	124	↑	↑	↑	↑/↑	↑	30.5
✓	Subaru Outback 3.6R Limited	83	\$36,835	↑	↑	S	S	S	S	85	22	7.4	134	↓	↑	↑	↑/↑	↑	34.0
✓	Subaru Outback 2.5i Premium	81	\$28,852	↑	↑	S	S	S	S	82	24	10.5	133	↓	↑	↑	↑/↑	↑	34.0
MINIVANS																			
✓	Toyota Sienna XLE	78	\$38,424	↑	↑	S	S	S	S	79	21	7.7	137	↓	↑	↑	↑/↑	↑	70.5
✓	Kia Sedona EX	74	\$34,795	↑	↓	O	O	O	O	70	20	8.0	133	↓	↓	↑	↑/↑	↑	46.0
	Chrysler Pacifica Hybrid Platinum	62	\$48,380	↓	↑	O	O	O	NA	88	84 ⁽¹⁾ / 27 ⁽²⁾	8.3	145	↓	↑	↑	↑/↑	↑	66.0
	Chrysler Pacifica Touring L	60	\$38,245	↓	↑	O	O	O	NA	85	21	8.0	136	↓	↑	↑	↑/↑	↑	66.0

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
MINIVANS <i>Continued</i>																			
	Dodge Grand Caravan GT	59	\$37,295	↓	↓	NA	NA	NA	NA	72	17	8.1	141	↓	↑	↑	↑/↑	↓	61.5
	Honda Odyssey EX-L	58	\$40,300	↓	↑	O	O	O	O	82	22	8.1	136	↓	↑	↑	↑/↑	↓	71.5
SUVs: SUBCOMPACT																			
✓	Subaru Crosstrek Premium	87	\$25,905	↑	↑	O	O	O	O	87	29	10.2	125	↑	↑	↑	↑/↑	↑	27.5
✓	Hyundai Kona SEL (2.0L)	73	\$25,025	↑	↓	S	S	S	O	71	26	11.1	129	↑	↓	↓	↑/↓	↑	22.5
✓	Nissan Rogue Sport SV	67	\$25,655	↓	↓	S	S	S	O	72	26	10.3	134	↑	↑	↑	↑/↓	↑	24.5
✓	Honda HR-V LX	67	\$22,045	↑	↓	O	O	O	O	66	29	10.5	132	↑	↓	↓	↓/↑	↑	32.0
	Ford EcoSport SES (2.0L)	58	\$28,130	↓	↓	NA	NA	NA	NA	61	24	10.7	132	↑	↓	↓	↓/↓	↑	22.5
	Mazda CX-3 Touring	58	\$25,800	↓	↓	S	S	O	O	64	28	9.6	135	↑	↓	↓	↓/↓	↓	18.0
	Jeep Renegade Latitude	44	\$27,525	↓	↓	O	O	O	NA	56	24	9.9	130	↓	↓	↓	↓/↓	↑	30.5
	Chevrolet Trax LT	43	\$25,560	↓	↓	O	NA	NA	NA	55	25	10.8	130	↓	↓	↓	↓/↓	↓	26.0
	Fiat 500X Easy	35	\$26,600	↓	↓	O	O	O	O	50	23	9.8	130	↓	↓	↓	↓/↓	↑	19.5
SUVs: COMPACT																			
✓	Subaru Forester Premium	89	\$29,341	↑	↑	S	S	S	S	90	28	9.2	130	↑	↑	↓	↑/↑	↑	36.5
✓	Mazda CX-5 Touring (2.5L)	82	\$29,530	↑	↑	S	S	O	O	80	24	8.6	133	↑	↑	↑	↑/↑	↑	30.5
✓	Honda CR-V LX (2.4L)	78	\$26,245	↑	↑	O	O	O	O	83	27	8.6	133	↑	↓	↑	↑/↑	↑	36.0
✓	Honda CR-V EX (1.5T)	77	\$28,935	↑	↑	O	O	O	O	82	28	8.2	137	↑	↓	↑	↑/↑	↑	36.0
✓	Nissan Rogue SV	74	\$29,920	↑	↓	S	S	S	S	74	24	9.5	134	↓	↑	↓	↓/↑	↑	31.5
✓	Kia Sportage LX (2.4L)	72	\$26,720	↓	↓	O	O	O	O	78	23	9.6	128	↑	↓	↓	↑/↑	↑	29.5
	Ford Escape SE (1.5T)	67	\$29,630	↓	↓	O	NA	NA	NA	75	23	10.1	132	↑	↑	↑	↓/↓	↑	34.0
	Volkswagen Tiguan SE	67	\$31,645	↓	↓	O	O	O	O	84	25	10.3	131	↑	↑	↑	↑/↑	↑	33.0
	Chevrolet Equinox LT (1.5T)	66	\$33,730	↓	↓	O	O	NA	O	78	25	9.6	132	↑	↑	↑	↑/↑	↑	32.0
	Hyundai Tucson SE (2.0L)	65	\$25,920	↓	↓	S	S	S	O	76	24	11.0	129	↑	↑	↑	↑/↑	↑	29.5
	Jeep Cherokee Limited (2.0T)	65	\$37,655	↓	↓	O	O	O	NA	68	23	7.5	129	↓	↓	↓	↑/↑	↑	31.0
	Chevrolet Equinox LT (diesel)	65	\$35,580	↓	↓	O	O	NA	O	75	31	10.1	135	↑	↑	↓	↑/↑	↑	32.0
	Hyundai Tucson SEL (2.4L)	64	\$28,530	↓	↓	S	S	S	O	75	22	9.6	130	↑	↓	↑	↑/↑	↑	29.5
	Mitsubishi Outlander SEL (4-cyl.)	64	\$28,405	↑	↓	O	O	NA	O	59	24	10.0	132	↓	↓	↓	↓/↑	↑	32.5
	GMC Terrain SLE (2.0T)	58	\$36,950	↓	↓	O	O	NA	O	67	22	7.2	128	↓	↓	↓	↑/↑	↓	24.0
	Mitsubishi Eclipse Cross SE	53	\$28,470	↓	↓	O	O	O	O	57	24	9.9	132	↓	↓	↓	↓/↑	↓	22.5
	Jeep Compass Latitude	41	\$30,870	↓	↓	O	O	O	NA	56	24	9.8	137	↓	↓	↓	↓/↓	↑	27.5
SUVs: MIDSIZED (3-ROW)																			
✓	Subaru Ascent Limited	96	\$43,867	↑	↑	S	S	S	S	93	22	8.0	129	↓	↑	↑	↑/↑	↑	40.5
✓	Toyota Highlander Hybrid Limited	87	\$50,875	↑	↑	S	S	S	S	85	25	8.3	138	↓	↑	↑	↑/↑	↑	40.5

Midsized, large, and luxury entry-level SUVs

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
SUVs: MIDSIZED (3-ROW) <i>Continued</i>																			
✓	Toyota Highlander XLE (V6)	85	\$41,169	↑	↑	S	S	S	S	82	22	7.4	134	↓	↑	↑	↑/↑	↑	40.5
✓	Hyundai Santa Fe XL SE (V6)	81	\$36,290	↑	↓	O	O	O	O	81	20	7.6	133	↓	↑	↑	↑/↑	↑	40.5
✓	Kia Sorento EX (V6)	78	\$41,925	↑	↑	O	O	O	O	78	22	8.1	137	↓	↑	↑	↑/↑	↑	37.5
✓	Mazda CX-9 Touring	78	\$40,470	↑	↓	S	S	O	O	80	22	7.9	139	↑	↑	↑	↑/↑	↓	34.0
✓	Honda Pilot EX-L	74	\$40,655	↓	↓	S	S	S	S	80	20	7.5	136	↓	↑	↑	↑/↑	↓	48.0
	Ford Flex SEL	69	\$42,155	↓	↑	O	NA	NA	NA	73	18	8.5	141	↓	↑	↑	↑/↑	↓	47.5
	Nissan Pathfinder SL	66	\$40,470	↓	↓	S	S	S	NA	72	18	7.7	137	↓	↑	↑	↑/↑	↑	39.5
	Dodge Durango GT (V6)	65	\$43,525	↓	↑	O	O	O	NA	83	18	8.3	134	↓	↑	↑	↑/↑	↑	44.0
	Chevrolet Traverse Premier (V6)	65	\$49,945	↓	↑	O	O	O	O	95	20	7.3	130	↑	↑	↑	↑/↑	↑	54.5
	Volkswagen Atlas SEL (V6)	62	\$44,165	↓	↑	S	S	S	S	84	20	8.7	135	↑	↑	↑	↑/↑	↑	50.5
	Ford Explorer XLT (V6)	56	\$39,275	↓	↓	O	NA	NA	NA	71	18	7.9	135	↓	↑	↑	↑/↑	↑	42.0
	Dodge Journey GT (V6)	40	\$36,975	↓	↓	NA	NA	NA	NA	64	16	8.1	139	↓	↑	↑	↑/↑	↑	37.0
SUVs: MIDSIZED (2-ROW)																			
✓	Hyundai Santa Fe Limited (2.0T)	80	\$37,200	↑	↑	S	S	S	S	80	21	8.7	136	↑	↑	↑	↑/↑	↑	35.5
✓	Ford Edge SEL (2.0T)	78	\$39,755	↓	↓	S	S	S	S	84	21	8.8	132	↑	↑	↑	↑/↑	↑	39.0
✓	Nissan Murano SL	77	\$42,065	↑	↓	S	S	S	O	77	21	7.7	131	↓	↑	↑	↑/↑	↑	33.5
	Jeep Grand Cherokee Limited (diesel)	65	\$49,780	↓	↑	O	O	O	NA	84	24	8.6	132	↓	↑	↑	↑/↑	↑	36.5
	Jeep Grand Cherokee Limited (V6)	62	\$41,375	↓	↑	O	O	O	NA	80	18	8.0	134	↓	↑	↑	↑/↑	↑	36.5
	Toyota 4Runner SR5	59	\$37,425	↑	↑	NA	NA	NA	NA	55	18	7.7	131	↓	↓	↑	↑/↑	↑	44.5
	Jeep Wrangler Unlimited Sahara	35	\$48,400	↓	↑	O	O	NA	NA	36	18	7.3	144	↓	↓	↓	↓/↓	↑	41.5
SUVs: LARGE																			
✓	Ford Expedition Max Limited	72	\$75,430	↑	↑	O	O	O	O	73	16	7.3	143	↓	↓	↑	↑/↑	↑	66.0
✓	Toyota Sequoia Limited	69	\$54,005	↑	↑	S	S	S	S	60	15	7.1	146	↓	↓	↑	↑/↑	↑	61.0
✓	Nissan Armada Platinum	67	\$63,020	↓	↓	S	S	S	NA	69	14	6.7	133	↓	↑	↑	↑/↑	↑	46.5
✓	Chevrolet Suburban Premier	66	\$69,790	↓	↑	O	O	O	NA	74	16	7.9	139	↓	↑	↑	↑/↑	↑	62.5
	Chevrolet Tahoe LT	64	\$60,100	↓	↑	O	O	O	NA	67	16	7.7	136	↓	↓	↑	↑/↑	↑	47.5
	GMC Yukon SLT	64	\$62,125	↓	↑	O	O	O	NA	67	16	7.7	136	↓	↓	↑	↑/↑	↑	47.5
	GMC Yukon XL SLT	61	\$67,370	↓	↑	O	O	O	NA	67	16	7.9	139	↓	↓	↑	↑/↑	↑	62.5
SUVs: LUXURY ENTRY-LEVEL																			
✓	Mini Cooper Countryman S	77	\$39,535	↑	↑	O	O	NA	O	82	25	8.3	120	↑	↓	↓	↑/↑	↓	23.5
✓	Audi Q3 Premium Plus	74	\$40,125	↑	↓	NA	NA	NA	NA	77	22	8.4	132	↑	↑	↑	↑/↑	↓	24.5
	Buick Encore Preferred II	69	\$30,555	↑	↓	O	NA	NA	NA	69	23	11.0	127	↓	↑	↑	↑/↓	↑	26.0

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
SUVs: LUXURY ENTRY-LEVEL <i>Continued</i>																			
	Mercedes-Benz GLA250	64	\$42,210	↑	↓	O	S	S	NA	70	26	6.9	128	↑	↓	↓	↑/↓	↓	23.0
	BMW X2 xDrive28i	64	\$45,895	↓	↓	S	S	O	S	77	25	8.0	134	↑	↓	↑	↑/↓	↑	23.5
	Infiniti QX30 Essential	62	\$43,745	↓	↓	S	S	S	NA	71	25	7.1	122	↑	↓	↓	↑/↓	↓	21.5
	BMW X1 xDrive28i	61	\$44,745	↓	↓	S	S	O	S	74	26	7.9	134	↑	↓	↓	↓/↓	↑	27.0
	Volvo XC40 T5 Momentum	59	\$41,510	↓	↑	S	S	S	S	71	24	7.3	132	↑	↓	↑	↑/↑	↓	25.5
	Jaguar E-Pace S	43	\$48,070	↓	↓	S	S	O	S	69	21	7.9	129	↑	↓	↑	↑/↑	↓	21.5
SUVs: LUXURY COMPACT																			
✓	BMW X3 xDrive30i	81	\$53,745	↓	↑	S	S	O	S	92	24	7.7	128	↑	↑	↑	↑/↑	↓	32.0
✓	Lexus NX 300	79	\$43,284	↑	↓	S	S	S	S	74	24	7.5	132	↑	↓	↑	↑/↑	↓	28.5
✓	Lexus NX 300h	77	\$51,224	↑	↓	S	S	S	S	71	29	8.9	136	↑	↓	↓	↑/↑	↓	28.5
✓	Porsche Macan S	77	\$63,290	↓	↑	O	NA	NA	NA	84	19	6.4	130	↑	↓	↑	↑/↑	↓	29.0
✓	Audi Q5 Premium Plus	76	\$51,570	↓	↑	S	S	O	S	83	24	6.8	130	↑	↑	↑	↑/↑	↓	27.0
	Volvo XC60 T5 Momentum	73	\$50,040	↓	↑	S	S	S	S	79	23	8.0	124	↑	↓	↑	↑/↑	↓	34.0
	Acura RDX Tech	67	\$43,995	↓	↑	S	S	S	S	80	22	7.0	127	↑	↓	↑	↑/↑	↓	33.0
	Lincoln MKC Reserve	67	\$46,485	↓	↓	O	O	O	O	72	19	7.8	125	↓	↓	↑	↑/↓	↓	30.5
	Buick Envision Premium	66	\$45,380	↑	↓	O	O	O	NA	69	21	7.9	128	↓	↓	↓	↓/↑	↑	32.5
	Infiniti QX50 Essential	65	\$51,380	↓	↑	S	S	S	S	77	22	7.2	129	↓	↓	↑	↑/↑	↓	30.5
	Mercedes-Benz GLC300	58	\$49,105	↓	↓	O	S	S	O	81	22	6.8	132	↑	↑	↑	↑/↑	↓	28.0
	Alfa Romeo Stelvio Ti	58	\$52,040	↓	↓	O	O	O	NA	74	24	7.0	132	↑	↑	↑	↓/↓	↓	26.5
	Cadillac XT5 Luxury	53	\$51,025	↓	↓	O	O	O	O	76	20	7.1	132	↑	↓	↑	↑/↑	↓	33.0
	Land Rover Range Rover Velar S	53	\$59,503	↓	↓	S	S	O	S	76	21	8.4	130	↑	↓	↑	↑/↑	↓	29.0
	Jaguar F-Pace Prestige	43	\$53,895	↓	↓	S	S	O	S	72	20	6.0	129	↑	↓	↓	↑/↑	↓	28.5
	Land Rover Discovery Sport HSE	36	\$49,895	↓	↓	O	O	O	O	58	21	8.6	136	↓	↓	↓	↑/↑	↓	33.0
SUVs: LUXURY MIDSIZED																			
✓	BMW X5 xDrive40i	88	\$68,730	↓	↑	S	S	O	S	98	23	6.0	129	↑	↑	↑	↑/↑	↓	36.5
✓	Audi Q7 Premium Plus	87	\$68,695	↑	↑	S	S	O	S	96	20	6.7	127	↑	↑	↑	↑/↑	↓	35.5
✓	Lexus RX 450h	82	\$57,565	↑	↑	S	S	S	S	80	29	7.5	138	↓	↑	↑	↑/↑	↓	30.0
✓	Lexus RX 350L	81	\$56,518	↑	↑	S	S	S	S	80	20	7.7	136	↓	↑	↑	↑/↑	↓	31.0
✓	Lexus RX 350	79	\$51,630	↑	↑	S	S	S	S	77	22	7.5	139	↓	↑	↑	↑/↑	↓	30.0
✓	Infiniti QX60 Pure	78	\$51,920	↑	↓	S	S	S	S	79	19	8.3	137	↓	↑	↑	↑/↓	↑	39.0
✓	Lincoln Nautilus (2.7T)	75	\$54,945	↓	↓	S	S	S	S	84	18	7.2	128	↑	↑	↑	↑/↑	↓	32.5
	Lexus GX 460	72	\$58,428	↑	↓	O	O	O	NA	70	17	7.5	136	↓	↓	↑	↑/↑	↑	36.5
	Porsche Cayenne Base	70	\$79,280	↓	↑	S	S	S	S	87	21	6.5	131	↑	↓	↑	↑/↑	↓	32.0
	Acura MDX Tech	67	\$51,410	↓	↓	S	S	S	S	79	21	6.8	135	↓	↑	↑	↑/↑	↓	34.0
	GMC Acadia Denali	64	\$51,585	↓	↓	O	O	O	O	83	19	6.8	130	↑	↑	↑	↑/↑	↑	40.5

	Make, Model & Trim	Overall Score	Price	Survey Results		Advanced Safety				Road-Test Results									
Recommended			As tested	Predicted reliability	Owner satisfaction	FCW	AEB city	AEB highway	Pedestrian	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Usability	Luggage, suitcases-duffels/ Cargo volume, cu. ft.
SUVs: LUXURY MIDSIZED <i>Continued</i>																			
	Volvo XC90 T6 Momentum	62	\$56,805	⬇️	⬆️	S	S	S	S	84	20	7.7	126	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	35.0
	Tesla Model X 100D	55	\$109,200	⬇️	⬆️	S	S	S	S	77	87	4.9	127	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	2+2
	Land Rover Range Rover Sport HSE (3.0L)	50	\$74,040	⬇️	⬆️	S	S	O	S	72	18	6.5	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	31.5
	Land Rover Discovery HSE	49	\$69,260	⬇️	⬇️	S	S	O	S	71	17	7.3	138	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	42.5
SUVs: LUXURY LARGE																			
✓	Toyota Land Cruiser	75	\$84,820	⬆️	⬆️	S	S	S	S	68	14	7.3	140	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	43.0
	Infiniti QX80 Luxe	65	\$63,395	⬆️	⬇️	S	S	S	S	68	15	6.9	139	⬇️	⬆️	⬆️	⬆️/⬆️	⬆️	49.5
	Lincoln Navigator Select	65	\$86,480	⬆️	⬆️	O	O	O	O	65	16	6.2	144	⬇️	⬆️	⬆️	⬆️/⬆️	⬆️	56.0
	Buick Enclave Premium	56	\$55,680	⬇️	⬆️	O	O	O	O	87	18	7.4	130	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	48.5
	Land Rover Range Rover HSE (3.0L)	52	\$88,545	⬇️	⬆️	S	S	O	S	78	17	6.7	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	34.5
	Cadillac Escalade Premium	43	\$87,360	⬇️	⬆️	O	O	O	NA	61	16	6.1	142	⬇️	⬆️	⬆️	⬆️/⬆️	⬆️	48.0
PICKUP TRUCKS: COMPACT																			
✓	Honda Ridgeline RTL	74	\$36,480	⬆️	⬆️	O	O	O	O	83	20	7.3	134	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	NR
	Chevrolet Colorado LT (V6)	50	\$34,300	⬇️	⬆️	O	NA	NA	NA	61	18	7.5	132	⬆️	⬇️	⬆️	⬇️/⬆️	⬆️	NR
	GMC Canyon SLE (V6)	50	\$35,835	⬇️	⬆️	O	NA	NA	NA	61	18	7.5	132	⬆️	⬇️	⬆️	⬇️/⬆️	⬆️	NR
	Chevrolet Colorado LT (diesel)	49	\$39,295	⬇️	⬆️	O	NA	NA	NA	60	24	10.3	134	⬆️	⬇️	⬇️	⬇️/⬆️	⬆️	NR
	GMC Canyon SLE (diesel)	49	\$40,895	⬇️	⬆️	O	NA	NA	NA	60	24	10.3	134	⬆️	⬇️	⬇️	⬇️/⬆️	⬆️	NR
	Toyota Tacoma SR5 (V6)	45	\$34,364	⬆️	⬆️	S	S	S	S	42	19	8.2	146	⬇️	⬇️	⬇️	⬇️/⬇️	⬆️	NR
PICKUP TRUCKS: FULL-SIZED																			
✓	Ford F-150 XLT (2.7T, V6)	67	\$52,535	⬆️	⬆️	S	S	S	S	74	19	6.8	145	⬇️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
✓	Toyota Tundra SR5 (5.7L, V8)	66	\$44,245	⬆️	⬆️	S	S	S	S	59	15	6.7	153	⬆️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
	Ram 1500 Big Horn (5.7L, V8)	64	\$53,120	⬇️	⬆️	O	O	O	NA	83	17	7.1	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	NR
	Chevrolet Silverado 1500 LT (5.3L, V8)	59	\$50,225	⬇️	⬆️	O	O	NA	O	76	17	6.9	136	⬆️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
	GMC Sierra 1500 SLT (5.3L, V8)	59	\$52,625	⬇️	⬆️	O	O	NA	O	76	17	6.9	136	⬆️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
	Nissan Titan SV (V8)	51	\$44,370	⬇️	⬆️	NA	NA	NA	NA	70	16	6.7	131	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	NR
	Nissan Titan XD SV (diesel)	38	\$51,075	⬇️	⬇️	NA	NA	NA	NA	50	15	10.6	147	⬇️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
PICKUP TRUCKS: FULL-SIZED HEAVY-DUTY																			
	Ford F-250 Lariat (diesel)	57	\$67,130	⬆️	⬆️	O	NA	NA	NA	53	15	8.1	155	⬇️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
	Chevrolet Silverado 2500HD LTZ (diesel)	35	\$62,995	⬇️	⬆️	O	NA	NA	NA	49	14	8.2	157	⬇️	⬇️	⬆️	⬆️/⬆️	⬆️	NR
	GMC Sierra 2500HD SLE (diesel)	35	\$62,995	⬇️	⬆️	O	NA	NA	NA	49	14	8.2	157	⬇️	⬇️	⬆️	⬆️/⬆️	⬆️	NR

New Car Profiles

At our Auto Test Center, we drive more than 500,000 miles per year, putting vehicles through rigorous testing, and combine that with our exclusive reliability and owner-satisfaction survey data. The


result: Detailed reviews you can trust. Comb through the 260 cars, minivans, SUVs, and trucks profiled here to stay ahead of the curve and choose your next vehicle with confidence. —Jonathan Linkov



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



GUIDE TO THE VEHICLE PROFILES

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

76 Overall Score is a composite score that incorporates road-test performance, latest results from the reliability and owner-satisfaction sections of CR's exclusive Auto Survey, and whether certain safety features are standard. If a range of numbers is given, it 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 an estimated price.

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

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

Road-test score sums up how the vehicle performed in our more than 50 objective and subjective tests. A range means

we tested multiple powertrains
or versions of the vehicle.

MPG represents CR's assessment of a recently tested model's overall fuel or energy consumption, based on city and highway driving. A range of numbers for this score signifies that we tested multiple versions.

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


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

Acura ILX

64

OVERALL SCORE

Acura's entry-level compact sedan doesn't have the same degree of luxury and refinement as its peers. The 2.4-liter, four-cylinder engine, coupled to an eight-speed automatic transmission, works well at full steam but suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when drivers need power. The stiff, jumpy ride and mundane handling aren't befitting a luxury compact sedan. Road noise is incessant. The infotainment system is convoluted and overly distracting. Advanced safety features are standard, but blind spot warning is optional. For 2019 Acura has dropped the price, updated the exterior styling, and switched to a dual-screen infotainment system.



PRICE	\$25,900-\$31,500
RELIABILITY	▲
SATISFACTION	▼
ROAD-TEST SCORE	61
MPG	28



PRICE \$25,900-\$31,500

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

Acura RDX

67

OVERALL SCORE

PRICE	\$37,300-\$47,400		
RELIABILITY	✓	SATISFACTION	✓
ROAD-TEST SCORE	80	MPG	22



PRICE \$37,300-\$47,400

RELIABILITY  SATISFACTION 
ROAD-TEST SCORE **80** MPG **22**

Acura MDX

67

OVERALL SCORE

This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven.

The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers quick acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button gear selector 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. A recent freshening brought a hybrid version, as well as standard *AcuraWatch*, which includes safety features such as automatic emergency braking and lane departure warning.



PRICE	\$44,300-\$60,050
RELIABILITY	 SATISFACTION 
ROAD-TEST SCORE	79 MPG 21



PRICE \$44,300-\$60,050

RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 79 MPG 21

Acura RLX

71

OVERALL SCORE

Acura's large sedan has been freshened recently, gaining a new 10-speed automatic transmission and styling updates. Still, it falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car seem ungainly. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic transmission. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the complicated controls are frustrating to use. Safety features such as a surround-view camera and cross traffic alert are optional, and the AcuraWatch safety suite is standard.



PRICE	\$54,900-\$61,900	
RELIABILITY	I	SATISFACTION 
ROAD-TEST SCORE	75	MPG 23



PRICE \$54,900-\$61,900

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



Acura TLX

71/74

OVERALL SCORE

The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automatic transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that isn't all that smooth or responsive. We found the ride to be quite comfortable and handling to be responsive although not sporty. The cabin is quiet, but the infotainment system is distracting and awkward to use. Recent updates included an exterior freshening, making the AcuraWatch suite of safety equipment standard, tweaking the suspension and steering, and adding luxury features to the interior.



PRICE \$33,000-\$45,950

RELIABILITY 1

SATISFACTION 4

ROAD-TEST SCORE 75-79 MPG 25-27

Alfa Romeo Giulia

48

OVERALL SCORE

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



PRICE \$38,195-\$73,700

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE 70 MPG 27

Alfa Romeo Stelvio

58

OVERALL SCORE

The Stelvio is based on Alfa's Giulia sedan and, like it, delivers fantastic handling and is fun to drive on a twisty road. That, however, doesn't mean it's fun to live with on a daily basis. Positioned to compete with sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan, the Stelvio falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest.



PRICE \$40,195-\$79,995

RELIABILITY 4

SATISFACTION 1

ROAD-TEST SCORE 74 MPG 24

Audi A3

68

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. A 2.0-liter turbo four-cylinder engine is now standard. 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 to be logical. It's easy to hit \$40,000 with just a few options. A nicely detailed convertible and a sporty RS3 are also available.



PRICE \$32,500-\$56,200

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 77 MPG 27

Audi A4

80

OVERALL SCORE

The A4 is among the highest-ranking luxury compact sports sedans, thanks in large part to its fantastic driving experience. Power comes from a smooth and punchy 2.0-liter, turbocharged four-cylinder engine, mated to a slick seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is 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, though the rear seat is tight. The A4 has standard forward collision warning and city-speed automatic emergency braking. The wagon version is called Allroad.



PRICE \$37,400-\$57,800

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE 88 MPG 27

Audi A5

NA

OVERALL SCORE

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



PRICE \$44,200-\$74,200

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE NA MPG NA

Audi A6

NA

OVERALL SCORE

The 2019 Audi A6 gets a complete redesign with lots of new technology, including a new infotainment system that has two touch screens and a mild-hybrid drivetrain. Powering the A6 is a 335-hp, V6 turbo engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. The mild-hybrid powertrain includes a 48-volt battery to improve the smoothness of the stop/start feature and ensure that accessories don't tax fuel economy. The A6 with a 2.0-liter, turbo four-cylinder arrives in spring 2019. The two screens may look daunting at first, but as we found with our A8, it's not overly complicated to interact with. Forward collision warning and automatic emergency braking are standard.



PRICE \$58,900-\$67,100

RELIABILITY 1

SATISFACTION 4

ROAD-TEST SCORE NA MPG NA

Audi A7

NA

OVERALL SCORE

The redesigned 2019 Audi A7 places even stronger emphasis on luxury and high-tech features than its predecessor. It maintains the same swept-back profile and is a more stylish take on the A6, with the practical benefit of a hatchback. Powering the base A7 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure that accessories don't tax fuel economy. Inside, there is a new control system consisting of two touch screens, but it proves fairly easy to use. Fit and finish and seat comfort are superb. A smaller 2.0-liter, turbo four-cylinder engine, along with more powerful turbo V6 and V8 engines, will be added later.



PRICE \$68,000-\$76,300

RELIABILITY 1

SATISFACTION 4

ROAD-TEST SCORE NA MPG NA

Audi A8

NA

OVERALL
SCORE

Audi's top-level sedan is redesigned for 2019. It features a smooth, powerful turbocharged V6 engine, and a new infotainment system consists of two large touch screens. The lower screen controls mostly climate functions; the upper one is for audio and a gateway to other categories. Pressing a command elicits a soft pulse on your fingertip to mimic the tactile feel of an actual button, which helps. This no-holds-barred flagship competes with the BMW 7 Series, Lexus LS 500, and Mercedes-Benz S-Class. The A8's ride is supremely comfortable, and handling is responsive if not sporty. The cabin is super-quiet and impeccably furnished. The front seats are comfortable and have a massage function. The rear seat is enormous. Forward collision warning and automatic emergency braking are standard.



PRICE \$83,800-\$100,000

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

Audi E-Tron

NA

OVERALL
SCORE

The E-Tron is Audi's first fully electric production car. This luxury midsize SUV comes standard with all-wheel drive, adaptive suspension, a tech-rich cabin, and a healthy list of advanced safety features and driver aids. Sizewise, the E-Tron slots between Audi's Q5 and Q7 SUVs. It has an estimated range of about 250 miles from its 95-kWh battery. Audi is teaming up with Amazon so that customers can be connected with a nearby electrician to have a 240-volt charger installed in their house. The cabin is dominated by two large touch-screen displays, which we found to be daunting at first but ultimately manageable. Standard advanced safety systems include forward collision warning, automatic emergency braking, blind spot warning, rear cross traffic warning, and lane departure warning.



PRICE \$74,800-\$86,700

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPGe NA

Audi Q3

74

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 that of the Q5 but in a package that's 10 inches shorter. The energetic 200-hp, 2.0-liter turbocharged four-cylinder engine is mated to a conventional six-speed automatic transmission 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 to be logical with some familiarity. A redesigned Q3 (shown) arrives this summer. It has grown longer and wider, which should bring more interior room.



PRICE \$32,900-\$37,900

RELIABILITY 4 SATISFACTION 1
ROAD-TEST SCORE 77 MPG 22

Audi Q5

76

OVERALL
SCORE

The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 252-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. There's plenty of power, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets drivers switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward collision warning and city-speed automatic emergency braking are standard. Other available advanced safety features include blind spot warning, rear cross traffic warning, and lane keeping assist.



PRICE \$42,900-\$62,100

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 83 MPG 24

Audi Q7

87

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 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 buyers splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove to be logical with familiarity. Available advanced safety systems include automatic emergency braking and lane keeping assist. The new Q8 is a five-passenger, coupelike version based on the Q7.



PRICE \$53,550-\$68,700

RELIABILITY 4 SATISFACTION 4
ROAD-TEST SCORE 96 MPG 20

Audi Q8

NA

OVERALL
SCORE

The Q8 is a coupelike SUV based on the Q7, an impressive three-row luxury SUV that is among the best we've tested. The Q8 is wider and lower than the Q7, and it has seating for five passengers. Some cargo versatility and visibility were compromised for the more dynamic styling. The Q8 employs a 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system, mated to a smooth eight-speed automatic. All-wheel drive is standard, and air suspension is optional. The new dual touch-screen control interface is daunting at first but isn't too difficult to master. The Q8 features a full roster of advanced safety and driver assist systems, including forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic alert, and much more.



PRICE \$67,400-\$76,550

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

Audi TT

78

OVERALL
SCORE

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The six-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, 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. There is also a 400-hp, 2.5-liter five-cylinder turbo RS performance version.



PRICE \$44,900-\$64,900

RELIABILITY 4 SATISFACTION 4
ROAD-TEST SCORE 84 MPG 26

BMW 2 Series

89

OVERALL
SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 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 rear seats are cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.



PRICE \$35,300-\$58,900

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 98 MPG 25

BMW 3 Series

NA
OVERALL SCORE

The all-new 2019 3 Series sedan brings powertrain upgrades, infotainment advancements, and new safety features, as well as a

claim of returning to a sporty driving character. The 330i is fitted with a 2.0-liter, turbo four-cylinder engine paired with an eight-speed automatic transmission. All-wheel drive is available. This larger 3 Series promises increased interior and trunk space. Gesture control and other features bring a tech upgrade. Forward collision warning and city-speed automatic emergency braking (AEB) with pedestrian and cyclist detection are standard. All-speed AEB, lane departure warning, and rear cross traffic alert are optional. The M340i with a 382-hp, 3.0-liter turbo six-cylinder and the 330e plug-in hybrid arrive in 2020. The wagon and the hatchback Gran Turismo remain on the outgoing platform.



PRICE \$40,250-\$51,250
RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

BMW 4 Series

NA
OVERALL SCORE

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the outgoing 3 Series. They

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



PRICE \$44,600-\$103,100
RELIABILITY 4 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

BMW 5 Series

71
OVERALL SCORE

The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet,

finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and delivers an impressive 26 mpg overall yet delivers some zip. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs about the same as the 530i. It can go about 14 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Optional active safety systems include forward collision warning and lane keeping assist.



PRICE \$53,400-\$110,000
RELIABILITY 2 SATISFACTION 4
ROAD-TEST SCORE 94 MPG 26

BMW 6 Series

NA
OVERALL SCORE

This sleek grand tourer comes as a four-door Gran Coupe, a stylish hatchback, or a convertible. Power comes from a

3.0-liter, turbocharged six-cylinder or a 4.4-liter V8 turbo engine, mated to either an eight-speed automatic transmission or a seven-speed automatic in the high-performance version. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is sharp, and the ride is compliant and controlled. The cabin is quiet. Controls take some getting used to but ultimately prove to be logical, except for the confusing gear selector for the dual-clutch automatic on M versions. The M6 is a more performance-oriented, track-ready version. It's quick, capable, and enjoyable to drive.



PRICE \$70,300-\$124,400
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE NA MPG NA

BMW 7 Series

87
OVERALL SCORE

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7

aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our 750i, with the polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



PRICE \$83,650-\$156,700
RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 99 MPG 21

BMW 8 Series

NA
OVERALL SCORE

The new 8 Series comes as a luxury four-door coupe or convertible. The 8 is a resurrected series that was BMW's flagship coupe in the 1990s, designated as the 840i and 850i. It's meant to compete with other six-figure boutique cruiser-type cars, offering a mix of pampering, high tech, power, and exclusivity. Initially the 8 will sport a turbocharged V8 engine, mated to an eight-speed automatic and all-wheel drive. We found that combo to be super-slick, punchy, and relatively fuel-efficient in the 7 Series we tested. At a later date, a turbocharged six-cylinder will be offered at a lower price. The 8 Series promises a combination of luxury and high tech wrapped in a sporty, stylish silhouette.



PRICE \$111,900-\$121,400
RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

BMW i3

68
OVERALL SCORE

BMW's electric four-seat hatchback has rear-hinged back doors. The interior is striking in its simplicity and style. The electric motor

produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. We tested it with the optional two-cylinder engine, which acts as an onboard generator to extend the range beyond the typical 75 miles to about 130 miles total. Charge times were about 4 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to. New for 2019 is a 120Ah, 42.2-kWh battery with a claimed 153-mile electric range, and a 181-hp i3s version.



PRICE \$44,450-\$51,500
RELIABILITY 3 SATISFACTION 1
ROAD-TEST SCORE 66 MPGe 139

BMW X1

61
OVERALL SCORE

The X1 relies on a platform shared with the Mini Cooper Clubman and Countryman, and available in front- and all-wheel-

drive versions. In our tests of the AWD X1, the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Safety features such as forward collision warning, city-speed automatic emergency braking, and lane departure warning are standard for 2019.



PRICE \$34,950-\$35,900
RELIABILITY 2 SATISFACTION 1
ROAD-TEST SCORE 74 MPG 26

BMW X2

64

OVERALL
SCORE

The BMW X2 is designed to appeal to style-conscious customers who want a sporty SUV but don't mind sacrificing interior space.

Based on the X1, the lower, shorter X2 feels more like driving a car than an SUV. Its gutsy 228-hp, turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. Front- and all-wheel drive are available. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well made if a bit austere, with comfortable front seats and logical controls. Outward visibility and rear seat room are hurt by the sleek styling. Safety features such as forward collision warning, city-speed automatic emergency braking, and lane departure warning are standard for 2019. An M35i performance version with 302 hp is new for 2019.



PRICE \$36,400-\$35,900

RELIABILITY SATISFACTION
ROAD-TEST SCORE 77 MPG 25

BMW X3

81

OVERALL
SCORE

BMW's third-generation X3 has upscale cabin amenities, technology, and safety features. Most X3s are the 30i version,

which uses a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 355-hp turbo six-cylinder.

The eight-speed automatic transmission is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. Blind spot and lane departure warnings are common options. The 2019 model year brings standard forward collision warning and city-speed automatic emergency braking, in addition to a rear-wheel-drive version.



PRICE \$41,000-\$54,650

RELIABILITY SATISFACTION
ROAD-TEST SCORE 92 MPG 24

BMW X4

NA

OVERALL
SCORE

The BMW X4 is redesigned for 2019 and is based on the current-generation X3. The new X4 gains new safety technology and an

inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp, turbocharged four-cylinder engine, while the M40i is powered by a 355-hp, six-cylinder turbo engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 thoroughly engaging to drive and expect similar performance from the X4. Forward collision warning and city-speed automatic emergency braking are standard, as is a 10.25-inch touch screen with navigation.



PRICE \$50,450-\$60,450

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

BMW X5

88

OVERALL
SCORE

The redesigned 2019 X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp,

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



PRICE \$60,700-\$75,750

RELIABILITY SATISFACTION
ROAD-TEST SCORE 98 MPG 23

BMW X6

NA

OVERALL
SCORE

This coupelike sporty SUV is a derivative of the previous-generation 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 different 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 engine, which returned 21 mpg overall in the previous-generation X5 we tested. 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 to be logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



PRICE \$63,550-\$105,700

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

BMW X7

NA

OVERALL
SCORE

The X7 is BMW's new full-sized, three-row luxury SUV. The two turbo engines are a 335-hp six-cylinder and a 456-hp V8, both

mated to an eight-speed automatic and all-wheel drive. The transmission and adaptive air suspension system can read the road ahead and preemptively downshift for a hill or adjust the suspension to quell impending body motions. The tech-rich interior is highlighted by a 12.3-inch configurable instrument panel and dash-mounted infotainment screen. Standard safety features include forward collision warning, city-speed automatic emergency braking with pedestrian and cyclist detection, and blind spot warning. An optional traffic jam assist system will handle the X7's speed, braking, and steering up to 37 mph on highways, as long as the driver, who is monitored by a camera, is paying attention.



PRICE \$73,900-\$92,600

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

BMW Z4

NA

OVERALL
SCORE

After a three-year hiatus, a larger, more powerful BMW Z4 roadster returns to market with a soft top and reduced weight. The

Z4 launches with the sDrive30i, and a high-performance M40i will be added later. Both versions have more power than before. Each uses an eight-speed automatic transmission. There is no more manual transmission option. The soft top will be able to open and close when the roadster is on the move, which is a big convenience. The latest iDrive control system has a learning curve, but should prove logical after some familiarity. Owners can use a smartphone as a digital key. All Z4s are equipped with forward collision warning with pedestrian detection, automatic emergency braking, and lane departure warning.



PRICE \$49,700-\$52,650

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Buick Cascada

58

OVERALL
SCORE

The Cascada is a well-thought-out four-seat, soft-top convertible. Handling is responsive, and the ride is steady but a bit

stiff because of the standard 20-inch tires. The 1.6-liter, four-cylinder engine has modest power and returned just 22 mpg overall. 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 a quick 17 seconds to open and can be operated at speeds up to 31 mph. Wind intrusion is kept to a minimum during top-down driving. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium or Sport Touring trim brings advanced safety equipment, including forward collision warning and lane departure warning.



PRICE \$33,070-\$37,070

RELIABILITY SATISFACTION
ROAD-TEST SCORE 53 MPG 22

Buick Enclave

56
OVERALL SCORE

The large, three-row Buick Enclave is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter

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



PRICE \$40,000-\$55,800
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 87 MPG 18

Buick Regal

77
OVERALL SCORE

The Buick Regal Sportback has coupelike styling that artfully masks its hatchback configuration. The TourX is a raised wagon, similar in concept to a Subaru Outback. Most versions use an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6.

Front- and all-wheel-drive versions are available. The Regal has a comfortable ride, and road, wind, and engine noise are well-muted. Handling is capable and responsive. We found the seats to be comfortable and the cabin well-constructed, although a bit plain. Android Auto and Apple CarPlay compatibility are standard, and the infotainment system is easy to use. Most advanced safety features are optional but typically are found only on versions costing close to \$40,000.



PRICE \$25,070-\$39,070
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 87 MPG 23

Buick Encore

69
OVERALL SCORE

Derived from the small Chevrolet Sonic sedan, this subcompact SUV has a veneer of luxury. It has a well-finished, quiet cabin

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



PRICE \$23,200-\$30,800
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 69 MPG 23

Cadillac ATS

NA
OVERALL SCORE

The ATS sedan is discontinued for 2019, but the coupe soldiers on. Nimble, capable handling and sharp steering make the

ATS a treat to drive. The 2.0-liter, turbocharged four-cylinder engine is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the six-speed automatic transmission, 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.



PRICE \$38,995-\$67,795
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE NA MPG NA

Buick Envision

66
OVERALL SCORE

Buick's luxury compact SUV sits between the tiny Encore and large Enclave. The Chinese-built Envision uses a smooth and

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



PRICE \$31,995-\$43,600
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 69 MPG 21

Cadillac CT6

62
OVERALL SCORE

The CT6 is athletic and lively to drive. While the ride is firm, the CT6 is steady and controlled, and the interior is very quiet.

The base engine is a turbocharged four-cylinder, but most buyers will opt for the midlevel nonturbo V6. All-wheel drive is standard on versions with a V6 or V8 engine. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is short on thigh support. The CT6's Super Cruise driver assistance system operates on freeways and monitors the driver to make sure he or she is paying attention. New for 2019, the V Sport model gets a turbo V8. A plug-in hybrid version with an estimated 30 miles of electric range is also available. GM has announced that the CT6 will be discontinued this summer.



PRICE \$50,495-\$86,795
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 95 MPG 22

Buick LaCrosse

75
OVERALL SCORE

Buick's large sedan features a well-trimmed and quiet cabin with a spacious rear seat. The smooth 3.6-liter V6 engine

supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few large sedans 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 make the ride overly firm. The car's low stance compromises cabin access and visibility. Most controls are easy to use, including the touch-screen infotainment system, but the unintuitive gear selector is maddening. Advanced safety features are available only on high-end trims. The LaCrosse ceased production at the end of February, but many of the cars are still available.



PRICE \$29,570-\$47,070
RELIABILITY ⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE 85 MPG 24

Cadillac CTS

55
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 engine 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 its trackworthy handling and braking.



PRICE \$46,995-\$86,995
RELIABILITY ⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE 83 MPG 22

Cadillac Escalade

43

OVERALL
SCORE

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



PRICE \$75,195-\$100,295

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 61

MPG 16

Cadillac XT4

NA

OVERALL
SCORE

The XT4 is Cadillac's new entry-level luxury SUV. It provides luxury and prestige in a small package. The 237-hp, 2.0-liter turbo-charged four-cylinder engine is mated to a nine-speed automatic transmission, and together they make up a responsive powertrain. The engine is too buzzy when revved. The EPA rating for an all-wheel-drive XT4 is 24 mpg combined. The ride is on the stiff side but on a par with its peers. Handling is quite nimble. The interior is nicely furnished with comfortable seats and ritzy-looking leather and chrome touches. The infotainment system is simplified compared with other Cadillacs that have some physical knobs and buttons. Thankfully, most climate-control tasks are accessible through hard buttons. Forward collision warning, automatic emergency braking, and blind spot warning are optional but bundled into expensive packages.



PRICE \$34,795-\$41,795

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Cadillac XT5

53

OVERALL
SCORE

Cadillac's XT5 luxury crossover is powered by a 3.6-liter V6 engine paired with an eight-speed automatic transmission. Despite decent measured acceleration, the XT5 seems lethargic in everyday driving, and the overall 20 mpg we measured is unimpressive. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. Top versions get a rear-camera system that displays in the rearview mirror. The XT5 handles soundly, though the ride is too stiff unless buyers 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 \$41,695-\$65,895

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 76

MPG 20

Cadillac XTS

73

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 engine lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returned a respectable 22 mpg overall when we tested it with the six-speed automatic transmission. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view out the back. A V-Sport version with a twin-turbo, 3.6-liter engine gives the XTS V8-like power. The XTS will go out of production this year.



PRICE \$46,795-\$72,995

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 82

MPG 22

Chevrolet Blazer

NA

OVERALL
SCORE

Chevrolet has resurrected the Blazer name for an all-new SUV that slots between the compact Equinox and three-row Traverse and is mostly related to the Cadillac XT5. This midsize crossover model takes aim at the Ford Edge and Nissan Murano, five-passenger midsize SUVs that focus more on styling and luxury and less on outright utility. The Blazer is offered in front- and all-wheel-drive configurations. The base 193-hp four-cylinder comes only on front-drive versions. The AWD ones get a 305-hp V6. A nine-speed automatic transmission is standard. The Blazer offers a full suite of active safety features in a variety of optional Driver Confidence packages. This includes forward collision warning, automatic emergency braking, pedestrian detection, blind spot warning, lane departure warning, lane keeping assist, and rear cross traffic alert.



PRICE \$28,800-\$45,600

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Chevrolet Bolt

71

OVERALL
SCORE

The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a 250-mile range according to our measurement, owners should rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride can get choppy. Controls take some getting used to, including the unintuitive gear selector. The driver's seat is short on lower back support, and interior quality is on the cheap side. Typically equipped, the Bolt ranges from \$37,000 to \$45,000 before federal tax incentives of \$7,500.



PRICE \$36,620-\$40,905

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 76

MPGe 119

Chevrolet Camaro

70

OVERALL
SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. (The SS gets a 10-speed automatic for 2019.) Visibility all around is atrocious, and rear-seat room is extremely tight. Also available is a performance ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic. The Camaro received a number of interior and exterior styling updates for 2019, as well as new infotainment systems.



PRICE \$25,905-\$67,500

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 85

MPG 20

Chevrolet Colorado

49/50

OVERALL
SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested both the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended-cab and crew-cab body styles. Inside are the latest electronics, including the easy-to-use infotainment system. These small trucks offer forward collision and lane departure warnings. An eight-speed automatic transmission and an updated, more responsive V6 are available.



PRICE \$21,300-\$46,400

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 60-61

MPG 18-24

Chevrolet Corvette

74
OVERALL SCORE

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 engine and an interior worthy of the price. A seven-speed manual transmission 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 its adjustable driving modes, the car can be a fairly refined cruiser or a track-ready race car. The seats deliver support and comfort. But owners can't ignore the low-slung cabin, which requires almost acrobatic skills to get in and out of; the vague manual shifter; and the omnipresent tire noise. The Grand Sport and ultra-high-performance ZR1 versions are also available.



PRICE **\$55,900-\$135,400**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **92** MPG **20**

Chevrolet Malibu

59
OVERALL SCORE

Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. It gets a CVT for 2019. The second engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. A hybrid that utilizes 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 roomy rear seat lets long-legged passengers stretch out.



PRICE **\$21,680-\$31,020**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **79-80** MPG **29-41**

Chevrolet Cruze

69/70
OVERALL SCORE

The Cruze possesses big-car qualities, such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, turbo four-cylinder engine mated to a six-speed automatic transmission. A smooth stop/start feature reduces fuel use during idling; we got 30 mpg overall in our tests. The diesel model returned an impressive 41 mpg overall and an outstanding 60 mpg on the highway. The infotainment system features Android Auto and Apple CarPlay, which mirror some 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. The Cruze is being phased out in early 2019.



PRICE **\$17,995-\$26,120**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **75-77** MPG **30-41**

Chevrolet Silverado 1500

59
OVERALL SCORE

The 2019 Silverado is completely redesigned to battle its crosstown rivals. The Silverado's power delivery is improved; it's smoother and more responsive now, and fuel economy has improved by 1 mpg to 17 mpg overall for the 5.3-liter V8 engine. Added optional and thoughtful touches include a power liftgate that can open using the remote key fob or a button on the dash. The ride is stiff and snappy, but the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. New trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. Available advanced safety features such as forward collision warning and automatic emergency braking are optional on high-end trims.



PRICE **\$28,300-\$56,600**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **76** MPG **17**

Chevrolet Equinox

65/66
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a lackluster 1.5-liter, turbo four-cylinder. The uplevel engine is a more muscular 252-hp, turbo four-cylinder mated to a nine-speed automatic. A diesel version returned 31 mpg overall in our tests but adds engine clatter and vibration. We found that the ride absorbed bumps and pavement imperfections. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the MyLink infotainment system. But the interior has some cheap touches. However, the seats are quite comfortable. Forward collision warning with city-speed automatic braking, blind spot warning, and rear cross traffic warning are available.



PRICE **\$23,800-\$35,600**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **75-78** MPG **25-31**

Chevrolet Sonic

61
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 too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts, such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward collision warning and lane departure warning are optional, and are welcome additions to the Sonic.



PRICE **\$15,420-\$21,520**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **66** MPG **28**

Chevrolet Impala

84
OVERALL SCORE

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



PRICE **\$28,020-\$36,720**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **91** MPG **22**

Chevrolet Spark

48
OVERALL SCORE

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



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

Chevrolet Suburban

66
OVERALL SCORE

If drivers 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. We got 16 mpg overall with the 5.3-liter V8 engine and six-speed automatic transmission. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Recent updates include available lane keeping assist, plus Apple CarPlay. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available.



PRICE \$50,800-\$85,700

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **74** MPG **16**

Chevrolet Tahoe

64
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 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The magnetic ride suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't a main concern, car-based SUVs drive better and are roomier. Lane keeping assist, blind spot warning, and cross traffic alert systems are available. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available.



PRICE \$48,000-\$71,225

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **67** MPG **16**

Chevrolet Traverse

65
OVERALL SCORE

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



PRICE \$29,930-\$53,000

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **95** MPG **20**

Chevrolet Trax

43
OVERALL SCORE

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



PRICE \$21,300-\$29,100

RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **55** MPG **25**

Chevrolet Volt

55
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. It can run on electricity for only 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, when the 1.5-liter engine acts as a generator and eliminates the range anxiety common to electric-only vehicles. Visibility remains 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. The Volt will be discontinued in the spring.



PRICE \$33,200-\$37,570

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **70** MPGe **105**

Chrysler 300

67
OVERALL SCORE

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



PRICE \$28,995-\$41,695

RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE **83-84** MPG **20-22**

Chrysler Pacifica

60
62
OVERALL SCORE

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



PRICE \$26,995-\$45,395

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **85-88** MPG **21-27**

Dodge Challenger

59
OVERALL SCORE

The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 717-hp, 6.2-liter supercharged V8 in the Hellcat; and an 840-hp, 6.2-liter V8 in the Demon. 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 warning, rear cross traffic warning, and forward collision warning. A GT trim, with all-wheel drive and a V6 engine, is also available.



PRICE \$27,595-\$71,350

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE **70** MPG **20**

Dodge Charger

66/68

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.



PRICE \$28,995-\$67,045

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 82-85 MPG 20-22

Fiat 500

45

OVERALL SCORE

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The standard engine is the 135-hp, 1.4-liter turbo four-cylinder, which provides decent performance. On all versions the ride is choppy and the cabin is noisy. Headroom up front is good, but some will find the narrow cockpit and driving position awkward: The steering wheel doesn't adjust for reach, so it is often too far away, forcing drivers to sit uncomfortably close. The tight rear seats are difficult to access, and the cargo area is minuscule. The convertible top can be pulled back like a sunroof or fully dropped. The sporty Abarth's 160-hp engine is quick, and the car grips the road well; the electric 500e is enjoyable for its silence and efficiency. The 500 hatchback scored a Poor in the IIHS small-overlap crash test.



PRICE \$16,245-\$32,995

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 66 MPG 28

Dodge Durango

65

OVERALL SCORE

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



PRICE \$29,995-\$62,995

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 83 MPG 18

Fiat 500L

30

OVERALL SCORE

This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an awkward driving position that dictates bent knees and stretched arms. The 500L also scored a Poor in the IIHS small-overlap frontal crash test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic.



PRICE \$21,495-\$23,895

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 50 MPG 27

Dodge Grand Caravan

59

OVERALL SCORE

The Dodge Grand Caravan continues on, as its corporate sibling, the 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 \$26,650-\$34,495

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 72 MPG 17

Fiat 500X

36

OVERALL SCORE

Its adorable styling may make shoppers almost want to hug the 500X, but the more time they spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier 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: a 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 there are a number of available features, such as automatic emergency braking, blind spot warning, and heated seats.



PRICE \$24,490-\$29,195

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 50 MPG 23

Fiat 124

64

OVERALL SCORE

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



PRICE \$24,995-\$29,290

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 76 MPG 31

Ford EcoSport

58

OVERALL SCORE

The Ford Fiesta-based EcoSport subcompact crossover has a tall stance that helps the driver get a good view out. It offers either a 1.0-liter turbocharged three-cylinder or a 2.0-liter four-cylinder. The 2.0-liter engine comes with standard all-wheel drive. Even with the larger of the two engines, the EcoSport is slow, and at 24 mpg overall, fuel economy isn't stellar. Handling is very nimble, but the ride is stiff and the cabin is loud. The controls are easy to master, including Ford's Sync 3 infotainment system, and Android Auto and Apple CarPlay compatibility is standard. The side-hinged rear hatch door can be annoying to use when parallel parked. Blind spot warning with cross traffic warning is offered on higher trims, but neither forward collision warning nor automatic emergency braking is available.



PRICE \$19,995-\$27,610

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 61 MPG 24

Ford Edge

78
OVERALL SCORE

The midsize Edge is freshened for 2019, with a revised face, updated powertrains, more entertainment options, and more advanced safety features. A 250-hp, 2.0-liter turbocharged four-cylinder paired with an eight-speed automatic transmission is standard and provides smooth, quiet acceleration. The new performance-oriented ST trim gets a 335-hp, twin-turbo V6. Front- and all-wheel-drive versions are available. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. The Edge's quiet cabin, steady ride, and agile handling wouldn't be out of place in a luxury car, and the Sync 3 infotainment system is easy to use. Standard safety equipment includes forward collision warning with pedestrian detection, blind spot warning, rear cross traffic alert, lane departure warning, and lane keeping assist.



PRICE **\$29,995-\$42,355**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **84** MPG **21**

Ford Escape

67
OVERALL SCORE

The Ford Escape is a fleet-footed SUV with impressive handling, which helps make it one of the sportiest small SUVs. It has 1.5- and 2.0-liter turbocharged engines, but we got just 23 mpg overall from the 1.5-liter when we tested it. In addition, the A/C gets weak when the stop/start system turns the engine off at idle. The Escape has a taut, controlled ride and a quiet interior. We found that the interior is snug, and the rear seats' short bottom cushion is low. The impressive Sync 3 system is standard. One new feature is Sync Connect, an app that allows owners to use their smartphone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward collision warning are optional.



PRICE **\$24,105-\$34,120**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **75** MPG **23**

Ford Expedition

72
OVERALL SCORE

The Expedition is a huge SUV with modern convenience and available safety features. The 3.5-liter, turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button, creating an enormous cargo area. The controls are easy to use, including the rotary knob gear selector. Available safety features include automatic braking, lane keeping assist, and blind spot monitors that can see all the way to a trailer's flanks. The extended-length version is called Max.



PRICE **\$48,530-\$79,200**
RELIABILITY **2** SATISFACTION **2**
ROAD-TEST SCORE **73** MPG **16**

Ford Explorer

56
OVERALL SCORE

Though it's roomy and quiet, 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. The Sport version gets a turbocharged V6 that is quieter and makes the Explorer quicker. Ford's three-row SUV also offers 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. The Explorer offers a number of optional safety features, including forward collision warning, blind spot warning, and lane keeping assist. The Sync 3 infotainment system is user-friendly. The redesigned 2020 Explorer goes on sale this summer.



PRICE **\$32,365-\$54,165**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **71** MPG **18**

Ford F-150

67
OVERALL SCORE

Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a variety of V6s and a 5.0-liter V8. The 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. A diesel engine is also available. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. Forward collision warning and automatic emergency braking are standard for 2019.



PRICE **\$28,155-\$70,560**
RELIABILITY **1** SATISFACTION **2**
ROAD-TEST SCORE **74** MPG **19**

Ford Fiesta

44/51
OVERALL SCORE

This subcompact has agile handling that makes it fun to drive, and a controlled ride, thanks to suspension that soaks up most bumps and ruts. 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 automatic tends to cause the car to stumble in stop-and-go traffic. The sporty Fiesta ST version is truly a treat to drive if the driver's kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. The Fiesta will be discontinued this spring.



PRICE **\$14,260-\$21,340**
RELIABILITY **2** SATISFACTION **2**
ROAD-TEST SCORE **64-74** MPG **29-33**

Ford Flex

69
OVERALL SCORE

The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior has plenty of storage bins and cubicles, and provides room for seven passengers in three rows. Plus, the Flex's shipping-container shape works well for carrying large cargo. Rear visibility is hampered by the large 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 drivers quicker acceleration at a cost of only 1 mpg. The Sync 3 infotainment system is easy to use. The Flex will be phased out soon.



PRICE **\$30,575-\$43,590**
RELIABILITY **1** SATISFACTION **2**
ROAD-TEST SCORE **73** MPG **18**

Ford Fusion

69/71
OVERALL SCORE

For 2019, the Fusion gets a mild freshening, which includes standard safety features as part of the Ford Co-Pilot 360 suite, and, for the plug-in hybrid version, an extension of the electric-only range. The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a quiet, well-finished cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A high-end version, the V6 Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter turbo V6. It is quick, comfortable, and pricey.



PRICE **\$22,840-\$40,015**
RELIABILITY **2** SATISFACTION **1**
ROAD-TEST SCORE **80-83** MPG **22-39**

Ford Mustang

59
64

OVERALL
SCORE

The Ford Mustang, especially in its V8-powered GT form, delivers a thrilling driving experience yet can also serve as a reasonable

daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included styling tweaks, a refreshed interior, revised powertrains, and additional high-tech options. A suite of advanced safety features is offered, including forward collision warning with pedestrian detection, lane departure warning, and lane keeping assist.



PRICE \$26,395-\$46,595

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 76-84 MPG 19-25

Genesis G80

84

OVERALL
SCORE

The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could

imagine for about \$10,000 less than its competitors. Offered with a smooth and refined 3.8-liter V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though some suspension noise at low speeds hurts that impression. Our tested AWD V6 returned a competitive 20 mpg overall. The controls are refreshingly straightforward, except for the gear selector. Android Auto and Apple CarPlay compatibility is handy. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind spot warning. A Sport version with a turbocharged, 3.3-liter V6 is also available.



PRICE \$42,050-\$59,500

RELIABILITY ⬆ SATISFACTION ⬆

ROAD-TEST SCORE 89 MPG 20

Ford Ranger

NA

OVERALL
SCORE

The Ranger has returned, and adds to the choices in the once dormant but now growing midsize pickup truck segment. The new

Ranger was developed with Mazda and originally sold overseas. It has been adapted for the U.S. market to appeal to buyers who find a full-sized pickup truck to be too large. This new truck offers the latest entertainment and safety technologies. There are two cab configurations: an extended cab and a crew cab. The FX4 off-road package adds skid plates, upgraded tires, off-road-tuned suspension, and a Terrain Management System. All versions use a 2.3-liter, turbocharged four-cylinder engine mated to a 10-speed automatic transmission. A central 8-inch touch screen and twin LCD screens in the instrument panel lend a high-tech look. Automatic emergency braking is standard.



PRICE \$24,300-\$38,385

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE NA MPG NA

Genesis G90

81

OVERALL
SCORE

The flagship sedan from Hyundai's luxury brand, Genesis, is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6,

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



PRICE \$68,350-\$75,350

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 89 MPG 18

Ford Taurus

75

OVERALL
SCORE

Ford put styling ahead of interior comfort and driver visibility when it designed the Taurus. We tested it with the 3.5-liter V6, which returned 21 mpg overall. The six-speed automatic can be slow to shift and is not very smooth. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. Thankfully, Ford has replaced the MyFord Touch system with the superior Sync 3 infotainment system. The higher-performance SHO model has standard all-wheel drive, and its 365-hp, turbocharged V6 makes it quick, but it isn't an engaging car to drive. Production of the Taurus will end in May.



PRICE \$27,800-\$42,975

RELIABILITY ⬆ SATISFACTION ⬆

ROAD-TEST SCORE 72 MPG 21

GMC Acadia

64

OVERALL
SCORE

The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling

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



PRICE \$29,000-\$47,500

RELIABILITY ⬇ SATISFACTION ⬇

ROAD-TEST SCORE 83 MPG 19

Genesis G70

73

OVERALL
SCORE

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



PRICE \$34,900-\$51,500

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 74 MPG 23

GMC Canyon

49
50

OVERALL
SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are

better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These small trucks offer forward collision and lane departure warnings. The V6 is now more powerful, and an eight-speed automatic is available.



PRICE \$21,500-\$44,900

RELIABILITY ⬇ SATISFACTION ⬇

ROAD-TEST SCORE 60-61 MPG 18-24

GMC Sierra 1500

59
OVERALL SCORE

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



PRICE \$28,405-\$60,495

RELIABILITY SATISFACTION
ROAD-TEST SCORE 76 MPG 17

GMC Terrain

58
OVERALL SCORE

The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The base engine is a lackluster 1.5-liter, turbo four-cylinder. The uplevel choice is a significantly stronger 2.0-liter turbo mated to a nine-speed automatic that's not the swiftest or the smoothest. The Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use and comes with Android Auto and Apple CarPlay compatibility. Forward collision warning, city-speed automatic emergency braking, lane keeping assist with lane departure warning, and blind spot warning are available.



PRICE \$25,000-\$39,500

RELIABILITY SATISFACTION
ROAD-TEST SCORE 67 MPG 22

GMC Yukon

64
OVERALL SCORE

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



PRICE \$49,500-\$69,600

RELIABILITY SATISFACTION
ROAD-TEST SCORE 67 MPG 16

GMC Yukon XL

61
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 buyers have to opt for the expensive Denali version to get the magnetic ride suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane keeping assist and Apple CarPlay capability are available.



PRICE \$52,200-\$72,300

RELIABILITY SATISFACTION
ROAD-TEST SCORE 67 MPG 16

Honda Accord

80
OVERALL SCORE

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



PRICE \$23,720-\$35,800

RELIABILITY SATISFACTION
ROAD-TEST SCORE 86-89 MPG 31-47

Honda Civic

71
OVERALL SCORE

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo both deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, because of the car's low stance, occupants must do the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive on most trims. The Sport version is available as a coupe or practical four-door hatchback; the Si version is a performance bargain. The 306-hp Type-R is a track-ready, high-performance version.



PRICE \$19,450-\$35,700

RELIABILITY SATISFACTION
ROAD-TEST SCORE 74-76 MPG 31-34

Honda Clarity

54
OVERALL SCORE

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



PRICE \$33,400-\$58,490

RELIABILITY SATISFACTION
ROAD-TEST SCORE 72 MPG 39

Honda CR-V

77
OVERALL SCORE

The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The base engine is a 184-hp, 2.4-liter four-cylinder, and EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and surefooted, and the firm ride is steady. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility, as well as standard automatic emergency braking and blind spot warning.



PRICE \$24,350-\$34,150

RELIABILITY SATISFACTION
ROAD-TEST SCORE 82-83 MPG 27-28

Honda Fit

72

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



PRICE \$16,190-\$21,520

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 67

MPG 33

Honda HR-V

67

OVERALL SCORE

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



PRICE \$20,520-\$28,540

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 66

MPG 29

Honda Insight

71

OVERALL SCORE

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



PRICE \$22,930-\$28,090

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 69

MPG 54

Honda Odyssey

58

OVERALL SCORE

The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a fairly unobtrusive nine-speed automatic transmission. The top trims, Touring and Elite, get a slicker 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector is a nuisance to use when parking. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting.



PRICE \$30,190-\$47,070

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 22

Honda Passport

NA

OVERALL SCORE

The new Passport is a stubbier version of the Pilot SUV. They share a platform and the smooth, refined 280-hp, 3.5-liter V6 engine and nine-speed automatic transmission. We got 20 mpg overall in our tests of the Pilot and Ridgeline with that engine. The five-seat midsize Passport slots between the compact CR-V and three-row Pilot SUVs and competes with the Ford Edge and Nissan Murano. Our early impressions indicate that the ride is a bit stiff, but the Passport doesn't handle any better than the Pilot does. The infotainment system is rather slow to respond and the push-button gear selector is tricky to use. Towing capacities are 3,500 pounds for front-drive versions and 5,000 for all-wheel-drive ones. Forward collision warning and automatic emergency braking are standard, but blind spot warning comes only on the higher trims.



PRICE \$31,900-\$43,680

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Honda Pilot

74

OVERALL SCORE

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride comfortable but handling ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. For 2019, all Pilots get Honda's suite of advanced safety systems, which includes forward collision warning, automatic emergency braking, and lane keeping assist.



PRICE \$31,450-\$48,020

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 80

MPG 20

Honda Ridgeline

74

OVERALL SCORE

Honda's smart pickup is built on the same platform as the Honda Pilot. Unlike other trucks, it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine 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. Of note, the infotainment system in higher trims is rather tricky to use. The available Honda Sensing safety system includes forward collision warning and automatic emergency braking.



PRICE \$29,990-\$43,420

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 83

MPG 20

Hyundai Accent

63

OVERALL SCORE

The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter, four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars can match that. The engine noise is mostly unobtrusive, but the sluggish acceleration forces the driver to mash the throttle, at which point the engine sounds coarse. The Hyundai doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support and the backseat to be tight. Advanced safety features come only on the top Limited trim, which is priced like a compact car, undermining the reason to buy a subcompact.



PRICE \$14,995-\$19,080

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 64

MPG 33

Hyundai Elantra

67
OVERALL SCORE

The Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests 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 and a Sport version with a 1.6-liter, turbo four-cylinder are available. An available GT hatchback with taut, nimble handling is quite different from the sedan.



PRICE \$17,100-\$23,500

RELIABILITY SATISFACTION
ROAD-TEST SCORE 66 MPG 33

Hyundai Ioniq

68
OVERALL SCORE

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



PRICE \$22,200-\$32,500

RELIABILITY SATISFACTION
ROAD-TEST SCORE 67 MPG 52

Hyundai Kona

73
OVERALL SCORE

The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine is adequate around town but can feel sluggish at times. We got 26 mpg with it in our AWD Kona. The uplevel 1.6-liter turbo is more powerful, but power delivery is not as smooth or predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Available safety features include forward collision warning with automatic emergency braking, rear cross traffic warning, and driver attention warning. Android Auto and Apple CarPlay compatibility is supported. An electric-powered front-wheel-drive version with an estimated 258-mile range is new.



PRICE \$19,990-\$44,650

RELIABILITY SATISFACTION
ROAD-TEST SCORE 71 MPG 26

Hyundai Santa Fe

80
OVERALL SCORE

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



PRICE \$25,500-\$38,800

RELIABILITY SATISFACTION
ROAD-TEST SCORE 80 MPG 21

Hyundai Santa Fe XL

81
OVERALL SCORE

The three-row Santa Fe is renamed Santa Fe XL for 2019. The XL is still a roomy and comfortable SUV built for family duty. Its 3.3-liter V6 engine is mated to a smooth, responsive six-speed automatic transmission, a combination that attained 20 mpg overall in our tests. Handling is sound and 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. It is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane departure warning. The XL will be replaced with the new Palisade this summer.



PRICE \$30,850-\$41,300

RELIABILITY SATISFACTION
ROAD-TEST SCORE 81 MPG 20

Hyundai Sonata

77/80
OVERALL SCORE

This competitive sedan stands out for, among other attributes, its excellent rear-seat room, easy cabin access, and user-friendly controls. Handling is taut and secure, but the ride is on the firm side, and it's no longer as comfortable as it was before the 2018 freshening. The base 2.4-liter, four-cylinder engine is coupled to a smooth six-speed automatic that returns 28 mpg overall in our tests. A more powerful 2.0-liter turbo mated to an eight-speed automatic is optional. The Eco uses a 1.6-liter, turbo four-cylinder paired with a seven-speed automatic. Outward visibility is a strong point. Blind spot warning is standard; forward collision warning and automatic emergency braking, optional. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests. The generous interior makes for a very pleasant sedan.



PRICE \$22,300-\$38,850

RELIABILITY SATISFACTION
ROAD-TEST SCORE 80-85 MPG 28-39

Hyundai Tucson

64/65
OVERALL SCORE

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



PRICE \$23,200-\$32,950

RELIABILITY SATISFACTION
ROAD-TEST SCORE 75-76 MPG 22-24

Hyundai Veloster

76
OVERALL SCORE

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



PRICE \$18,500-\$28,150

RELIABILITY SATISFACTION
ROAD-TEST SCORE 83 MPG 29

Infiniti Q50

69

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 engine at a price that most competitors charge for a turbocharged four-cylinder. The V6, combined with the standard seven-speed automatic transmission, 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 and backseat are relatively roomy, 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. A 400-hp turbo V6 is also available. The coupe version is named the Q60. Beginning with the 2019 model year, forward collision warning and automatic emergency braking are standard.



PRICE \$35,550-\$53,000

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 85 MPG 22

Infiniti QX50

65

OVERALL
SCORE

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

compression engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder. But while acceleration is competitive, we got just 22 mpg overall in our AWD tested car.

The fit and finish of the interior is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's optional ProPilot Assist feature can keep the QX in its lane, and maintain and adjust speed according to traffic, which can be a convenience in stop-and-go driving. Standard safety features include forward collision warning, blind spot warning, and lane keeping assist.



PRICE \$36,550-\$45,150

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 77 MPG 22

Infiniti Q60

NA

OVERALL
SCORE

A coupe version of the updated Q50, the 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. The weaker 2.0-liter, four-cylinder turbo engine has been dropped for 2019. 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. Forward collision warning and automatic emergency braking are standard on all but the base Pure trim.



PRICE \$40,750-\$56,900

RELIABILITY ⬇ SATISFACTION ⬇

ROAD-TEST SCORE NA MPG NA

Infiniti QX60

78

OVERALL
SCORE

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

is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners.

The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned 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 forcing passengers to sit with their knees high in the air. A recent freshening included a bump in power and an increase in towing capacity. Forward collision warning, automatic emergency braking, and blind spot warning are now standard.



PRICE \$44,250-\$47,850

RELIABILITY ⬆ SATISFACTION ⬆

ROAD-TEST SCORE 79 MPG 19

Infiniti Q70

78

OVERALL
SCORE

Although long in the tooth, the Q70 is still competitive. The lively V6 engine and smooth seven-speed automatic combined to

return 21 mpg overall in our tests. A V8 and all-wheel drive are also available. Handling is agile, and the steering gives good feedback to the driver. The ride is firm and absorbs bumps well, but it isn't as luxurious as some competitors'. The Q70 is also behind the competition in cabin quietness. Positives include very good interior quality, a roomy rear seat, and easy-to-use controls, although cabin ambience is austere. Forward collision warning, automatic emergency braking, and blind spot warning are optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it is a less expensive alternative to its competitors. The Hybrid version has been discontinued for 2019.



PRICE \$50,300-\$67,600

RELIABILITY ⬇ SATISFACTION ⬇

ROAD-TEST SCORE 90 MPG 21

Infiniti QX80

65

OVERALL
SCORE

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

with cumbersome handling in everyday driving, 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. The Nissan Armada is essentially the same vehicle but costs less. Forward collision warning and automatic emergency braking are standard for 2019.



PRICE \$65,400-\$90,100

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 68 MPG 15

Infiniti QX30

62

OVERALL
SCORE

Infiniti's small luxury SUV is based on the Mercedes-Benz GLA. The QX30 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 seems 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, and uses Infiniti's infotainment system, which is accessed via a small touch screen or a central rotary controller. The rear seat is cramped, and visibility is wanting, particularly to the rear. Safety features such as forward collision warning and automatic emergency braking are standard.



PRICE \$30,150-\$41,400

RELIABILITY ⬇ SATISFACTION ⬆

ROAD-TEST SCORE 71 MPG 25

Jaguar E-Pace

43

OVERALL
SCORE

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

automatic transmission and all-wheel drive. Power delivery is uneven—that is, either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile, with

sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system, are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. Forward collision warning, city-speed automatic emergency braking, and lane keeping assist come standard. Driver assist systems, such as adaptive cruise control and blind spot warning, are optional.



PRICE \$38,600-\$52,850

RELIABILITY ⬇ SATISFACTION ⬇

ROAD-TEST SCORE 69 MPG 21

Jaguar F-Pace

43
OVERALL SCORE

Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 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. A 2.0-liter turbo is now the base engine, and a diesel is also available. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match some competitors'. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. A number of safety features, including lane keeping assist and automatic emergency braking, are standard for 2019.



PRICE \$44,600-\$79,990

RELIABILITY SATISFACTION
ROAD-TEST SCORE 72 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. A smooth eight-speed automatic is the only transmission available. 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. A turbocharged four-cylinder model is also available.



PRICE \$60,750-\$125,850

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPG NA

Jaguar I-Pace

NA
OVERALL SCORE

The new Jaguar I-Pace all-electric crossover seats five passengers, has a range of 234 miles, and is claimed to accelerate from 0 to 60 mph in 4.5 seconds. It is a quick and quiet car that handles nimbly and rides comfortably. Interior ambience is very luxurious. The I-Pace is the first real challenge to Tesla and can be an alternative to either the Model S or the Model X. Using a DC fast-charger, which is not easy to find, the I-Pace can reach an 80 percent charge in 40 minutes; a full charge of the 90-kWh battery through a 240-volt connection takes about 13 hours. A panoramic fixed-glass roof is standard, as are high-end interior appointments and a dual-screen infotainment system.



PRICE \$69,500-\$85,900

RELIABILITY SATISFACTION
ROAD-TEST SCORE NA MPGe NA

Jaguar XE

39
OVERALL SCORE

The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. The 2.0-liter, four-cylinder 247-hp turbo engine is responsive but a bit raspy-sounding, and it gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. A diesel engine is available, but it's the 380-hp supercharged V6 that provides real punch. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system is rather distracting. A host of advanced active safety and driver assistance systems are available.



PRICE \$36,995-\$56,285

RELIABILITY SATISFACTION
ROAD-TEST SCORE 69 MPG 25

Jaguar XF

46
OVERALL SCORE

The XF is arguably the sportiest midsize luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. Also available are a 2.0-liter, turbocharged four-cylinder engine, and a wagon version called Sportbrake with all-wheel drive. Automatic emergency braking and blind spot warning are optional.



PRICE \$49,965-\$71,215

RELIABILITY SATISFACTION
ROAD-TEST SCORE 83 MPG 21

Jaguar XJ

47
OVERALL SCORE

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 engine 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 headroom and access and the trunk is small. An XJR performance version is available. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist are standard on all rear-wheel-drive versions.



PRICE \$75,700-\$122,700

RELIABILITY SATISFACTION
ROAD-TEST SCORE 82 MPG 19

Jeep Cherokee

65
OVERALL SCORE

The Jeep Cherokee SUV is available with a new turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter four-cylinder and the smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. We got 23 mpg overall with the new engine. Handling is cumbersome, but the car remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. Available safety systems require that buyers invest in an option package or step up a couple of trim levels.



PRICE \$25,240-\$37,995

RELIABILITY SATISFACTION
ROAD-TEST SCORE 68 MPG 23

Jeep Compass

41
OVERALL SCORE

The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward collision warning, lane departure warning, and blind spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



PRICE \$21,095-\$29,445

RELIABILITY SATISFACTION
ROAD-TEST SCORE 56 MPG 24

Jeep Grand Cherokee

62/65

OVERALL SCORE

The Grand Cherokee has a mostly compliant and controlled ride, comfortable seats, and a solid, upscale interior, all of which endow it with a premium, substantial feel. 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 powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates include engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use gear selector.



PRICE \$31,695-\$86,650

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE 80-84 MPG 18-24

Jeep Renegade

44

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. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Open-air driving is possible with the optional removable sunroof panels. Optional safety features include forward collision warning, lane departure warning, blind spot monitoring, and rear cross traffic warning. Chrysler's easy-to-use Uconnect infotainment system is available. A new 1.3-liter turbocharged four-cylinder engine that replaced the old 1.4-liter and optional adaptive cruise control are new for 2019.



PRICE \$23,275-\$27,645

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE 56 MPG 24

Jeep Wrangler

35

OVERALL SCORE

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



PRICE \$28,045-\$41,545

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE 36 MPG 18

Kia Cadenza

62

OVERALL SCORE

The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and is competitive with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. Higher-end Limited versions include additional soft surfaces and more luxurious leather seats. Automatic emergency braking and lane departure warning are available, but only in upper trim versions that cross the \$40,000 mark.



PRICE \$33,100-\$44,690

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE 91 MPG 24

Kia Forte

68

OVERALL SCORE

The Kia Forte lands midpack among compact sedans. Though it brings simple controls and impressive fuel economy, it suffers from an overly stiff ride; passengers feel every bump. And the car is very loud to boot. The engine pulls adequately and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, thanks to the Forte's willingness to tackle corners. The drab interior is spartan, but it's nice to have automatic climate control. The seats are rather uncomfortable in the midtrim LXS. The infotainment system is simple and easy to use, and is compatible with Apple CarPlay. It is commendable that forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.



PRICE \$17,790-\$21,990

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 67 MPG 34

Kia K900

NA

OVERALL SCORE

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



PRICE \$59,900-\$63,900

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Kia Niro

66

OVERALL SCORE

Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine, which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Having the lithium-ion battery located under the rear seat creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. A plug-in hybrid is also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats. Available safety features include automatic emergency braking, blind spot warning, and rear cross traffic warning, but they push the price to more than \$30,000. An EV version with a promised 239-mile range will be available in 2019.



PRICE \$23,490-\$35,200

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 65 MPG 43

Kia Optima

84

OVERALL SCORE

Kia's midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo-four packs more punch. A 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission is also available. Both hybrid and plug-in hybrid versions are available. 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, but the low-mounted dash vents tend to blow more air on the driver's hands than on his face. The freshened 2019 Optima comes standard with advanced safety features, including forward collision warning, rear cross traffic warning, lane keeping assist, and blind spot warning.



PRICE \$22,890-\$35,390

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 86 MPG 28

Kia Rio

60

OVERALL
SCORE

The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more substantial compact cars also achieve that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Android Auto and Apple CarPlay compatibility come only on the S trim, which is also the only trim where the advanced safety features are available. Because the S trim is close to the price of a compact car, it's another reason not to buy the Rio.



PRICE \$15,300-\$16,490

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 61

MPG 33

Kia Sedona

74

OVERALL
SCORE

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



PRICE \$27,200-\$41,100

RELIABILITY 2

SATISFACTION 1

ROAD-TEST SCORE 70

MPG 20

Kia Sorento

78

OVERALL
SCORE

The Sorento is refined and a strong competitor among midsize SUVs. All versions come standard with seating for seven passengers, though the third row is best for kids. There are two powertrains available: a 185-hp, 2.4-liter four-cylinder and a smooth, quiet 290-hp, 3.3-liter V6 that is paired with a new eight-speed automatic for 2019. Our tested V6 Sorento got 22 mpg overall, which is average for a three-row SUV. The cabin is quiet, the first- and second-row seats are comfortable and supportive, and the ride is composed. We found the handling responsive in everyday driving. The controls are among the easiest to use in the industry. Forward collision warning, automatic emergency braking, and blind spot warning are standard on the EX V6 trim and above.



PRICE \$26,290-\$46,490

RELIABILITY 2

SATISFACTION 2

ROAD-TEST SCORE 78

MPG 22

Kia Soul

74

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 function as an SUV alternative. 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. A more powerful 201-hp, 1.6-liter turbo four-cylinder is available, as is a fully electric Soul. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes automatic emergency braking, forward collision warning, and lane departure warning, but only on higher trims. A redesigned 2020 Soul goes on sale this spring.



PRICE \$16,490-\$35,950

RELIABILITY 2

SATISFACTION 1

ROAD-TEST SCORE 74

MPG 26

Kia Sportage

72

OVERALL
SCORE

The 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 boasts a more powerful 2.0-liter turbocharged four-cylinder. Both engines are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. The Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. Though the controls are easy to use, visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy and has an almost flat floor. Advanced safety features, including blind spot warning, lane departure warning, and rear cross traffic warning, are offered as optional equipment.



PRICE \$23,750-\$34,600

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 78

MPG 23

Kia Stinger

67

OVERALL
SCORE

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



PRICE \$32,990-\$52,400

RELIABILITY 1

SATISFACTION 2

ROAD-TEST SCORE 75

MPG 23

Land Rover Discovery

49

OVERALL
SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the 340-hp, 3.0-liter supercharged V6 engine produces plenty of power and the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. Though the optional air suspension makes the ride mostly steady, the Disco is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The SVX is a special off-road version with a 5.0-liter supercharged V8 engine.



PRICE \$52,600-\$66,800

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 71

MPG 17

Land Rover Discovery Sport

36

OVERALL
SCORE

For a vehicle coming from the storied Land Rover brand, one would expect a more regal entry into the hot luxury compact SUV 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. 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. To its credit, the Discovery Sport has a roomy rear seat. A stronger 286-hp engine is available.



PRICE \$37,795-\$52,895

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 58

MPG 21

Land Rover Range Rover

52

OVERALL SCORE

Owners of any ultra-luxury sedan will feel right at home in the stately 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 in our tests. 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 dual touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31 miles of electric range and a limited-edition, V8-powered SV Coupe are available as 2019 models.



PRICE \$89,160-\$208,200

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 78

MPG 17

Land Rover Range Rover Evoque

NA

OVERALL SCORE

Overall, the Evoque is more about style than function. It offers 2-door convertible and 4-door versions. The 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. Recent updates include optional lane keeping assist, the addition of the InControl infotainment system, and new seats. A more powerful 286-hp, 2.0-liter turbo four-cylinder engine is available. A new Evoque goes on sale this spring.



PRICE \$42,000-\$66,000E

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Land Rover Range Rover Sport

50

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. A P400e Plug-in Hybrid with 31 miles of electric range is new for 2019.



PRICE \$67,050-\$113,900

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 72

MPG 18

Land Rover Range Rover Velar

53

OVERALL SCORE

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



PRICE \$49,600-\$74,000

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 76

MPG 21

Lexus ES

84

OVERALL SCORE

The redesigned-for-2019 Lexus ES retains its comfortable, quiet demeanor but steps up its game in terms of handling and interior quality. The V6 is mated to an eight-speed automatic that contributes to a prompt throttle response and a linear power delivery. We attained 25 mpg overall. A hybrid version is also available. We tested the hybrid powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The ES absorbs bumps very well and yet the body stays composed. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. The ES has Apple CarPlay compatibility. Standard safety equipment includes forward collision warning and automatic braking with pedestrian detection, lane keeping assist, and lane departure warning.



PRICE \$39,600-\$45,060

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 84

MPG 25

Lexus GS

83

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. The strong 3.5-liter V6 returned 21 mpg overall in our tests. Base models, named GS 300, use a less exciting 241-hp turbo four-cylinder. 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 a par with the class, and the cabin is nicely furnished. A distracting mouse-like controller works the infotainment system. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes automatic emergency braking and blind spot warning.



PRICE \$46,610-\$84,350

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 83

MPG 21

Lexus GX

72

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 6,500-pound 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, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good driving position. There's plenty of space all around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.



PRICE \$52,155-\$63,555

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 70

MPG 17

Lexus IS

60

OVERALL SCORE

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



PRICE \$38,410-\$44,095

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 56

MPG 20

Lexus LC

NA
OVERALL
SCORE

The Lexus LC 500, a 2+2 coupe, is the luxury brand's halo car. The 5.0-liter V8 engine is borrowed from the high-performance

GS F sedan and RC F coupe, generating 471 hp. Power is sent to the rear wheels through a 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available, and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile, and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.



PRICE \$92,200-\$96,710

RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Lexus RC

NA
OVERALL
SCORE

The RC is a coupe version of the IS sedan. It uses a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a

rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 467-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels and makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a symbolic rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that interacts with the infotainment screen. The Lexus Safety System+ is standard and includes automatic emergency braking and lane departure warning with lane keeping assist. Blind spot monitoring is optional.



PRICE \$41,145-\$64,750

RELIABILITY ⬆ SATISFACTION ⬇
ROAD-TEST SCORE NA MPG NA

Lexus LS

73
OVERALL
SCORE

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



PRICE \$75,200-\$84,420

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 72 MPG 20

Lexus RX

79
82
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 and delivers 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 buyers get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling 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 legroom and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane departure warning, is standard. The three-row model RX L has more cargo space and a very tight third-row seat.



PRICE \$43,570-\$54,655

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 77-80 MPG 22-29

Lexus LX

NA
OVERALL
SCORE

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



PRICE \$85,830-\$90,830

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Lexus UX

NA
OVERALL
SCORE

The new five-passenger UX competes in the entry-level luxury SUV class. It comes in two forms: the front-wheel-drive UX 200 or the all-wheel-drive UX 250h hybrid. Unlike most Lexus models, the small UX is not particularly plush inside. The hybrid can propel itself on electric power alone at very low speeds, but under acceleration the engine kicks in and sounds whiny. The interior is tight, and the rear seat is cramped. The modern-looking interior is attractive, but some controls are too fussy. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assist are standard as part of the Lexus Safety System+ package.



PRICE \$32,000-\$36,000

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Lexus NX

77
79
OVERALL
SCORE

The compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is rather firm and cabin noise isn't particularly hushed. The NX 300's 2.0-liter turbo-charged 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 fussy touchpad used for most controls is frustrating and distracting to use. The Lexus Safety System+ is standard and includes automatic emergency braking and lane departure warning with lane keeping assist. Blind spot monitoring is optional.



PRICE \$36,385-\$40,025

RELIABILITY ⬆ SATISFACTION ⬇
ROAD-TEST SCORE 71-74 MPG 24-29

Lincoln Continental

89
OVERALL
SCORE

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



PRICE \$46,145-\$72,045

RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 83 MPG 20

Lincoln MKC

67

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 push-button gear selector for the six-speed automatic 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.



PRICE \$33,995-\$49,610

RELIABILITY 1

SATISFACTION 4

ROAD-TEST SCORE 72

MPG 19

Lincoln Navigator

65

OVERALL
SCORE

The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-

looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 generates 411 hp on regular fuel and is paired with a 10-speed automatic transmission. This combination easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. Rear-wheel drive is standard, with four-wheel drive optional.



PRICE \$73,205-\$99,595

RELIABILITY 1

SATISFACTION 4

ROAD-TEST SCORE 65

MPG 16

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. 2019 models are

equipped with a standard 3.5-liter turbo V6 engine, six-speed automatic, and all-wheel drive. 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. The 2019 model year is the MKT's swan song; it will be replaced by the 2020 Aviator, which goes on sale this summer.



PRICE \$49,500-\$52,500

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE NA

MPG NA

Maserati Ghibli

48

OVERALL
SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own sporty character. The Ferrari-developed

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



PRICE \$74,980-\$87,780

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE 71

MPG 19

Lincoln MKZ

70

OVERALL
SCORE

Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher

ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides lots of power. In our tests, the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector, and the rear seat is snug. The 2019 model gets a standard suite of advanced safety features that include forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist.



PRICE \$35,995-\$46,995

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE 88

MPG 23-34

Maserati Levante

NA

OVERALL
SCORE

Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. Most versions come with either

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



PRICE \$75,980-\$169,980

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE NA

MPG NA

Lincoln Nautilus

75

OVERALL
SCORE

The 2019 Nautilus is a refreshed version of the MKX SUV. Engine choices are either a powerful 2.7-liter V6 turbo or a 2.0-liter

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



PRICE \$40,340-\$59,390

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 84

MPG 18

Mazda3

NA

OVERALL
SCORE

The outgoing Mazda3 was fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. A re-

designed Mazda3 arrives in spring 2019, again in sedan or hatchback forms. The sole engine is largely a carryover 2.5-liter four-cylinder engine mated to a 6-speed manual or automatic transmission. All-wheel drive is newly available, making the 3 the second AWD compact car. The interior is nicely furnished and features a second generation of Mazda's infotainment system but without touch-screen ability. Forward collision warning and automatic emergency braking are standard on all versions except the base trim. There is an available Driver Monitoring System that uses an infrared camera and LEDs to monitor the driver's eyes, mouth, and face to look for fatigue, and sounds an alert to warn the driver.



PRICE \$21,000-\$28,900

RELIABILITY 4

SATISFACTION 4

ROAD-TEST SCORE NA

MPG NA

Mazda6 ✓

84

OVERALL
SCORE

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



PRICE \$21,945-\$30,695

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 79

MPG 28

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. The Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic transmission. It works fine but dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. 2019 updates include a horsepower increase from 155 to 181.



PRICE \$25,730-\$34,410

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 80

MPG 34

Mazda CX-3

58

OVERALL
SCORE

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



PRICE \$20,390-\$27,145

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 64

MPG 28

Mercedes-Benz A-Class

NA

OVERALL
SCORE

The A-Class compact sedan slots beneath the CLA, offering a more affordable entry into the prestige brand's lineup.

It offers significant, cutting-edge technology—such as the latest infotainment system and advanced driver assist systems—that should appeal to upwardly mobile, tech-savvy shoppers. Offered in front- or all-wheel drive, the A-Class is propelled by a 188-hp, 2.0-liter turbocharged four-cylinder engine mated to a seven-speed dual-clutch automatic transmission. The A-Class introduces a new generation of infotainment systems for the brand. Forward collision warning with pedestrian detection and automatic emergency braking are standard.



PRICE \$32,500-\$34,500

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Mazda CX-5 ✓

82

OVERALL
SCORE

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



PRICE \$24,350-\$36,890

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 80

MPG 24

Mercedes-Benz C-Class

74

OVERALL
SCORE

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder engine, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, buyers will find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Partially automated highway steering is optional, and automatic emergency braking is standard. The C43 AMG gets a 3.0-liter turbo V6, and the high-performance C63 AMG version is powered by a V8 turbo. A refreshed 2019 C-Class brings safety and technology updates, a revised exterior, and more power.



PRICE \$41,400-\$83,800

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 85

MPG 26

Mazda CX-9 ✓

78

OVERALL
SCORE

Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive, thanks to its nimble handling. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. 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 the seats are comfortable. Though second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. Forward collision warning with city-speed automatic emergency braking is standard.



PRICE \$32,280-\$45,365

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 80

MPG 22

Mercedes-Benz CLA

53

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. 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 typically find that luxury features expected on a premium model bring the price past \$40,000. The 375-hp AMG CLA45 version sounds more exciting on paper than it feels behind the wheel. The CLA's best attributes are its handling agility and the 28 mpg overall we got from the 2.0-liter turbo four-cylinder engine. A redesigned 2020 model goes on sale later this year.



PRICE \$33,100-\$53,100

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 64

MPG 28

Mercedes-Benz CLS

NA
OVERALL SCORE

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



PRICE \$69,200-\$79,900
RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Mercedes-Benz GLE

NA
OVERALL SCORE

The redesigned 2020 GLE promises a range of convenience, performance, and safety technologies. A 255-hp, 2.0-liter turbocharged four-cylinder engine is standard, and the next step up is a 362-hp, 3.0-liter turbocharged six-cylinder engine with a 48-volt mild hybrid. A nine-speed automatic transmission is paired with both engines. A longer wheelbase adds more room for second-row passengers. A small third row is available. The GLE gets Mercedes' next-generation infotainment system, consisting of one large screen in front of the driver that blends into the center screen. The voice command feature has the ability to recognize natural language and adapt to the user. Advanced driver assist systems include adaptive cruise control informed by live traffic data and forward cross traffic alert to aid when making turns. It goes on sale in the spring.



PRICE \$53,700-\$61,150
RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Mercedes-Benz E-Class

65
OVERALL SCORE

The E-Class delivers good fuel economy and is more nimble than the previous generation, but it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder engine is linked to a nine-speed automatic transmission. We got a commendable 24 mpg overall. The car is quiet and handles with impressive agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. The controls are complicated. Even adjusting the lumbar support is done through the central controller and screen, which is too distracting. Partial automation gives the E-Class the ability to follow the road and steer itself temporarily as a driver assist system.



PRICE \$53,500-\$106,350
RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE 85 MPG 24

Mercedes-Benz GLS

NA
OVERALL SCORE

Mercedes' seven-passenger SUV, the GLS, was recently refreshed, gaining 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 version 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 to be very clumsy when pushed to its handling limits. Engines include 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. Automatic emergency braking is standard, but blind spot warning and lane keeping assist are optional.



PRICE \$70,150-\$126,150
RELIABILITY ⬇ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Mercedes-Benz GLA

64
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 uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Available safety features include forward collision warning, automatic emergency braking, and blind spot warning. A front-wheel-drive version and a high-performance 375-hp GLA45 are available. The infotainment system is complicated and takes time to master but now features compatibility with Android Auto and Apple CarPlay.



PRICE \$33,950-\$53,350
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 70 MPG 26

Mercedes-Benz S-Class

87
OVERALL SCORE

The S-Class is brimming with features and qualities that make it stand out among luxury cars. The powerful turbo V8 that we tested provided effortless acceleration and delivered 18 mpg overall in our tests. The plush, magic carpet ride is the best we've ever tested, and the cabin is ultra quiet. Even though the S-Class is large, handling agility is commendable, with quick steering. Along with the seats and steering wheel, the door and center armrests are heated as well. Many controls are overly complicated, however. The S-Class has partial automation, which gives the car the ability to follow the road and stop by itself in an emergency. Coupe and convertible versions are available.



PRICE \$91,250-\$253,550
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 96 MPG 18

Mercedes-Benz GLC

58
OVERALL SCORE

Based on the C-Class, the GLC is one of the best driving compact-luxury SUVs on the market. Plush furnishings inside the quiet cabin prove to be 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 systems such as blind spot warning and rear cross traffic warning are part of various option packages. A turbo V6 AMG GL43 and a turbo V8 AMG GL63 versions are available. There is also a coupelike SUV, the GLC Coupe.



PRICE \$40,700-\$69,900
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 81 MPG 22

Mercedes-Benz SL

NA
OVERALL SCORE

The luxurious SL is comfortable and quiet yet sporty, making it a delight to drive. This high-performance grand-touring roadster has a retractable hardtop. With the roof closed, it's as quiet as a luxury sedan, and when open, wind buffeting is minimal. One slick feature is a roof panel that offers varying degrees of opacity. The SL is a comfortable cruiser yet doesn't shy away from spirited driving. The entry-level SL450's 3.0-liter twin-turbo V6 engine is mated to a nine-speed automatic. The next step up the SL ladder, the SL550, is powered by a 4.7-liter twin-turbo V8 that delivers smooth, effortless power. More powerful and expensive AMG versions are also available. Safety features include automatic emergency braking, blind spot warning, and lane keeping assist.



PRICE \$89,150-\$154,450
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE NA MPG NA

Mercedes-Benz SLC

NA
OVERALL SCORE

The SLC features a retractable hardtop that does a great job at keeping the interior quiet. The SLC300 is powered by a 2.0-liter four-cylinder engine coupled to a nine-speed automatic transmission. There is also a more powerful SLC43 version, with a turbocharged V6 that emits a sporty exhaust sound. This drop-top 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 the driver's neck warm during chilly top-down drives.



PRICE \$48,950-\$63,900
RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA

Mitsubishi Eclipse Cross

53
OVERALL SCORE

The Mitsubishi Eclipse Cross slots between the Outlander Sport and Outlander SUVs, and is distinguished by its coupelike styling. This newcomer is underwhelming, with mundane handling, an unsettled ride, and extremely frustrating controls. Its power comes from a lackluster 1.5-liter turbocharged four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town, but it runs out of steam climbing hills or merging onto highways. Its fuel economy of 24 mpg overall isn't impressive for the class, either. A center console touchpad interacts with the infotainment screen, but this controller is very cumbersome and distracting to use. The driver's seat is short on support, but getting in or out is easy, and the rear-seat room is generous. The curvy styling hurts the driver's view out. AWD is standard on all but the base version.



PRICE \$23,595-\$28,195
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 57 MPG 24

Mini Cooper

70
OVERALL SCORE

Minis are quirky, fun to drive, and full of character, whether shoppers opt for 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 more pleasant-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.



PRICE \$21,900-\$44,900
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 80 MPG 30

Mitsubishi Mirage

31
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 driving this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, there are many much better used cars available.



PRICE \$13,795-\$17,495
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 29 MPG 37

Mini Cooper Clubman

60
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 and a more powerful and 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 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. All-wheel drive is available on the S trim.



PRICE \$24,900-\$44,900
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 67 MPG 28

Mitsubishi Outlander

64
OVERALL SCORE

Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, a rarity in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down; Mitsubishi says the ride has been improved for 2019. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when drivers ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. Forward collision warning and lane departure warning are available on some trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode.



PRICE \$24,695-\$40,295
RELIABILITY 4 SATISFACTION 1
ROAD-TEST SCORE 59 MPG 24

Mini Cooper Countryman

77
OVERALL SCORE

The SUV-like Countryman is based on the Clubman. It offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. The Countryman is the roomiest Mini ever and features a surprisingly comfortable backseat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-like iDrive system has a learning curve but ultimately proves to be logical. The Mini Driving Assistant system, which includes forward collision warning and city-speed automatic emergency braking, requires buying expensive option packages.



PRICE \$26,900-\$46,400
RELIABILITY 4 SATISFACTION 4
ROAD-TEST SCORE 82 MPG 25

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 infotainment display, and new fabric for the seats.



PRICE \$20,945-\$26,545
RELIABILITY 4 SATISFACTION 1
ROAD-TEST SCORE NA MPG NA

Nissan Altima

76

OVERALL SCORE

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



PRICE \$23,900-\$35,750

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 81

MPG 31

Nissan Leaf

64

OVERALL SCORE

Nissan's electric car has a 40-kWh battery, which delivered a driving range of 140 miles in our tests. The new 2019 Plus version gets a 62-kWh battery and a stronger motor, which gives the Leaf an estimated EPA range of 226 miles and quicker acceleration. It takes 8 hours to charge the 40-kWh battery on a 240-volt connector. The E-Pedal feature decelerates the Leaf quite significantly when the driver lifts off the gas pedal, sending energy back to the battery. The Leaf's ride is stiff, and its handling is mundane but secure. The driving position can be uncomfortable for some drivers because the steering wheel doesn't telescope for reach. The optional ProPilot Assist can help keep the car in its lane and adjust its speed to keep track with surrounding traffic. Forward collision warning with automatic emergency braking is standard.



PRICE \$29,990-\$36,200

RELIABILITY 1

SATISFACTION 3

ROAD-TEST SCORE 62

MPGe 112

Nissan Armada

67

OVERALL SCORE

This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated and cluttered, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. Forward collision warning and automatic emergency braking are standard for 2019.



PRICE \$47,100-\$63,100

RELIABILITY 1

SATISFACTION 3

ROAD-TEST SCORE 69

MPG 14

Nissan Maxima

80

OVERALL SCORE

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



PRICE \$33,950-\$42,580

RELIABILITY 3

SATISFACTION 1

ROAD-TEST SCORE 81

MPG 25

Nissan Frontier

NA

OVERALL SCORE

Dating back to 2005, the compact Frontier pickup truck is a dated design that lacks polish. In our tests we found the Frontier to be quick and relatively nimble, but it has a very stiff ride. 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. New for 2019, most versions come standard with a 7.0-inch touch screen.



PRICE \$18,990-\$36,850

RELIABILITY 1

SATISFACTION 3

ROAD-TEST SCORE NA

MPG NA

Nissan Murano

77

OVERALL SCORE

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



PRICE \$31,270-\$45,130

RELIABILITY 3

SATISFACTION 1

ROAD-TEST SCORE 77

MPG 21

Nissan Kicks

64

OVERALL SCORE

Nissan has replaced the funky-looking Juke with the Kicks, an all-new entry in the growing segment of subcompact crossovers. The Kicks is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa Note but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 125-hp, 1.6-liter four-cylinder engine coupled to a CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. Forward collision warning and automatic emergency braking come standard.



PRICE \$18,540-\$20,870

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 64

MPG 32

Nissan Pathfinder

66

OVERALL SCORE

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



PRICE \$31,430-\$44,460

RELIABILITY 1

SATISFACTION 3

ROAD-TEST SCORE 72

MPG 18

Nissan Rogue

74
OVERALL SCORE

The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless the driver tromps on the gas pedal, which results in elevated engine noise. A hybrid is also available. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Standard safety gear includes lane departure warning and prevention, forward collision warning, and automatic emergency braking. A standard rear-seat reminder is new for 2019.



PRICE **\$24,920-\$32,890**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **74** MPG **24**

Nissan Versa

47
OVERALL SCORE

Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, lags behind even other unimpressive subcompacts. The hatchback Versa Note is much more pleasant. Overall, the tiny Versa sedan feels like a bare-bones penalty box. 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 stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and its 32 mpg fuel economy is a standout for a subcompact car. The Versa scored a Poor in the IIHS small-overlap crash test.



PRICE **\$12,360-\$15,990**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **56** MPG **32**

Nissan Rogue Sport

67
OVERALL SCORE

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



PRICE **\$22,240-\$29,310**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **72** MPG **26**

Nissan Z

74
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 cancelation/enhancement system helps to quiet some of the interior racket.



PRICE **\$29,990-\$49,400**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **81** MPG **23**

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 and the driving experience is ho-hum and joyless. The tall stance makes getting into and out of the cabin easy, the elevated driving position helps visibility, and the rear seat is very roomy. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Available safety features include blind spot warning and rear cross traffic alert. Most versions get standard forward collision warning and automatic emergency braking. All but the base S model get Android Auto and Apple CarPlay capabilities added to the infotainment system for 2019.



PRICE **\$17,790-\$25,840**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **62** MPG **31**

Porsche 718 Boxster

86
OVERALL SCORE

Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous six-cylinder engines. Most 718s come with a seven-speed automatic, which impersonates a manually shifted gearbox quite well. A manual transmission is also available. The engine delivers readily available power, along with a throaty thrum, but it comes at the expense of Porsche's classic six-cylinder sound. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload 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 **\$59,000-\$82,800**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **95** MPG **26**

Nissan Titan

51
OVERALL SCORE

The regular Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup. The light-duty Titan comes with a smooth and punchy 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission, and the XD also offers a V8 Cummins diesel. 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, which is a nice touch. A suite of safety and driver assist systems are offered, including blind spot warning and moving-object detection. When properly equipped, the Titan can tow more than 9,000 pounds. The XD can tow 12,000 pounds, and its payload capacity is 2,000 pounds. It also has a built-in goose-neck trailer hitch for extra-heavy trailers.



PRICE **\$30,390-\$57,740**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **70** MPG **16**

Porsche 718 Cayman

NA
OVERALL SCORE

Porsche's coupe version of the 718 Boxster offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder powerplants. Both the base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed automatic transmission. The switch to the turbo four-cylinder means the classic Porsche six-cylinder sound is gone, but power is more readily available. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not overly punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



PRICE **\$56,900-\$80,700**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **NA** MPG **NA**

Porsche 911

84
OVERALL SCORE

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All the engines are now turbocharged, with the base model getting a 370-hp six-cylinder engine and the Carrera S a 420-hp engine, both matched with either a seven-speed manual or automatic transmission. The 911 is quick, with sublime handling, steering, and braking capabilities that makes drivers feel directly connected to the machine. The exhaust sound is invigorating. 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 getting in and out a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first. A redesigned 911 goes on sale this summer.



PRICE **\$91,100-\$293,200**
RELIABILITY **1** SATISFACTION **6**
ROAD-TEST SCORE **95** MPG **23**

Ram 1500

64
OVERALL SCORE

The redesigned Ram 1500 continues to be the most comfortable-riding full-sized pickup truck, partly due to its rear coil-spring suspension. The smooth 5.7-liter V8 carries over, and with the mild-hybrid option, ensures smooth stop-start at idle without compromising the A/C. We got 17 mpg overall with it. The base 3.6-liter V6 has that setup as standard equipment. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely, a plus. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside and features an enormous 12-inch touch screen for the Uconnect system. Advanced safety features such as forward collision warning, automatic emergency braking, and blind spot warning are optional.



PRICE **\$31,795-\$56,795**
RELIABILITY **2** SATISFACTION **6**
ROAD-TEST SCORE **83** MPG **17**

Porsche Cayenne

70
OVERALL SCORE

The Cayenne is a substantial luxury SUV that drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. Auto emergency braking is standard. Blind spot warning, lane keeping assist, and a surround-view camera system are optional. Higher performance versions and a plug-in hybrid are also available.



PRICE **\$65,700-\$124,600**
RELIABILITY **2** SATISFACTION **6**
ROAD-TEST SCORE **87** MPG **21**

Subaru Ascent

96
OVERALL SCORE

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



PRICE **\$31,995-\$44,695**
RELIABILITY **6** SATISFACTION **6**
ROAD-TEST SCORE **93** MPG **22**

Porsche Macan

77
OVERALL SCORE

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



PRICE **\$49,900-\$87,700**
RELIABILITY **1** SATISFACTION **6**
ROAD-TEST SCORE **84** MPG **19**

Subaru BRZ

79
OVERALL SCORE

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



PRICE **\$25,795-\$30,140**
RELIABILITY **6** SATISFACTION **6**
ROAD-TEST SCORE **79** MPG **30**

Porsche Panamera

NA
OVERALL SCORE

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



PRICE **\$86,300-\$196,600**
RELIABILITY **1** SATISFACTION **6**
ROAD-TEST SCORE **NA** MPG **NA**

Subaru Crosstrek

87
OVERALL SCORE

The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It delivers good fuel economy, impressive ride comfort, and feels quiet and substantial compared with its peers. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission. This combination gets the job done, but it won't set a driver's heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. A plug-in hybrid version is new. The Crosstrek has secure handling, though it isn't particularly sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver assist system includes automatic emergency braking and lane departure warning with lane keeping assist. Other available safety features include blind spot warning and rear cross traffic warning.



PRICE **\$21,895-\$34,995**
RELIABILITY **6** SATISFACTION **6**
ROAD-TEST SCORE **87** MPG **29**

Subaru Forester

89

OVERALL
SCORE

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



PRICE \$24,295-\$34,295

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 90

MPG 28

Subaru Impreza

76

OVERALL
SCORE

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



PRICE \$18,595-\$25,690

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 85

MPG 30

Subaru Legacy

88

OVERALL
SCORE

The Legacy is one of the roomier, quieter, and more refined midsize sedans, which are attributes that help it remain as 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, and thirstier 3.6-liter six-cylinder is available, making the Legacy both quicker and quieter. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features such as forward collision warning, automatic emergency braking, lane departure, lane keeping, and sway warnings are standard.



PRICE \$22,545-\$31,545

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 89

MPG 26

Subaru Outback

81/83

OVERALL
SCORE

An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are 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 an SUV's, with a lower loading height to boot. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features including forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.



PRICE \$26,345-\$38,995

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82-85

MPG 22-24

Subaru WRX

53

OVERALL
SCORE

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



PRICE \$27,195-\$41,395

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 75

MPG 26

Tesla Model 3

65

OVERALL
SCORE

In our measurements, the Model 3 Long-Range can go 310 miles on a charge. It takes 12 hours to charge on a 32-amp 240-volt connector. The acceleration is swift, and its handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat sits uncomfortably low. The controls are very distracting, because many simple tasks, such as adjusting the mirrors, require spending time interacting with the large touch screen. The Autopilot suite of driver assist systems can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. Standard battery versions slated for the future will have an EPA-rated 220-mile range. All-wheel-drive and performance versions are also available.



PRICE \$44,000-\$62,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPGe 130

Tesla Model S

78

OVERALL
SCORE

This sleek, fully electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 100-kWh battery, the Model S can cover an estimated 310 miles on a charge. The car can be charged in about 6 hours on a dedicated Tesla connector. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is now standard, and active safety features are available.



PRICE \$94,000-\$133,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 97

MPGe 102

Tesla Model X

55

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 second-row 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 a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captain's chairs, which compromises utility. Getting into the third row is complicated by having to motor the middle seats forward, but at least the resulting entry path is decently sized. The X is very quick and handles well. But ride comfort and noise isolation aren't as good as in the S. The version with the standard 100-kWh battery can cover an estimated 270 miles on a charge.



PRICE \$97,000-\$138,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 77

MPGe 92

Toyota 4Runner

59

OVERALL SCORE

Tough and ready to tackle off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter

V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty; Limited trims get a full-time 4WD system. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. A third-row seat is optional, and the power-retractable rear window is handy. Advanced safety gear such as forward collision warning is unavailable.



PRICE \$34,910-\$47,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 55

MPG 18

Toyota 86

78

OVERALL SCORE

Jointly developed with Subaru, the rear-wheel-drive Toyota 86 features a 2.0-liter four-cylinder engine teamed with a

choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available.



PRICE \$26,455-\$32,420

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 78

MPG 30

Toyota Avalon

98

OVERALL SCORE

Toyota's flagship Avalon is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The

3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid version has a 2.5-liter four-cylinder engine that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is plusher than most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system includes a touch screen that is easy to use. This is the first Toyota to offer Apple CarPlay. Standard safety equipment includes forward collision warning and automatic emergency braking.



PRICE \$35,500-\$42,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 93

MPG 42

Toyota Camry

86

OVERALL SCORE

The Camry has a stylish look compared with past versions, and along with slightly more nimble handling. But it still is a

comfortable, quiet car, and it stands as one of the best midsize sedans. The lower stance makes access a bit more difficult, and the rear seat is smaller than some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. The Entune infotainment system is capable. Apple CarPlay has been added to the infotainment system for 2019. Standard safety equipment includes forward collision warning and automatic emergency braking, but blind spot warning is optional.



PRICE \$23,845-\$34,600

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 86-89

MPG 32-47

Toyota C-HR

68

OVERALL SCORE

The C-HR is nimble and enjoyable to drive, but it also has several notable deficiencies. Unlike other subcompact SUVs, the C-HR doesn't offer all-wheel drive. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall.

The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cave-like cabin. Though forward collision warning and automatic emergency braking are standard, blind spot warning and rear cross traffic warning are standard only on the Limited and XLE trims.



PRICE \$20,945-\$26,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 64

MPG 29

Toyota Corolla

NA

OVERALL SCORE

The redesigned Corolla sedan looks to be a more mature car. It uses the same basic platform as the Toyota Corolla Hatchback

but adds in a twist: an available hybrid powertrain. The base engine is the same 1.8-liter four-cylinder from the outgoing Corolla; a 169-hp, 2.0-liter four-cylinder will also be available. Two transmissions will be offered: a 6-speed manual and a continuously variable transmission. The hybrid version uses a 1.8-liter engine teamed with an electric drive system for a combined output of 121 hp. We liked the sporty handling, excellent fuel economy, and nicer interior in the Corolla Hatchback we tested, and some of those traits are expected to carry over to the new sedan.



PRICE \$18,700-\$24,000E

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Toyota Highlander

85

OVERALL SCORE

The 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 to increase cargo space. The punchy 3.5-liter V6 engine is now matched to an eight-speed automatic. Though this new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The hybrid version gets 25 mpg overall. 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 forward collision warning and automatic emergency braking, is standard.



PRICE \$31,330-\$48,630

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82-85

MPG 22-25

Toyota Land Cruiser

75

OVERALL SCORE

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota's flagship SUV has the same smooth and

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



PRICE \$84,765

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 68

MPG 14

Toyota Mirai

65

OVERALL
SCORE

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



PRICE \$58,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 61

MPG 67

Toyota RAV4

NA

OVERALL
SCORE

The popular RAV4 has been redesigned for 2019, highlighted by more muscular styling. The standard 2.5-liter four-cylinder



PRICE \$25,500-\$34,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

engine is paired with an eight-speed automatic transmission and produces 203 hp. The hybrid version feels energetic, with the electric drive producing immediate thrust from a standstill. The ride is taut and controlled. Handling is helped by reduced lean in corners and responsive steering. But the new RAV4 exhibits more engine noise than the previous one did. A new feature on all-wheel-drive versions is called Multi-Terrain Select and allows for different off-road modes. Fuel economy is estimated at 29 mpg and 39 mpg for the hybrid. Apple CarPlay compatibility is standard, as is forward collision warning with pedestrian detection, automatic emergency braking, lane departure warning, and lane keeping assist.

Toyota Prius

78

OVERALL
SCORE

In our tests the Prius returned 52 mpg overall, which is among the best mileage for a car that doesn't have to be plugged in. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, but the engine moans a bit when it kicks in. In addition, the seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get into and out of. Forward collision warning and automatic emergency braking are standard. The 2019 Prius has optional all-wheel drive, mild styling updates, and new trim names.



PRICE \$23,700-\$32,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 75

MPG 52

Toyota Sequoia

69

OVERALL
SCORE

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure.



PRICE \$48,700-\$67,635

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 60

MPG 15

The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. Recent updates brought an exterior freshening and a comprehensive suite of standard advanced safety features, including forward collision warning and automatic emergency braking.

Toyota Prius C

67

OVERALL
SCORE

This smaller, less expensive alternative to the regular Prius feels like a spartan subcompact with a hybrid powertrain. In the end, buyers pretty much get what they 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. But its 37 mpg in city driving 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. Automatic emergency braking is standard. Note that 2019 is the Prius C's final year.



PRICE \$21,530-\$22,955

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 55

MPG 43

Toyota Sienna

78

OVERALL
SCORE

As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6, but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantage over any other minivan. Forward collision warning, automatic emergency braking, lane departure warning with lane keeping assist, and adaptive cruise control are standard.



PRICE \$31,115-\$48,890

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 79

MPG 21

Toyota Prius Prime

78

OVERALL
SCORE

The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With styling that's slightly different from that of the regular Prius, the Prime can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Standard safety features include automatic emergency braking and lane keeping assist.



PRICE \$27,350-\$33,350

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 74

MPGe 133

Toyota Tacoma

45

OVERALL
SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, 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. Forward collision warning, automatic emergency braking, and lane departure warning are standard; blind spot warning and rear cross traffic warning are optional.



PRICE \$25,550-\$45,365

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 42

MPG 19

Toyota Tundra

66

OVERALL
SCORE

Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. Shoppers 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 is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



PRICE \$31,420-\$50,430

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 59

MPG 15

Volkswagen Beetle

58

OVERALL
SCORE

The Beetle coupe and convertible have a roomy enough interior and decent driving experience. Though the ride is compliant, it's a bit unsettled, moving around frequently. Handling is responsive but not sporty and gets sloppy when pushed to its limits, despite the electronic stability control. The 1.8-liter turbocharged four-cylinder engine that we tested provided strong, effortless acceleration. It has been replaced by a 2.0-liter turbo engine for 2018. Wind noise is excessive, however, and rear visibility is severely hampered. Versions with the manual transmission have an awkward driving position because of the long clutch-pedal travel and wide center console. Blind spot warning and rear cross traffic warning are standard for 2019, which is also the Beetle's final year.



PRICE \$20,895-\$29,995

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 59

MPG 27

Toyota Yaris

65

OVERALL
SCORE

This Yaris sedan is nicely equipped and makes an ideal first set of wheels or economical commuter car that's light on fuel budgets and a snap to park. Power comes from a smooth and quiet 1.5-liter four-cylinder Mazda engine that, however, isn't brimming with power. The well-matched gearing of the six-speed automatic downshifts promptly, delivering responsive acceleration. Fuel economy is an excellent 35 mpg overall. Handling is agile and more engaging than many competing models. The ride isn't harsh, but the cabin can get loud, especially on the highway. All versions come with a comprehensive touch-screen infotainment system, but Apple CarPlay and Android Auto are not available. City-speed automatic emergency braking is standard. The Yaris hatchback has been discontinued.



PRICE \$15,450-\$18,550

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 60

MPG 35

Volkswagen Golf

74

OVERALL
SCORE

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. The all-wheel-drive Golf R is a step up from the GTI in terms of performance. An all-electric eGolf is also available. For 2019, the 1.8-liter turbo engine is replaced by a 147-hp 1.4-liter turbo, mated to an eight-speed automatic transmission. That powertrain returned 34 mpg overall in our tested Jetta. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are standard.



PRICE \$21,845-\$41,995

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 82

MPG 28

Volkswagen Arteon

NA

OVERALL
SCORE

The Arteon is Volkswagen's flagship sedan and a replacement for the sleek, coupe-like CC. In addition to a more athletic look, its larger interior addresses one of the main complaints we had about the CC. All trims are powered by a 268-hp, 2.0-liter turbocharged four-cylinder engine paired with an eight-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is available. Inside, an 8-inch touch screen featuring Android Auto and Apple CarPlay compatibility comes standard. Available high-end options include a massaging driver's seat and a "digital cockpit" display. Safety features, including forward collision warning, automatic emergency braking, blind spot warning, adaptive cruise control, an overhead camera, and lane keeping assist, are available.



PRICE \$37,000-\$45,000E

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Volkswagen Golf Alltrack

86

OVERALL
SCORE

Volkswagen turned the Golf wagon into the Alltrack small-SUV alternative by giving it 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 car feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter turbo four-cylinder engine. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space, and desirable features such as automatic climate control and power seats come only on the top trim. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard for 2019.



PRICE \$26,895-\$36,095

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 89

MPG 25

Volkswagen Atlas

62

OVERALL
SCORE

Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Beginning with the 2019 model year, forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist are standard.



PRICE \$30,895-\$48,395

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 84

MPG 20

Volkswagen GTI

69

OVERALL
SCORE

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



PRICE \$27,595-\$36,170

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 82

MPG 29

Volkswagen Jetta

69

OVERALL
SCORE

The new Jetta has easy-to-use controls, great fuel economy, good cabin room, and the availability of upscale features. The 147-hp, 1.4-liter turbocharged four-cylinder that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration upon demand. Fuel economy is excellent at 34 mpg overall, matching VW's diesel offerings from a decade ago. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is relatively quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. A number of advanced safety features, including automatic emergency braking, forward collision warning, and blind spot warning, are available.



PRICE \$18,745-\$27,695

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 78

MPG 34

Volkswagen Passat

79

OVERALL
SCORE

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The sole powertrain is now a 2.0-liter turbocharged four-cylinder that's mated to a six-speed automatic transmission. Our drivers found the front seats to be very accommodating, and rear-seat occupants will appreciate the extra-spacious cabin. The trunk is huge, perfect to carry the luggage for a long trip. Improved interior fit and finish is a plus. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard. The redesigned 2020 Passat goes on sale this summer and uses the same powertrain as the current model. Its exterior and interior styling isn't a radical departure.



PRICE \$25,295-\$29,995

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 82

MPG 28

Volkswagen Tiguan

67

OVERALL
SCORE

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



PRICE \$24,295-\$38,895

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 84

MPG 25

Volvo S60

NA

OVERALL
SCORE

The redesigned S60 sedan and V60 wagon are quiet, have an uncluttered and elegant interior, and comfortable seats. The T5 uses an energetic 250-hp, turbo four-cylinder engine that drives the front wheels. The T6 brings all-wheel drive, plus a 316-hp four-cylinder that is both turbocharged and supercharged. The premium offering is a 400-hp plug-in hybrid with standard all-wheel drive. All engines are paired to an eight-speed automatic transmission. The S60 comes standard with City Safety that has automatic emergency braking with the ability to recognize and respond to pedestrians and cyclists. Blind spot warning and rear cross traffic warning are also available. Unfortunately, the S60 also has Volvo's unintuitive infotainment system, which we found frustrating to use in other recent Volvo models.



PRICE \$35,800-\$56,395

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE NA

MPG NA

Volvo S90

56

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. 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. The V90 is the wagon version.



PRICE \$48,100-\$68,150

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 73

MPG 23

Volvo XC40

59

OVERALL
SCORE

The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Automatic emergency braking is standard. Other available features include rear cross traffic warning with braking assist, a 360-degree camera, and Volvo's Pilot Assist driver assist system, which combines adaptive cruise control and lane keeping assist.



PRICE \$33,700-\$40,250

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 71

MPG 24

Volvo XC60

73

OVERALL
SCORE

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



PRICE \$39,800-\$61,050

RELIABILITY ⬆

SATISFACTION ⬆

ROAD-TEST SCORE 79

MPG 23

Volvo XC90

62

OVERALL
SCORE

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



PRICE \$47,700-\$104,900

RELIABILITY ⬇

SATISFACTION ⬆

ROAD-TEST SCORE 84

MPG 20

Used Car Winners + Losers

Used cars can bring a level of poshness and performance within the reach of many who couldn't otherwise afford it. But that won't mean much if the car you choose is always in the shop. To help you find a model that's

built to last, consult our lists of the most- and least-reliable used vehicles from the past decade, based on the data from the hundreds of thousands of responses to CR's exclusive Auto Survey.

HOW WE EVALUATE USED CARS

Best used cars: We selected the most-reliable models from the 2009 through 2018 model years based on vehicle problems reported by CR members in our exclusive Auto Survey. Then we eliminated any model without available electronic stability control (ESC), a key safety feature that became federally mandated in 2012.

Worst used cars: The reliability of these 2009 to 2018 models is well-below average based on the same Auto Survey results.





WORST USED CARS

Listed alphabetically by brand and model, these 136 vehicles have a record of much-worse-than-average reliability for the years shown based on member responses to our exclusive Auto Survey.

ACURA

MDX '16
TLX '15-16

ALFA ROMEO

Giulia '17

AUDI

A4 '09-11
Q5 '11
Q7 '15

BMW

1 Series '11, '13
2 Series '18
3 Series '09, '11, '18
5 Series '10-12, '17
X1 '16
X3 '11-13
X5 '11-13

BUICK

Enclave '09-12, '18
Encore '14
Regal '11
Verano '16

CADILLAC

ATS '16
CT6 '17
CTS '16
DTS '10
Escalade '15-17
SRX '13-14
XT5 '17-18
XTS '13-15

CHEVROLET

Camaro '17
Colorado '17-18
Corvette '18

CHEVROLET (CONTINUED)

Cruze '11-14
Equinox '10-11
HHR '09
Malibu '10-11, '16
Silverado 1500 '17
Silverado 2500HD '11, '14, '16-18
Silverado 3500HD '15, '17
Sonic '12-13
Suburban '15
Tahoe '09, '15
Traverse '09-11, '18
Trax '17
Volt '15, '17

CHRYSLER

200 '15
300 '13-14, '17
Pacifica '17-18
Town & Country '09-11

DODGE

Challenger '17
Charger '17
Dart '13
Durango '11-12, '15-16
Grand Caravan '09-11
Journey '14-15

FIAT

500 '12-13, '15

FORD

C-MAX '18
Expedition '10, '13
Explorer '15-16
F-150 '18
F-350 '11, '15, '18
Fiesta '11-12, '14-15

FORD (CONTINUED)

Focus '12-17
Fusion '17
Mustang '15-17
Transit '16

GMC

Acadia '09-16
Canyon '17-18
Sierra 1500 '17
Sierra 2500HD '11, '14, '16-18
Sierra 3500HD '15, '17
Terrain '10-11
Yukon '09, '15
Yukon XL '15

HONDA

Clarity '18
Odyssey '18
Ridgeline '18

HYUNDAI

Genesis '10
Sonata '11
Tucson '16-17

INFINITI

JX '13
Q50 '17
Q70 '15
QX60 '14

JAGUAR

F-Pace '17-18

JEEP

Cherokee '14-16
Compass '18
Grand Cherokee '11-15
Liberty '12
Patriot '14-15

JEEP (CONTINUED)

Renegade '15-16
Wrangler '09, '11-13
Wrangler JK '18

KIA

Cadenza '17
Optima '12

LINCOLN

MKZ '17

MAZDA

5 '10
CX-3 '17

MERCEDES-BENZ

C-Class '15, '18
E-Class '09, '18
GLC '16-17
GL-Class '14, '16
M-Class '10
S-Class '16

MINI

Cooper '09-14, '16
Cooper Clubman '09-14, '16
Cooper Countryman '12, '14

MITSUBISHI

Outlander '15
Outlander Sport '15

NISSAN

Leaf '16
Pathfinder '14-15
Quest '12
Rogue '09
Sentra '13, '15
Titan '17
Versa Hatchback '10

PORSCHE

Boxster '14
Cayenne '13, '16
Macan '15

RAM

1500 '16, '18
2500 '12-16
3500 '16-17

SATURN

Outlook '09
Vue '09

SUBARU

Impreza '09
Legacy '09
WRX '15-16

TESLA

Model S '17-18
Model X '16-18

VOLKSWAGEN

Atlas '18
Golf '18
GTI '16, '18
Jetta '11, '13
Jetta SportWagen '12
Passat '14, '18
Tiguan '09, '11-13
Touareg '14

VOLVO

C70 '11, '13
S90 '17
XC90 '16-17

BEST USED CARS

These 115 models did well in our tests when new, demonstrate above-average reliability, and have available electronic stability control (ESC), a key safety feature that CR recommends buyers look for when shopping for a used car. Models highlighted in green are the best of the best, with much-better-than-average reliability for most years.

CARS: SUBCOMPACT

	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18
HONDA FIT										
Hyundai Accent										
Nissan Versa Hatchback										
Toyota Corolla iM										
Toyota Prius C										
Toyota Yaris										
Toyota Yaris iA										

CARS: COMPACT

	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18
Ford Focus										
HONDA CIVIC										
Hyundai Elantra										
Kia Forte										
Kia Soul										
MAZDA3										
Nissan Leaf										
Pontiac Vibe										
SCION XB										
Subaru Impreza										
TOYOTA COROLLA										
Toyota Matrix										
TOYOTA PRIUS										
Volkswagen Jetta										

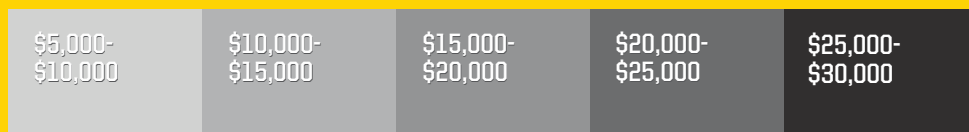
CARS: MIDSIZE AND LARGE

	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18
Chevrolet Impala										
Ford Taurus										
HONDA ACCORD										
Hyundai Azera										
Hyundai Sonata										
Kia Optima										
MAZDA6										
Nissan Altima										
Nissan Maxima										
Subaru Legacy										
TOYOTA AVALON										
TOYOTA CAMRY										
Volkswagen Passat										

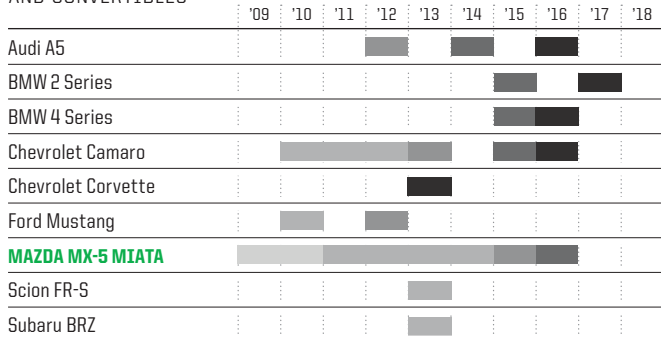
CARS: LUXURY

	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18
Acura ILX										
ACURA TL										
ACURA TSX										
Audi A4										
BMW 3 Series										
Buick LaCrosse										
Buick Regal										
Buick Verano										
INFINITI G										
Infiniti M										
LEXUS CT 200H										
LEXUS ES										
LEXUS GS										
Lexus IS										
LEXUS LS										
Lincoln MKZ										
Mercedes-Benz C-Class										
Mercedes-Benz E-Class										
Volvo S60										

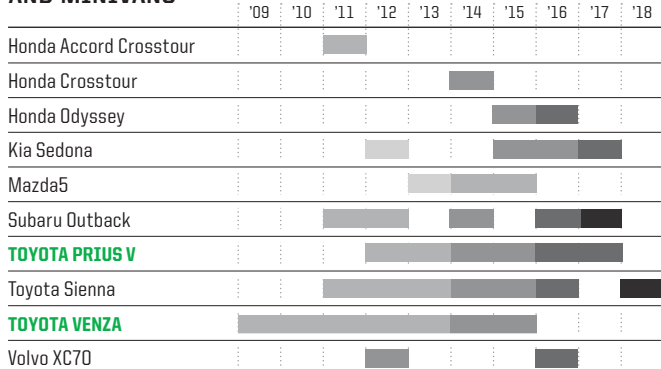
PRICES



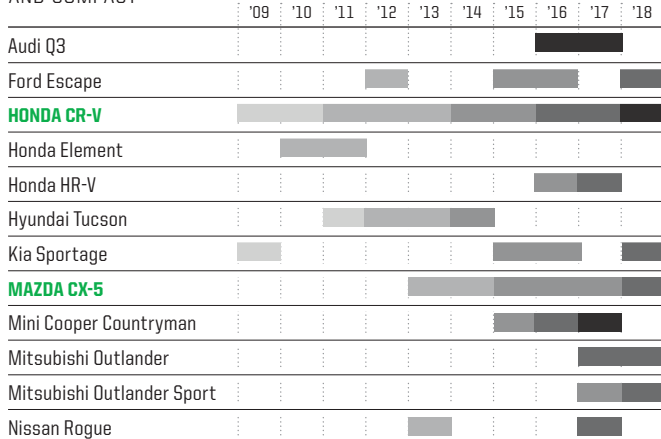
CARS: SPORTS CARS
AND CONVERTIBLES



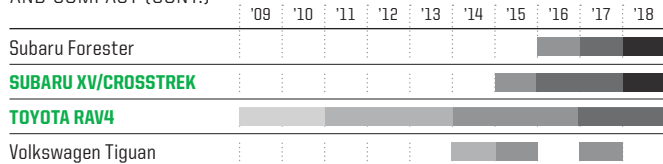
WAGONS AND MINIVANS



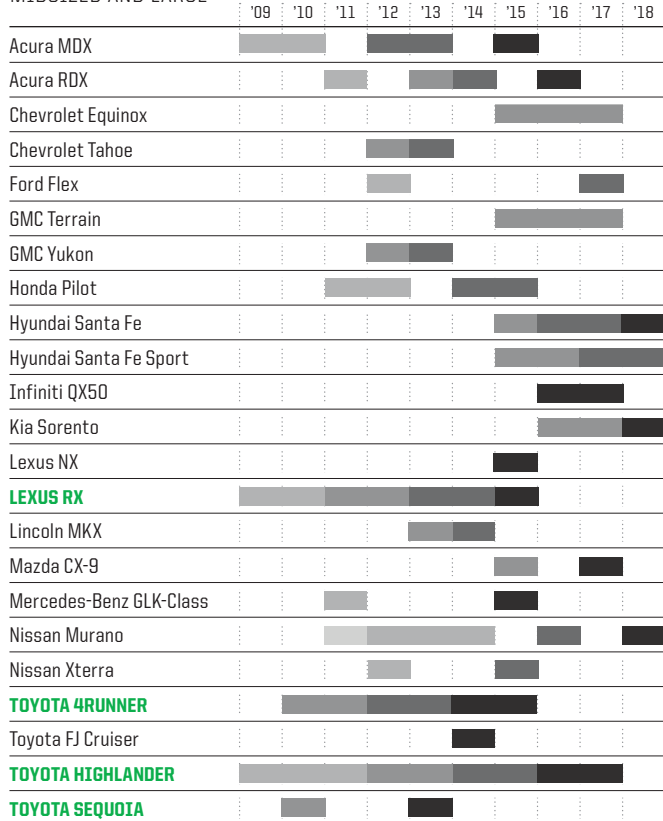
SUVs: SUBCOMPACT
AND COMPACT



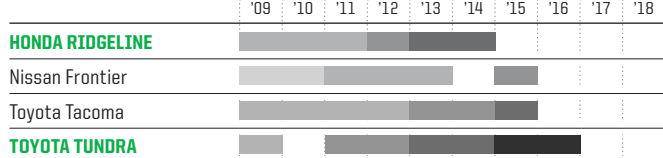
SUVs: SUBCOMPACT AND COMPACT (CONT.)



SUVs:
MIDSIZE AND LARGE



PICKUP TRUCKS



Reliability: New+Used Cars

Reliability is a top priority for prospective car buyers—95 percent of them say it's an extremely or very important consideration when purchasing an auto, according to a recent national survey conducted by CR. We've analyzed data on 17 essential systems and potential problem areas drawn from reports on 470,000 vehicles to help guide you to the most trouble-free used cars and the new cars that are most likely to hold up well in the long run. —*Jonathan Linkov*

HOW TO READ OUR RELIABILITY CHARTS

Reliability charts are based on the latest results from CR's exclusive Auto Survey, in which members reported any serious problems they had with their vehicles in the past 12 months.

New Model Prediction

This is our prediction of how a 2019 or early 2020 model is likely to hold up. It's calculated by tracking the average of a model's used-car reliability for the past three years, provided the vehicle didn't change significantly during that time. (We might make a calculation based on one or two years' data if the model was redesigned in 2018 or 2017.) When we lack data, we predict reliability for new cars by using the reliability history for the brand and similar models.

Owner Reliability (Used Cars)

This rating indicates 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 our members in the 17 trouble spots listed on the next page. (Problems that are more serious, such as major engine and transmission categories, can be more expensive to repair and are given extra weight in our owner reliability scoring.)

Trouble Spots

These scores are based on the percentage of respondents who reported problems for each trouble spot, compared with the average of all models of that year. Models that score a 🚩 suffer a higher rate of problems than the average model; models that score a 🟢 are not necessarily trouble-free, but had relatively fewer problems. We assign a 🚩 or a 🟢 when a model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent, it will be assigned a 🟢 or 🟢, respectively.

Gray shading indicates the year when a model was introduced or redesigned. An empty column means the model was not sold that year. A column of asterisks (*) indicates that there is insufficient reliability data for that year.



THE DATA BEHIND OUR TROUBLE-SPOT SCORES

The table below represents the average problem rates reported for all vehicles in a given model year, based on data from CR's exclusive Auto Survey. It's broken down by trouble spot and expressed as a rounded percentage so that you can see at a glance which spots are more problematic in each year. Trouble-spot scores are based on whether a particular model has more or fewer problems than the average vehicle from the same model year. For example, in 2012, 4 percent of vehicles, on average, had power equipment problems. The Audi A6 (on page 88) scores a 🚩 (Much Worse Than Average) because 7.1 percent had a problem in this area. At the other end of the spectrum, 3 percent of vehicles, on average, had suspension problems in 2012. The 2012 BMW 3 Series has a score of 🟢 (Much Better Than Average) because 0 percent of its owners reported a suspension problem.

AVERAGE PROBLEM RATES

MODEL YEAR	11	12	13	14	15	16	17	18
Engine, Major	2	1	1	1	<1	<1	<1	<1
Engine, Minor	3	2	1	1	1	1	<1	<1
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1
Trans., Major	1	1	1	1	1	<1	<1	<1
Trans., Minor	1	2	1	1	1	1	1	<1
Drive System	2	2	2	1	1	1	1	<1
Fuel System	2	2	2	1	1	1	1	<1
Electrical	2	1	1	<1	<1	<1	<1	<1
Climate System	4	3	2	2	2	1	1	<1
Suspension	4	3	2	2	1	1	1	<1
Brakes	4	3	2	2	1	1	1	<1
Exhaust	1	1	<1	<1	<1	<1	<1	<1
Paint/Trim	2	2	2	1	1	1	1	<1
Noises/Leaks	3	2	2	2	2	2	1	1
Body Hardware	1	1	1	1	1	1	<1	<1
Power Equipment	4	4	3	3	2	2	1	1
In-Car Electronics	2	2	3	3	3	3	2	1

17 TROUBLE SPOTS & WHAT EACH INCLUDES

Engine, Major

Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor

Oil or fuel leaks, accessory belts and pulleys, engine mounts, engine computer, engine knock or ping.

Engine, Cooling

Radiator, cooling fan, antifreeze leaks, water pump, thermostat overheating.

Transmission, Major

Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor

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

Drive System

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

Fuel System

Sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), fuel cap, fuel gauge/sender, fuel injection system, fuel pump.

Electrical

Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

Climate System

Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension

Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes

Premature wear, 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, USB port, remote engine start, alarm or security system.



































































































































































































































































































































In-Car Electronics

Audio systems, entertainment systems, navigation system, backup camera/sensors, phone pairing, voice commands, steering wheel controls.

Acura - Chevrolet

	Acura MDX								Acura RDX								Acura TL, TLX								Acura TSX								Audi A3													
New Model Prediction	WORSE THAN AVERAGE 🟡								WORSE THAN AVERAGE 🟡								AVERAGE 🟡								DISCONTINUED								AVERAGE 🟡													
MODEL YEARS	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18						
TROUBLE SPOTS	Engine, Major	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢							
	Engine, Minor	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢						
	Engine, Cooling	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢					
	Transmission, Major	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢					
	Transmission, Minor	🟢	🟢	🟢	🟢	🟡	🟢	🔴	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢				
	Drive System	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟡	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢			
	Fuel System	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢			
	Electrical	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢			
	Climate System	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Suspension	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	
	Brakes	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	
	Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	
	Paint/Trim	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴
	Noises/Leaks	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴
	Body Hardware	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Power Equipment	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
In-Car Electronics	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	
Owner Reliability	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	

		Audi A4								Audi A5								Audi A6								Audi Q3								Audi Q5							
New Model Prediction		BETTER THAN AVERAGE 								BETTER THAN AVERAGE 								AVERAGE 								BETTER THAN AVERAGE 								AVERAGE 							
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18
TROUBLE SPOTS	Engine, Major																																								
	Engine, Minor																																								
	Engine, Cooling																																								
	Transmission, Major																																								
	Transmission, Minor																																								
	Drive System																																								
	Fuel System																																								
	Electrical																																								
	Climate System																																								
	Suspension																																								
	Brakes																																								

		Audi Q7								BMW 1 Series, 2 Series								BMW 3 Series								BMW 4 Series								BMW 5 Series							
New Model Prediction		BETTER THAN AVERAGE 								AVERAGE 								AVERAGE 								BETTER THAN AVERAGE 								WORSE THAN AVERAGE 							
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18
TROUBLE SPOTS	Engine, Major	*	*	*			*																																		
	Engine, Minor	*	*	*			*																																		
	Engine, Cooling	*	*	*			*																																		
	Transmission, Major	*	*	*			*																																		
	Transmission, Minor	*	*	*			*																																		
	Drive System	*	*	*			*																																		
	Fuel System	*	*	*				*																																	
	Electrical	*	*	*			*																																		
	Climate System	*	*	*			*																																		
	Suspension	*	*	*			*																																		
	Brakes	*	*	*			*																																		

BMW i3	BMW X1	BMW X3	BMW X5	Buick Enclave	Buick Encore
MUCH BETTER THAN AVERAGE	WORSE THAN AVERAGE	AVERAGE	AVERAGE	MUCH WORSE THAN AVERAGE	BETTER THAN AVERAGE
'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18











































































































































































































































































































































































































































Chevrolet - Genesis

		Chevrolet Corvette							Chevrolet Cruze							Chevrolet Equinox							Chevrolet Impala							Chevrolet Malibu																	
New Model Prediction		WORSE THAN AVERAGE 🟡							AVERAGE 🟡							AVERAGE 🟡							BETTER THAN AVERAGE 🟢							WORSE THAN AVERAGE 🟡																	
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18						
TROUBLE SPOTS	Engine, Major	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢				
	Engine, Minor	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Engine, Cooling	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Major	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Minor	*	*	🟢	🟢	🟢	🟡	🔴	🟢	🔴	🟡	🟢	🟢	🟢	🟢	🔴	🟠	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Drive System	*	*	🟢	🟢	🟢	🟢	🟡	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Fuel System	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Electrical	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Climate System	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Suspension	*	*	🟢	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Brakes	*	*	🟢	🟢	🟢	🟢	🟢	🔴	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Exhaust	*	*	🟢	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Paint/Trim	*	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🔴	🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Noises/Leaks	*	*	🟢	🟢	🟢	🟢	🔴	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
	Body Hardware	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Power Equipment	*	*	🟢	🔴	🔴	🟡	🟡	🔴	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	
In-Car Electronics	*	*	🟢	🔴	🔴	🟡	🟡	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	
Owner Reliability		🟢	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴	

[illegible]

	Chevrolet Trax								Chevrolet Volt								Chrysler 300								Chrysler Pacifica								Chrysler Town & Country							
New Model Prediction	WORSE THAN AVERAGE 🟡								WORSE THAN AVERAGE 🟡								WORSE THAN AVERAGE 🟡								MUCH WORSE THAN AVERAGE 🔴								DISCONTINUED							
MODEL YEARS	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18
TROUBLE SPOTS	Engine, Major				🟡	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢		
	Engine, Minor					🟡	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Engine, Cooling					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Transmission, Major					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Transmission, Minor					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*							🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Drive System					🟢	🟢	🟢	*	*	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*						🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Fuel System					🟢	🔴	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Electrical					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	🟡	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Climate System					🟢	🔴	🟢	*	*	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🔴	🔴	🔴	🟢	🟢	🟡	*						🟢	🟢	🟢	🔴	🔴	🟡	🟢	🟢		
	Suspension					🟢	🟢	🔴	*	*	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Brakes					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🔴	🟡	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Exhaust					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
	Paint/Trim					🟢	🟢	🔴	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢		
	Noises/Leaks					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟡	*						🟢	🟢	🔴	🟡	🟡	🟡	🟡	🟡		
	Body Hardware					🟢	🟢	🟢	*	*	🟢	🟢	🟢	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*						🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		
Power Equipment					🟡	🟢	🟢	*	*	🟢	🟢	🟡	🟡	🟡	🟡	🟢	🟢	🔴	🔴	🔴	🟢	🟢	🟡	*						🟡	🟢	🔴	🔴	🔴	🟡	🟡	🟡			
In-Car Electronics					🟡	🟢	🟢	*	*	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴	*							🔴	🔴	🔴	🟢	🟢	🟡	🟡	🟡		
Owner Reliability					🟡	🟡	🔴			🟢	🟢	🔴	🔴	🔴	🔴	🔴	🟢	🔴	🔴	🔴	🔴	🔴	🔴								🔴	🔴		🔴	🔴	🟡	🟡	🟡		

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Ford Flex	Ford Focus	Ford Fusion	Ford Mustang	Ford Taurus	Genesis G80
AVERAGE 	DISCONTINUED	WORSE THAN AVERAGE 	WORSE THAN AVERAGE 	MUCH BETTER THAN AVERAGE 	BETTER THAN AVERAGE 
'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18
       *	       	       	       	      * *	       
       *	       	       	       	      * *	       
       *	       	       	       	      * *	       
       *	      	       	       	      * *	       
       *	       	       	       	      * *	       
       *	       	       	       	      * *	       
       *	       	       	       	      * *	       
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       *	       	       	       	      * *	       
       *	       	 			

Genesis - Kia












































































































































































































































































































































































	Genesis G90	GMC Acadia	GMC Canyon	GMC Sierra 1500	GMC Sierra 2500HD
New Model Prediction	AVERAGE	WORSE THAN AVERAGE	WORSE THAN AVERAGE	WORSE THAN AVERAGE	MUCH WORSE THAN AVERAGE
MODEL YEARS	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18
TROUBLE SPOTS	Engine, Major				
	Engine, Minor				
	Engine, Cooling				
	Transmission, Major				
	Transmission, Minor				
	Drive System				
	Fuel System				
	Electrical				
	Climate System				
	Suspension				
	Brakes				
	Exhaust				
	Paint/Trim				
	Noises/Leaks				
	Body Hardware				
	Power Equipment				
	In-Car Electronics				
Owner Reliability					

	GMC Terrain	GMC Yukon	GMC Yukon XL	Honda Accord	Honda Civic
New Model Prediction	AVERAGE	AVERAGE	AVERAGE	AVERAGE	BETTER THAN AVERAGE
MODEL YEARS	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18
TROUBLE SPOTS	Engine, Major				
	Engine, Minor				
	Engine, Cooling				
	Transmission, Major				
	Transmission, Minor				
	Drive System				
	Fuel System				
	Electrical				
	Climate System				
	Suspension				
	Brakes				
	Exhaust				

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





















Kia - Mini

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		Kia Soul								Kia Sportage								Lexus CT 200h								Lexus ES								Lexus GS										
New Model Prediction		BETTER THAN AVERAGE 								AVERAGE 								DISCONTINUED								BETTER THAN AVERAGE 								BETTER THAN AVERAGE 										
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18			
TROUBLE SPOTS	Engine, Major												*									*	*																*	*				
	Engine, Minor												*									*	*																					
	Engine, Cooling												*									*	*																					
	Transmission, Major													*								*	*																					
	Transmission, Minor													*									*	*																				
	Drive System													*									*	*																				
	Fuel System													*									*	*																				
	Electrical													*								*	*																					
	Climate System													*									*	*																				
	Suspension													*									*	*																				
	Brakes																																											







		Lexus GX							Lexus IS							Lexus LS							Lexus NX						Lexus RX																			
New Model Prediction		BETTER THAN AVERAGE 🟢							BETTER THAN AVERAGE 🟢							BETTER THAN AVERAGE 🟢							MUCH BETTER THAN AVERAGE 🟡						BETTER THAN AVERAGE 🟢																			
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18							
TROUBLE SPOTS	Engine, Major	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Engine, Minor	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Engine, Cooling	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Major	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Minor	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Drive System	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Fuel System	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Electrical	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Climate System	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Suspension	*	*	*	🔴	🔴	🟢	🟢	🟢	🟡	🟡	🔴	🟢	🟢	🟢	🟢	🟢	*	🔴	🟡	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Brakes	*	*	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	*	🔴	🟢	🔴	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Exhaust	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Paint/Trim	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Noises/Leaks	*	*	*	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟡	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢
	Body Hardware	*	*	*	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟡					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Power Equipment	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟡	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
In-Car Electronics	*	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟡	🟢	*	🟢	🟢	🔴	🟢	🟢	🟢	🟢	*					🟡	🔴	🟡	🟢					🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Owner Reliability					🟢	🟢	🟢	🟡					🟢	🟢	🟢	🟡															🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	







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		Mitsubishi Outlander								Nissan Altima								Nissan Frontier								Nissan Juke								Nissan Leaf																																																																																																																																																																			
New Model Prediction		BETTER THAN AVERAGE 								AVERAGE 								AVERAGE 								DISCONTINUED								AVERAGE 																																																																																																																																																																			
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18																																																																																																																																																												
TROUBLE SPOTS	Engine, Major																																																																																																																																																																																																				

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	Porsche 911								Porsche Macan								Ram 1500								Ram 2500								Subaru Forester																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
New Model Prediction	AVERAGE 🟡								AVERAGE 🟡								WORSE THAN AVERAGE 🟠								WORSE THAN AVERAGE 🟠								BETTER THAN AVERAGE 🟢																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
MODEL YEARS	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
TROUBLE SPOTS	Engine, Major	*	*	⬆️	⬆️	*	*	⬆️	⬆️					⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️

Subaru Impreza	Subaru Legacy	Subaru Outback	Subaru XV, Crosstrek	Tesla Model 3	Tesla Model S
AVERAGE 	BETTER THAN AVERAGE 	BETTER THAN AVERAGE 	MUCH BETTER THAN AVERAGE 	WORSE THAN AVERAGE 	WORSE THAN AVERAGE 
'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18

Tesla Model X	Toyota 4Runner	Toyota Avalon	Toyota Camry	Toyota Corolla	Toyota Highlander
MUCH WORSE THAN AVERAGE 	BETTER THAN AVERAGE 	MUCH BETTER THAN AVERAGE 	BETTER THAN AVERAGE 	BETTER THAN AVERAGE 	MUCH BETTER THAN AVERAGE 
'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18

Toyota Prius	Toyota Prius C	Toyota Prius Prime	Toyota Prius V	Toyota RAV4	Toyota Sequoia
MUCH BETTER THAN AVERAGE 	MUCH BETTER THAN AVERAGE 	MUCH BETTER THAN AVERAGE 	DISCONTINUED	BETTER THAN AVERAGE 	BETTER THAN AVERAGE 
'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18	'11 '12 '13 '14 '15 '16 '17 '18

Toyota - Volvo

[illegible]

		Volkswagen Golf							Volkswagen Golf Alltrack							Volkswagen GTI							Volkswagen Jetta							Volkswagen Passat													
New Model Prediction		AVERAGE 🟡							BETTER THAN AVERAGE 🟢							WORSE THAN AVERAGE 🟠							AVERAGE 🟡							BETTER THAN AVERAGE 🟢													
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18		
TROUBLE SPOTS	Engine, Major				*	🟢	🟢	🟢	🟢								🟢	🟢	*	🔴	*	*	🟢	🟢	🟢	🟢	🔴	🟠	🔴	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢		
	Engine, Minor	🟠	🟢	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🔴	*	*	🟢	🟢	🟢	🟢	🔴	🟠	🔴	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Engine, Cooling	🟢	🟢	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟡	*	*	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Major	🟢	🟡	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟠	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Transmission, Minor	🟢	🟡	🟢	*		🟢	🟡	🟢								🟢	🟢	*	🟢	*	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Drive System	🟡	🟢	🟢	*		🟡	🟢	🟡								🟢	🟢	*	🟢	*	*	🟢	🟡	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	
	Fuel System	🔴	🔴	🔴	*		🟡	🟡	🟡								🟢	🟢	*	🟡	🟡	*	*	🟢	🟠	🟢	🟢	🔴	🔴	🔴	🟢	🟢	🟢	🟢	*		🔴	🔴	🟢	🟢	🟢	🟢	
	Electrical	🟢	🟢	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟡	🟡	*	*	🟢	🟢	🟢	🟢	🟡	🟢	🔴	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	
	Climate System	🟠	🔴	🟢	*		🟠	🟢	🟡								🟢	🟢	*	🔴	*	*	🟡	🟢	🟢	🔴	🟡	🔴	🔴	🟢	🟢	🟢	🟢	🟢	*		🟠	🔴	🔴	🟢	🟢	🟢	🟢
	Suspension	🟠	🟡	🟢	*		🟢	🟡	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	🟢	🟢	*		🟠	🔴	🟢	🟢	🟢	🟡	
	Brakes	🟢	🟡	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🔴	🔴	🟢	🟢	🟡	🟢	🟢	🟢	*		🟠	🔴	🟡	🟢	🟢	🟢	🟢
	Exhaust	🟢	🔴	🔴	*		🟢	🟢	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🔴	🔴	🟢	🟢	🟡	🟢	🟢	🟢	*		🟢	🟡	🟡	🟢	🟢	🟢	🟢
	Paint/Trim	🔴	🔴	🔴	*				🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Noises/Leaks	🟢	🔴	🟢	*		🟢	🔴	🟢							🟡	🟢		*	🟢	*	*	🟡	🔴	🟠	🟢	🔴	🟠	🟢	🟡	🟡	🟢	🟢	🟢	*		🟢	🟢	🟡	🟡	🟢	🟢	🟢	
Body Hardware	🟢	🟢	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🟢	🟠	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🔴	🟢	🟢	🟢	🟢	
Power Equipment	🟢	🟢	🟢	*		🟠	🟡	🟢								🟢	🟢	*	🟢	*	*	🟠	🟠	🟡	🟢	🔴	🟡	🟡	🟡	🟢	🟢	🟢	🟢	*		🔴	🔴	🟢	🟡	🟢	🟢	🟢	
In-Car Electronics	🔴	🟡	🟢	*		🟢	🟢	🟢								🟢	🟢	*	🟢	*	*	🟢	🟢	🟢	🟢	🔴	🟢	🟡	🟡	🟢	🟡	🟢	🟢	*		🔴	🔴	🔴	🟡	🟢	🟢	🟢	
Owner Reliability		🟡	🟡	🟢		🟠	🟠	🔴								🟢	🟢		🟠			🟡	🔴	🔴	🔴	🔴	🔴	🟡	🟡	🟡	🟢	🟢			🟡	🔴	🔴	🟡	🟢	🔴	🔴		

		Volkswagen Tiguan								Volvo S60								Volvo XC60								Volvo XC70								Volvo XC90											
New Model Prediction		WORSE THAN AVERAGE 🟡								WORSE THAN AVERAGE 🟡								AVERAGE 🟡								DISCONTINUED								MUCH WORSE THAN AVERAGE 🟢											
MODEL YEARS		'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18	'11	'12	'13	'14	'15	'16	'17	'18				
TROUBLE SPOTS	Engine, Major	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	*	🟡	🟢	🟢	🟡	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟢	*	🟡				*	*	*	*	*	🟢	🟢	🟢	🟢
	Engine, Minor	🔴	🔴	🟡	🟡	🟢	🟢	🟡	🟢	*	🟡	🟢	🔴	🔴	🟢	🟢	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	*	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢	
	Engine, Cooling	🟡	🔴	🟡	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢	*	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢	
	Transmission, Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	*	🟢	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢
	Transmission, Minor	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢	
	Drive System	🟢	🟡	🔴	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢	*	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢	
	Fuel System	🟢	🔴	🔴	🔴	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🔴	🟢	🟢	*	🟢					*	*	*	*	*	🟢	🔴	🟢	🟢	
	Electrical	🔴	🔴	🔴	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟡	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	*	🟢					*	*	*	*	*	🟢	🔴	🟢	🟢	
	Climate System	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🔴	🔴	🔴	🔴	🟢	🟢	🟢	*	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🔴	🟢	🟡	*	🟢	🟢					*	*	*	*	*	🔴	🟡	🟢	🟢
	Suspension	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🔴	🔴	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	*	🟢	🟢					*	*	*	*	*	🔴	🟢	🟢	🟢
	Brakes	🟡	🟢	🟢	🟡	🔴	🔴	🟢	🟢	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢					*	*	*	*	*	🔴	🟡	🟢	🟢	
	Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢					*	*	*	*	*	🔴	🟡	🟢	🟢	
	Paint/Trim	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🔴					*	*	*	*	*	🟢	🟡	🟢	🟢
	Noises/Leaks	🔴	🔴	🔴	🟢	🟢	🟡	🔴	🟢	*	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🔴	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🔴	*	🟡					*	*	*	*	*	🔴	🟢	🟢	🟢	
	Body Hardware	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	*	🟢	🟡	🟢	🟢	🟢	🟢	🟢	*	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	*	🟢	🟢					*	*	*	*	*	🟢	🟢	🟢	🟢
Power Equipment	🔴	🟡	🟡	🟡	🟢	🔴	🟢	🟡	*	🟢	🔴	🔴	🔴	🟢	🟢	🟢	*	🟢	🟡	🟡	🟢	🔴	🔴	🟢	🟢	🟢	🟢	🟡	🟡	🟡	*	🟢					*	*	*	*	*	🔴	🟢	🟢	🟢
In-Car Electronics	🔴	🟢	🔴	🟢	🟢	🔴	🟢	🟢	*	🟡	🟢	🟢	🔴	🔴	🔴	🔴	*	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🟢	🟢	🟢	🟢	*	🔴	🟢					*	*	*	*	*	🔴	🔴	🔴	🟡	
Owner Reliability		🔴	🔴	🔴	🟢	🟢	🟡	🟢	🔴		🟡	🟢	🟡	🟡	🟢	🟢			🟡	🟢	🟡	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟡										🔴	🔴	🔴	🟡	

Driving by Gender

What do women—and men—want in a car? We let the data do the talking.

WHO'S MORE KEEN TO GO GREEN?

LIKELY TO BUY A **HYBRID** AS THEIR NEXT VEHICLE

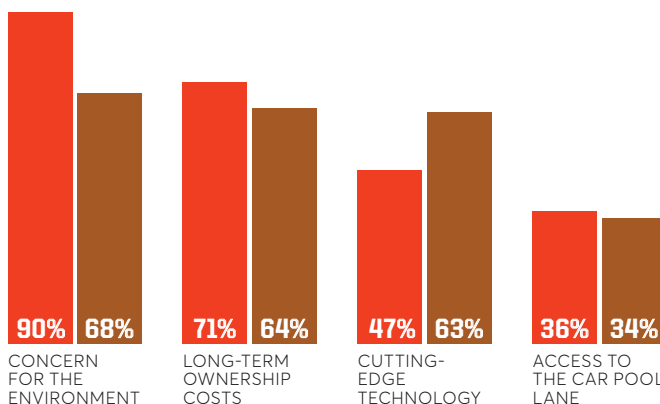


LIKELY TO BUY AN **ELECTRIC** MODEL AS THEIR NEXT VEHICLE

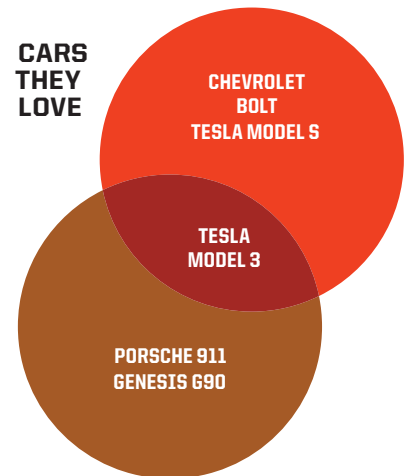


REASONS FOR BUYING AN ELECTRIC VEHICLE

Source: AAA 2018 Electric Vehicle Consumer Survey.



CARS THEY LOVE

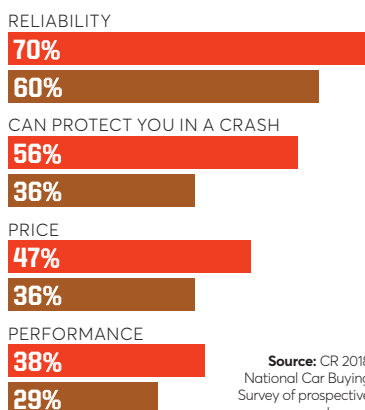


CARS THEY HATE

HYUNDAI TUCSON **NISSAN SENTRA**
JEEP CHEROKEE **ACURA ILX**
CHEVROLET CRUZE **LEXUS IS**

Source: 2018 Consumer Reports Auto Survey.

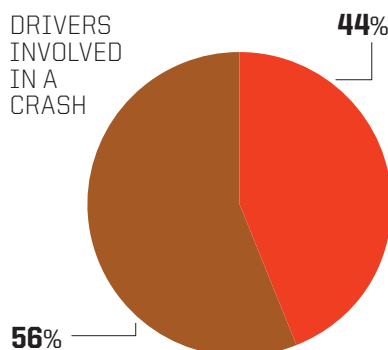
WHAT'S EXTREMELY IMPORTANT WHEN BUYING A CAR?



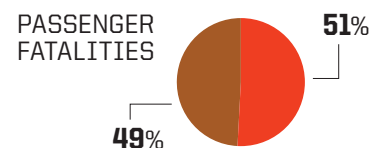
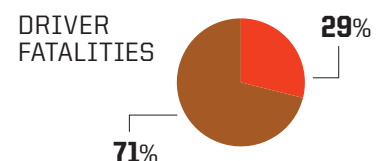
Source: CR 2018 National Car Buying Survey of prospective car buyers.

WHO'S MORE SAFETY-CONSCIOUS?

Women are more concerned about safety features, but maybe men ought to be: They are far more often a victim in fatal car crashes, especially when they're the driver.



Source: NHTSA data from 2016 (latest available).



Source: IIHS data from 2017 (latest available).

Build & Buy solves the car-buying puzzle

Save money, access our prescreened network of dealers, and see CR recommendations along with way! The deal you want is out there—in fact, car buyers save an average of \$3,101* off MSRP when they use the Build & Buy Car Buying Service®.



SEARCH for the car you want and see what others paid



COMPARE real pricing from participating dealers



LOCATE the dealership from our prescreened network of over 15,000



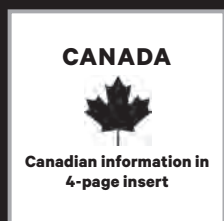
SAVE and drive home your car and your savings!

See how much YOU can save at cr.org/buildandbuy

CR Consumer Reports®

*Between 7/1/17 and 9/30/17, the average savings off MSRP presented by Participating Dealers to users of the Build & Buy Car Buying Service, based on users who configured virtual vehicles and who TrueCar identified as purchasing a new vehicle of the same make and model listed on the certificate from a Participating Dealer as of 10/31/2017, was \$3,101, including applicable vehicle-specific manufacturer discounts. Your actual savings may vary based on multiple factors, including the vehicle you select, region, dealer, and applicable vehicle-specific manufacturer incentives, which are subject to change. The MSRP is determined by the manufacturer, and may not reflect the price at which vehicles are generally sold in the dealer's trade area as not all vehicles are sold at MSRP. Each dealer sets its own pricing. Neither TrueCar nor Consumer Reports brokers, sells, or leases motor vehicles.

CRM94PZN



Canada Extra

2019 Model Prices

THE PRICES below are for the models featured in the vehicle profiles that begin on page 48 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 dropped for Canada, or the features offered for a trim line might differ somewhat from those offered for the U.S. version. For more information, contact the manufacturer using the information found on page 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.

Make & Model	Price Range
ACURA	
Acura ILX	\$29,990–\$35,390
Acura MDX	\$54,390–\$69,990
Acura RDX	\$43,990–\$54,990
Acura RLX	\$69,990
Acura TLX	\$36,190–\$51,190
ALFA ROMEO	
Alfa Romeo Giulia	\$47,845–\$89,845
Alfa Romeo Stelvio	\$53,345–\$95,000
AUDI	
Audi A3	\$33,400–\$51,800
Audi A4	\$39,800–\$52,600
Audi A5	\$48,400–\$67,450
Audi A6	\$68,200–\$75,800
Audi A7	\$78,000–\$85,600
Audi A8	\$97,800
Audi E-Tron	NA
Audi Q3	NA
Audi Q5	\$45,300–\$55,600
Audi Q7	\$64,350–\$77,800

Make & Model	Price Range
Audi Q8	\$81,200–\$88,800
Audi TT	NA
BMW	
BMW 2 Series	\$38,450–\$58,200
BMW 3 Series	\$45,900–\$59,450
BMW 4 Series	\$53,250–\$72,700
BMW 5 Series	\$63,500–\$84,000
BMW 6 Series	\$92,700–\$103,900
BMW 7 Series	\$117,750–\$168,950
BMW 8 Series	\$123,500–\$131,500
BMW i3	NA
BMW X1	\$41,500
BMW X2	\$42,500–\$49,200
BMW X3	\$49,250–\$62,750
BMW X4	\$53,000–\$66,000
BMW X5	\$71,500–\$86,000
BMW X6	\$74,350–\$90,850
BMW X7	\$92,500–\$110,000
BMW Z4	NA

Make & Model	Price Range
BUICK	
Buick Cascada	not sold in Canada
Buick Enclave	\$48,100–\$62,100
Buick Encore	\$26,400–\$33,700
Buick Envision	\$38,300–\$49,300
Buick LaCrosse	\$38,045–\$52,945
Buick Regal	\$32,045–\$44,045
CADILLAC	
Cadillac ATS	NA
Cadillac CT6	\$62,995–\$99,195
Cadillac CTS	\$50,695–\$94,195
Cadillac Escalade	\$87,495–\$110,295
Cadillac XT4	\$34,400–\$42,795
Cadillac XT5	\$44,795–\$72,195
Cadillac XTS	\$51,705–\$78,965
CHEVROLET	
Chevrolet Blazer	\$35,700–\$48,700
Chevrolet Bolt	\$44,800–\$49,800
Chevrolet Camaro	\$29,145–\$77,545
Chevrolet Colorado	\$23,000–\$47,200

Make & Model	Price Range
CHEVROLET <i>Continued</i>	
Chevrolet Corvette	\$65,095–\$143,595
Chevrolet Cruze	\$21,095–\$27,395
Chevrolet Equinox	\$26,700–\$38,400
Chevrolet Impala	\$31,545–\$43,245
Chevrolet Malibu	\$25,195–\$36,195
Chevrolet Silverado 1500	\$35,000–\$66,100
Chevrolet Sonic	NA
Chevrolet Spark	\$9,995–\$19,095
Chevrolet Suburban	\$59,200–\$77,700
Chevrolet Tahoe	\$56,200–\$74,700
Chevrolet Traverse	\$35,900–\$60,100
Chevrolet Trax	\$20,800–\$32,800
Chevrolet Volt	\$40,195–\$45,195

CHRYSLER	
Chrysler 300	\$41,545–\$50,345
Chrysler Pacifica	\$36,745–\$57,245

DODGE	
Dodge Challenger	\$33,345–\$93,695
Dodge Charger	\$36,845–\$78,995
Dodge Durango	\$45,145–\$73,645
Dodge Grand Caravan	\$31,245–\$46,245

FIAT	
Fiat 124	\$34,795–\$38,295
Fiat 500	\$22,495–\$28,495
Fiat 500L	\$25,495–\$28,590
Fiat 500X	\$31,995–\$33,995

FORD	
Ford EcoSport	\$22,249–\$31,249
Ford Edge	\$35,999–\$49,099
Ford Escape	\$26,299–\$37,599
Ford Expedition	\$60,449–\$81,799
Ford Explorer	\$42,999–\$60,899
Ford F-150	\$31,349–\$83,529
Ford Fiesta	\$16,663–\$26,358
Ford Flex	\$32,549–\$46,349
Ford Fusion	\$27,990–\$39,590
Ford Mustang	\$30,599–\$85,500
Ford Ranger	\$30,969–\$42,289
Ford Taurus	\$31,947–\$52,750

GENESIS	
Genesis G70	\$42,000–\$57,500
Genesis G80	\$58,000–\$65,000
Genesis G90	\$87,000

GMC	
GMC Acadia	\$34,300–\$53,200
GMC Canyon	\$23,700–\$48,900
GMC Sierra 1500	\$36,200–\$68,200
GMC Terrain	\$30,700–\$42,200
GMC Yukon	\$57,200–\$80,900
GMC Yukon XL	\$60,200–\$83,900

HONDA	
Honda Accord	\$28,090–\$40,090
Honda Civic	\$17,790–\$28,990
Honda Clarity	\$40,100–\$45,886
Honda CR-V	\$27,490–\$38,890
Honda Fit	\$15,490–\$24,290
Honda HR-V	\$23,100–\$31,800
Honda Insight	\$27,990–\$31,590
Honda Odyssey	\$35,290–\$50,690
Honda Passport	\$41,900–\$48,990
Honda Pilot	\$41,090–\$53,990
Honda Ridgeline	\$40,790–\$49,790

HYUNDAI	
Hyundai Accent	\$17,349–\$21,299
Hyundai Elantra	\$16,999–\$27,399
Hyundai Ioniq	\$24,399–\$40,356
Hyundai Kona	\$20,999–\$31,999
Hyundai Santa Fe	\$28,999–\$44,999
Hyundai Santa Fe XL	\$32,899–\$48,779
Hyundai Sonata	\$24,899–\$37,199
Hyundai Tucson	\$25,599–\$37,999
Hyundai Veloster	\$20,999–\$34,999

INFINITI	
Infiniti Q50	\$44,995–\$53,195
Infiniti Q60	\$53,795–\$62,295
Infiniti Q70	\$58,120–\$69,620
Infiniti QX30	NA
Infiniti QX50	\$44,490–\$57,990
Infiniti QX60	\$48,695
Infiniti QX80	\$78,350–\$96,500

JAGUAR	
Jaguar E-Pace	\$49,500–\$55,200
Jaguar F-Pace	\$51,500–\$89,900
Jaguar F-Type	\$69,500–\$143,500
Jaguar I-Pace	\$86,500–\$103,500
Jaguar XE	NA
Jaguar XF	\$59,100–\$79,100
Jaguar XJ	\$93,500–\$126,500

JEEP	
Jeep Cherokee	\$29,995–\$46,095
Jeep Compass	\$25,650–\$35,645
Jeep Grand Cherokee	\$45,395–\$111,345
Jeep Renegade	\$33,945–\$37,140
Jeep Wrangler	\$34,945–\$49,745

KIA	
Kia Cadenza	\$41,545–\$45,995
Kia Forte	\$16,495–\$28,065
Kia K900	NA
Kia Niro	\$25,495–\$37,765
Kia Optima	\$24,795–\$38,845
Kia Rio	\$14,845–\$23,795
Kia Sedona	\$28,495–\$47,865
Kia Sorento	\$27,995–\$48,865
Kia Soul	\$20,095–\$30,095
Kia Sportage	\$25,295–\$39,595
Kia Stinger	\$39,995–\$49,995

LAND ROVER	
Land Rover Discovery	\$66,300–\$83,100
Land Rover Discovery Sport	\$43,500–\$57,000
Land Rover Range Rover	\$112,000–\$234,500
Land Rover Range Rover Evoque	\$49,900–\$70,300
Land Rover Range Rover Sport	\$79,300–\$133,000
Land Rover Range Rover Velar	\$63,000–\$80,700

LEXUS	
Lexus ES	\$45,000–\$47,000
Lexus GS	\$63,800–\$99,400
Lexus GX	\$74,400
Lexus IS	\$41,050–\$53,100
Lexus LC	\$102,750–\$118,850

Make & Model	Price Range
Lexus LS	\$103,150–\$134,200
Lexus LX	\$110,300
Lexus NX	\$44,150–\$51,350
Lexus RC	\$48,950–\$99,400
Lexus RX	\$55,350–\$77,600
Lexus UX	\$37,100–\$39,700
LINCOLN	
Lincoln Continental	\$60,265–\$68,265
Lincoln MKC	\$43,950–\$48,700
Lincoln MKT	\$58,676
Lincoln MKZ	\$47,000–\$53,150
Lincoln Nautilus	\$50,450–\$55,350
Lincoln Navigator	\$90,750–\$99,750
MASERATI	
Maserati Ghibli	\$88,500–\$97,950
Maserati Levante	\$92,900–\$187,500
MAZDA	
Mazda3	\$18,000–\$30,400
Mazda6	NA
Mazda CX-3	\$21,045–\$31,045
Mazda CX-5	\$27,850–\$40,950
Mazda CX-9	\$36,700–\$51,500
Mazda MX-5 Miata	\$32,900–\$42,900
MERCEDES-BENZ	
Mercedes-Benz A-Class	\$35,990–\$37,990
Mercedes-Benz C-Class	\$46,100–\$71,400
Mercedes-Benz CLA	\$40,300–\$58,900
Mercedes-Benz CLS	\$81,000–\$92,000
Mercedes-Benz E-Class	\$63,100–\$119,900
Mercedes-Benz GLA	\$39,200–\$53,100
Mercedes-Benz GLC	\$47,300–\$90,500
Mercedes-Benz GLE (2020)	NA
Mercedes-Benz GLS	\$88,100–\$140,100
Mercedes-Benz S-Class	\$108,100–\$280,400
Mercedes-Benz SL	\$107,600–\$168,700
Mercedes-Benz SLC	\$60,500–\$73,500
MINI	
Mini Cooper	\$23,090–\$41,490
Mini Cooper Clubman	\$28,690–\$44,790

Make & Model	Price Range
Mini Cooper Countryman	\$31,090–\$46,990
MITSUBISHI	
Mitsubishi Eclipse Cross	\$27,998–\$35,998
Mitsubishi Mirage	\$10,998–\$18,798
Mitsubishi Outlander	\$29,198–\$38,398
Mitsubishi Outlander Sport	\$22,998–\$31,098
NISSAN	
Nissan Altima	\$27,998–\$35,998
Nissan Armada	\$65,498–\$71,998
Nissan Frontier	\$24,498–\$39,398
Nissan Kicks	\$17,998–\$23,098
Nissan Leaf	\$36,798–\$42,698
Nissan Maxima	\$40,790–\$45,650
Nissan Murano	\$32,248–\$45,998
Nissan Pathfinder	\$33,198–\$49,198
Nissan Rogue	\$26,798–\$37,398
Nissan Rogue Sport	\$19,998–\$31,198
Nissan Sentra	\$16,598–\$20,958
Nissan Titan	NA
Nissan Versa	\$14,698–\$19,098
Nissan Z	\$29,998–\$55,498
PORSCHE	
Porsche 718 Boxster	NA
Porsche 718 Cayman	NA
Porsche 911	\$104,000–\$231,200
Porsche Cayenne	\$75,500–\$139,700
Porsche Macan	\$55,000–\$63,000
Porsche Panamera	\$98,300–\$224,800
RAM	
Ram 1500	\$43,095–\$75,595
SUBARU	
Subaru Ascent	\$35,995–\$49,995
Subaru BRZ	\$27,995–\$31,795
Subaru Crosstrek	\$23,695–\$33,295
Subaru Forester	\$27,995–\$39,495
Subaru Impreza	\$19,995–\$31,095
Subaru Legacy	\$24,995–\$36,795
Subaru Outback	\$29,295–\$42,295
Subaru WRX	\$29,995–\$40,995

Make & Model	Price Range
TESLA	
Tesla Model 3	\$40,553–\$52,100
Tesla Model S	\$124,600–\$176,000
Tesla Model X	\$127,700–\$181,700
TOYOTA	
Toyota 4Runner	\$46,155–\$56,580
Toyota 86	\$29,990–\$38,220
Toyota Avalon	\$42,790–\$47,790
Toyota Camry	\$27,850–\$40,990
Toyota C-HR	\$23,675–\$28,775
Toyota Corolla (2020)	NA
Toyota Highlander	\$37,000–\$51,800
Toyota Land Cruiser	not sold in Canada
Toyota Mirai	NA
Toyota Prius	\$27,900–\$32,900
Toyota Prius C	\$22,260–\$27,090
Toyota Prius Prime	\$32,990–\$35,445
Toyota RAV4	\$27,990–\$40,690
Toyota Sequoia	\$60,965–\$76,075
Toyota Sienna	\$35,145–\$51,220
Toyota Tacoma	\$31,525–\$48,390
Toyota Tundra	\$39,625–\$61,210
Toyota Yaris	\$15,490–\$19,450
VOLKSWAGEN	
Volkswagen Arteon	\$47,995
Volkswagen Atlas	\$36,740–\$53,590
Volkswagen Beetle	\$24,475–\$29,595
Volkswagen Golf	\$22,500–\$31,420
Volkswagen Golf Alltrack	\$35,270–\$36,670
Volkswagen GTI	\$30,845–\$37,545
Volkswagen Jetta	\$20,995–\$29,095
Volkswagen Passat	\$32,995
Volkswagen Tiguan	\$29,225–\$39,575
VOLVO	
Volvo S60	\$42,400–\$53,900
Volvo S90	\$59,950–\$74,950
Volvo XC40	\$40,300–\$47,050
Volvo XC60	\$46,800–\$72,550
Volvo XC90	\$59,750–\$83,700

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 information 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, collision statistics, tires, and other topics. Its toll-free number is 866-995-9737. Its website (tc.gc.ca) has information on topics such as road safety and Canadian automotive regulations.

Other useful resources include 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 (information on road and highway infrastructure and urban transportation).

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).

OTHER ORGANIZATIONS. Good sources of information include autotrader.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.

Acura

888-922-8729
acura.ca

Alfa Romeo

877-230-0563
alfaromeo.ca

Audi

800-822-2834
audi.ca

BMW

800-567-2691
bmw.ca

Buick

800-263-3777
buick.ca

Cadillac

888-446-2000
cadillaccanada.ca

Chevrolet

800-263-3777
chevrolet.ca

Chrysler

800-465-2001
chrysler.ca

Dodge

800-465-2001
dodge.ca

Fiat

800-465-2001
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

800-387-9333
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

888-532-7362
smart.com/ca

Subaru

800-894-4212
subaru.ca

Tesla

tesla.com/en_ca

Toyota

888-869-6828
toyota.ca

Volkswagen

800-822-8987
vw.ca

Volvo

800-663-8255
volvocars.com/en-ca