

2022 **AUTO** ISSUE

GREAT NEW CARS
UNDER \$30K

USED CARS YOU
CAN COUNT ON

APRIL 2022

CR Consumer
Reports®

260

MODELS
RATED AND
REVIEWED

BEST & WORST

CARS, TRUCKS & SUVs



 CR GREEN CHOICE
HYUNDAI TUCSON
HYBRID

ACTIVE SAFETY
FEATURES

NISSAN Z



COMING SOON
CHEVROLET
SILVERADO EV

CHOOSE THE RIGHT
EV FOR YOU



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**Challenged by Today's
Car-Buying Market?**

We have solutions for finding
the vehicle you need quickly,
and at a price you can afford.

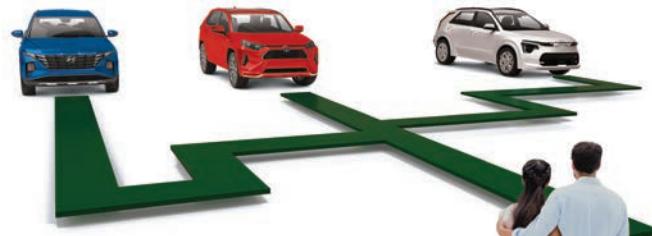


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Get the Car You Need Now

With higher prices and less availability, today's car-buying market can be tricky. Our guide can help you find a new or used car you'll love without busting your budget.

PHOTOS, COVER: EVOXSTOCK, NISSAN, CHEVROLET



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New Cars That Aced Our Tests
Find out which 2022 models perform best in our latest ratings.



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**82**

Used Cars You Can Count On

We reveal the best pre-owned vehicles that have far fewer problems than their peers.

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Consumer Reports is an independent, nonprofit organization founded in 1936 that works side by side with consumers to create a safe, fair, and transparent marketplace. To achieve our mission, we test thousands of products and services in our labs each year and survey hundreds of thousands of consumers about their experiences with products and services. We pay for all the

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VERY GOOD EXCELLENT

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Price In U.S., \$6.99 per issue, special issues \$7.99. In Canada, \$7.99 CAN per issue, special issues \$8.99 CAN (Goods and Services Tax included, GST #127047702). All other countries add \$10 per year to the U.S. price for shipping and handling.

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Making Cars Safer



WHEN I THINK back to sliding around on the bench seat of my dad's two-tone Chevy Impala, I think about how much has changed over the decades for drivers, passengers, and our planet. There's been a dynamic acceleration in the pursuit of innovation that has had a huge impact on safety and sustainability.

Today, there are so many new options and there's so much groundbreaking technology in cars and trucks. What hasn't changed is the need for trustworthy information that allows you to navigate your way through these choices. And with your help, we'll always be here to make sure those options serve you.

CR has announced a number of innovations to promote safety and sustainability. Our ratings now reward automakers that install driver monitoring systems in their cars: These encourage drivers to keep their eyes on the road. And starting in 2024, the ratings of cars that assist with acceleration, braking, and lane centering but lack driver monitoring systems will be lowered. (You can read more about this technology on page 28.)

Meanwhile, our Green Choice designation highlights the top 20 percent of vehicles on the market with the cleanest emissions. This not only helps consumers find the most sustainable vehicle options available right now but also encourages companies to improve their environmental performance. And if you're interested in going electric, we tell you on page 32 how to choose an EV (or a hybrid) that will meet your specific needs.

We know these kinds of incentives work because we've seen them help consumers fight for a better marketplace for decades, as safety features like seat belts and improvements like better gas mileage have become standard—not merely luxury add-ons. Together, we can continue that work into the future, improving your driving options and ensuring that your collective voices are heard.

A handwritten signature in black ink that reads "Marta Tellado".

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HOW WE TEST

EVERY YEAR our team of auto experts logs hundreds of thousands of miles on public roads and pushes the vehicles we test to their limits at the CR Auto Test Center. Our analysts also crunch piles of car reliability and satisfaction survey data collected from CR members. The combined ratings and reviews provide all the information consumers need to make smart auto purchases.



THE CR TEAM

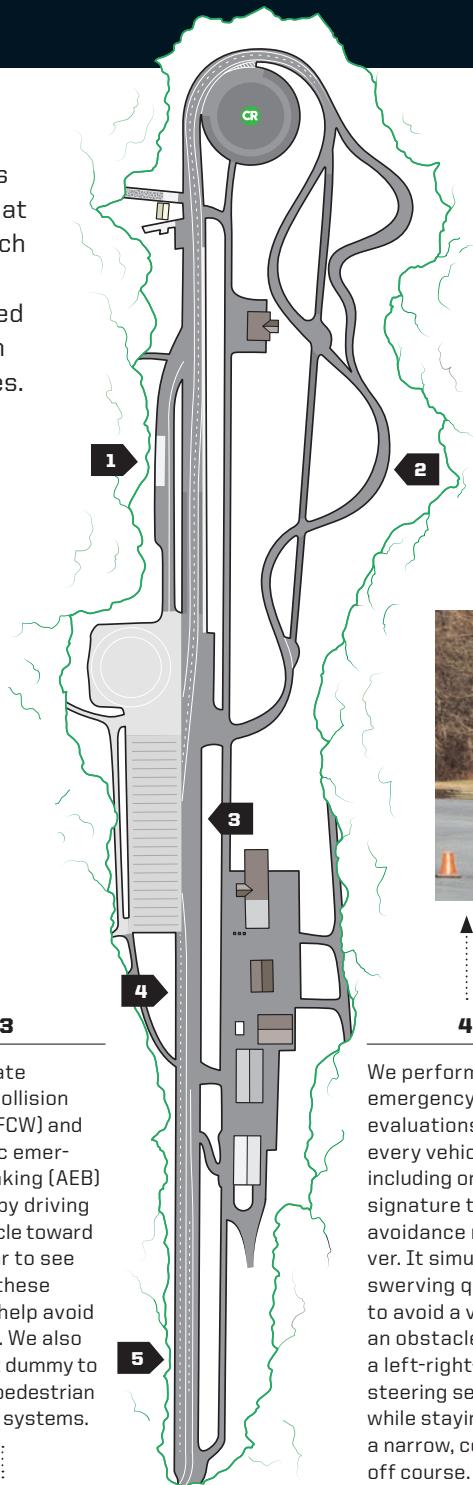
A full-time staff of about 30 people—editors, engineers, photographers, statisticians, technicians, videographers, and a support crew—work to deliver exclusive insights to our members.

PHOTOS, CLOCKWISE FROM TOP LEFT: BRIAN FINKE, JOHN POWERS/CONSUMER REPORTS (2)

Learn more about how CR tests cars at CR.org/autotest.

OUR TRACK

Consumer Reports buys about 50 models anonymously each year. We put them through more than 50 tests and evaluations at our 327-acre Auto Test Center in Colchester, Conn.



1
We conduct a series of brake tests from 60 to 0 mph—not only on dry pavement but also on a wet surface.



2
We assess each vehicle's handling and cornering prowess on our 3,500-foot-long winding course.

3
We evaluate forward collision warning (FCW) and automatic emergency braking (AEB) systems by driving each vehicle toward a foam car to see how well these features help avoid collisions. We also use a test dummy to evaluate pedestrian detection systems.

4
We perform emergency-driving evaluations on every vehicle, including one of CR's signature tests: the avoidance maneuver. It simulates swerving quickly to avoid a vehicle or an obstacle, with a left-right-left steering sequence, while staying within a narrow, coned-off course.

5
We've added special lane markings to our track as part of our evaluation of how well active driver assistance features perform in different scenarios, such as when your car starts to drift out of its lane.

10 TOP



TOP PICKS



THESE ARE THE BEST

of the best. Each car, SUV, and truck here outshines its peers by excelling in our tests and Annual Auto Surveys. Our picks also have key standard active safety features.

BY JEFF S. BARTLETT

500,000

miles are logged each year on cars we purchase for testing, giving us experience on the track and in the real world.

288

vehicles in our new-car ratings were considered in selecting our 10 Top Picks.

Learn more about the Top Picks at CR.org/cars.

WHEN YOU'RE seeking the perfect car for you and your family, there's an overwhelming selection to choose from. To help you zero in on the best options, Consumer Reports presents its annual 10 Top Picks: the best cars, SUVs, and trucks our experts recommend without hesitation.

To be in this group, a vehicle **must** have an Overall Score among the highest in its category, factoring in road tests, predicted reliability, owner satisfaction, and safety. Top Picks also must come standard in all trims with forward collision warning (FCW) and automatic emergency braking (AEB) with pedestrian detection—safety features we consider critical because they have proved to save lives.

New this year: We are requiring Top Picks to have highway-speed AEB. We also now add 2 points to a vehicle's Overall Score if it has an active driver assistance system that includes an adequate driver monitoring system. The Ford Mustang Mach-E is the only one of our Top Picks this year that received the added points because the Mach-E's active driver assist system has effective driver monitoring that gives appropriate warnings when the driver looks away from the road for too long.

Several high-scoring vehicles, including the BMW X5 and Hyundai Tucson, were not eligible this year because they don't have highway-speed AEB as standard equipment on all trim levels. This year's Top Picks don't include any large trucks because they lack key safety features on base models or have below-average reliability.

UNDER \$25,000

Nissan

SENTRA

\$19,510-\$22,795

77
OVERALL SCORE

1 RELIABILITY
32 MPG



SMALL CAR

THE SHARP-LOOKING SENTRA is a low-cost, high-value sedan that feels more premium than its rivals, especially when comparing higher trims. The 2.0-liter four-cylinder engine makes the car pleasant to drive, aided by a rather refined continuously variable transmission. Acceleration is among the best in the class, with power coming on smoothly. Plus, the Sentra has a comfortable ride and nimble handling. The cabin is nicely appointed for the price, with a more upscale look and feel than in most competitors. The infotainment and climate controls are a model of simplicity, and all versions come with Android Auto and Apple CarPlay capabilities. The real clincher is that the comprehensive Safety Shield 360 is standard, packing a lot of key safety features.

Nissan

ROGUE SPORT

\$24,260-\$30,390

77
OVERALL SCORE

26 MPG

SUBCOMPACT SUV



GOOD THINGS can indeed come in small packages, as evidenced by the Rogue Sport. It feels more mature and substantial than most of the subcompact SUVs it competes with, thanks to a composed ride and a quiet cabin for the class. Front access is a snap,

and the driver is treated to an elevated seat height that aids visibility and offers abundant headroom. The powertrain doesn't live up to the "Sport" moniker, but it gets the job done. A commendable predicted reliability adds to the appeal. And despite the

low entry price, the Rogue Sport has a roster of safety equipment that puts pricier models to shame. Beyond FCW and AEB, the Rogue Sport comes with a full suite of safety features, including rear automatic braking, as standard equipment.

\$25,000-\$35,000

Subaru FORESTER

\$25,195-\$35,295

90
OVERALL SCORE

RELIABILITY
▲
28 MPG

MARKING ITS NINTH consecutive Top Picks appearance, the Forester received a light freshening for the 2022 model year, updating its looks while adding a more adventurous Wilderness



trim. The secret to the Forester's success has been its efficient, spacious design; strong fuel economy; focus on safety; great road-test performance; and strong reliability history. It is hard

to overstate the importance of design. The Forester's upright shape provides greater access, cabin space, and cargo room than its competitors. The tall roof and large windows provide fishbowl-like outward visibility,

giving a wide view of the road and surroundings. And responsive handling and a supple ride further enhance the driving experience. The latest EyeSight suite of safety features is standard.



Toyota PRIUS

PRIUS PRIME

\$24,625-\$34,000

79
OVERALL SCORE

RELIABILITY
▲
52 MPG

PLUG-IN HYBRID

79
OVERALL SCORE

RELIABILITY
▲
50 MPG
25 ELECTRIC RANGE, MILES

A PERENNIAL TOP PICK, the aerodynamic Prius continues to set the standard for fuel-efficient transport. It not only achieves a phenomenal 52 mpg overall in our tests but also shines for its consistent reliability and owner satisfaction. If you want more electric-only driving, the Prius Prime plug-in hybrid has a bigger battery, providing 25 miles of electric-only range before switching to

regular hybrid operation. The regular and plug-in versions offer an epic 590-mile range between fill-ups. Both versions are pleasant to drive, with a comfortable, steady ride and secure handling. The cabins have a high-tech feel, especially when fitted with the large 11.6-inch center screen. A number of competitors are edging into this space, but the practical Prius remains the benchmark.

Honda ACCORD

\$26,120-\$38,050

88
OVERALL SCORE

RELIABILITY
▲
31 MPG

HYBRID

87
OVERALL SCORE

RELIABILITY
▲
47 MPG

THE ACCORD IS the definitive family sedan, with generous interior space, a pleasant ride, ample power, and impressive efficiency. Three powertrains are available, scaling from

thrifty transportation to a prudent alternative to a luxury car, outfitted with leather and all the trimmings. Most impressive is the hybrid, which delivers 47 mpg overall without sacrificing acceleration. The Accord balances ride comfort and handling acumen, making it as delightful to drive as it is to recline in the passenger seat. The cabin is spacious and well-finished, with nice touches, such as soft surfaces and faux wood trim, adding to the ambience. And it comes with all the key safety features, plus adaptive cruise control. For families that choose to buck the SUV trend, this sedan has a lot to offer.



\$35,000-\$45,000



TWO-ROW SUV

Toyota RAV4 PRIME

\$39,800-\$43,125

88

OVERALL SCORE

RELIABILITY

34 MPG

42 ELECTRIC RANGE, MILES

THE RAV4 PRIME transforms the laudable RAV4, endowing it with more power, greater efficiency, a comfortable ride, and a hint more coddling in the cabin. This plug-in hybrid boasts 302 hp—much more than any other mainstream small SUV—and can sprint to 60 mph

Kia TELLURIDE

\$33,090-\$44,890

97

OVERALL SCORE

86

RELIABILITY

21 MPG

THE TELLURIDE HAS SET the standard for the popular midsized three-row SUV market since it stormed onto the scene for the 2020 model year. In fact, it has been a Top Pick for each of its three years on the market. The Kia does everything well: Its road-test score of 97 is almost perfect, and it received top ratings for predicted reliability and owner satisfaction. This is a roomy SUV with a comfortable

ride; it's easy to access and enjoyable to drive. It uses a V6 engine that delivers strong, linear power via a smooth-shifting eight-speed automatic. The boxy shape ensures plenty of room for the driver, passengers, and cargo. The controls are simple, and storage is abundant. In an age of gimmicks, Kia's straightforward approach is refreshing, and we appreciate the thoughtful details throughout.



MIDSIZED THREE-ROW SUV



COMPACT PICKUP TRUCK

THE RIDGELINE IS the Swiss Army knife of pickup trucks. It's engineered more like a modern crossover SUV than a traditional body-on-frame, old-school pickup truck. As a result, the Ridgeline offers rarefied refinement in a pickup body style, with ride, handling, and interior comfort more akin to the Honda Pilot than a typical work truck. It uses a smooth 280-hp V6 engine and a nine-speed automatic,

in 6.3 seconds. Plus, it has an impressive 42 miles of electric-only range, meaning local errands and commutes can be accomplished without firing up the gas engine. On gas only, the RAV4 Prime still gets 34 mpg overall—3 mpg less than a regular RAV4 Hybrid. Other enhancements throughout the vehicle—including a more supple ride and soft-touch interior materials—give the RAV4 Prime a more premium feel than a regular RAV4. Yes, the RAV4 Prime carries a higher price than other RAV4s, but the cost is offset by a federal tax incentive and ongoing savings at the pump.

Honda RIDGELINE

\$37,640-\$45,070

82
OVERALL SCORE

 RELIABILITY

20 MPG

adding to the polished driving experience. Plus, it has a few clever tricks, such as a tailgate that can fold down or swing to the side, allowing easy access to a large, lockable storage box under the bed. This American-made pickup has redefined what a truck can be. It is well-suited for the commuter, family chauffeur, and weekend warrior, as well as the active lifestyle driver who is all those things.

■ **\$45,000-PLUS**



ELECTRIC VEHICLE

Ford MUSTANG MACH-E

\$43,895-\$61,995

82
OVERALL SCORE

 RELIABILITY

270 RANGE, MILES

THE MUSTANG MACH-E borrows styling cues from the venerated Mustang muscle car and applies them to a versatile electric crossover with four doors, a convenient hatchback, elevated ride height, and available all-wheel drive. The Mach-E stands out in this emerging category for being enjoyable to drive, with quick acceleration, agile handling, and a well-mannered ride. The Mach-E stable goes from

tame pony at 266 hp to wild stallion at 480 hp. Our extended range Mach-E Premium galloped from 0 to 60 mph in 5.3 seconds and has a 270-mile range. Other configurations are even quicker or can extend range to over 300 miles. This well-executed new model catapults Ford into the burgeoning market with its first purpose-built EV that blends being green with character and driving fun.

Lexus RX

\$45,570-\$57,660

81
OVERALL SCORE

 RELIABILITY

22 MPG

HYBRID

83
OVERALL SCORE

 RELIABILITY

29 MPG



LUXURY MIDSIZED SUV

THE RX PIONEERED the midsized luxury SUV back in the late 1990s, and it continues to be the exemplar for this popular segment. The winning formula is its blend of comfort, performance, safety, and reliability. These virtues are wrapped in a chiseled body that continues to look modern, despite being

on the market for six years with limited design changes. Ongoing refinements, including to the suspension and the infotainment system, have kept the RX line fresh. Behind the striking trapezoidal grille is a 3.5-liter V6 coupled to an eight-speed automatic in the RX 350. This powertrain delivers the effortless,

quiet performance expected from a premium SUV. The hybrid RX 450h feels quicker, with abundant torque generated by its electric motors, plus it returned 7 more mpg overall in our tests, giving it the fuel economy of a small SUV. It is easy to see why the RX is the most popular Lexus model.

THE BEST AND WORST B

EACH YEAR our brand rankings reflect the changes that inevitably come as automakers introduce new cars and fix problems in vehicles already on the market. For 2022, we saw a change at the very top, with Subaru moving ahead of Mazda to claim the title of best brand overall. Among the leaders,

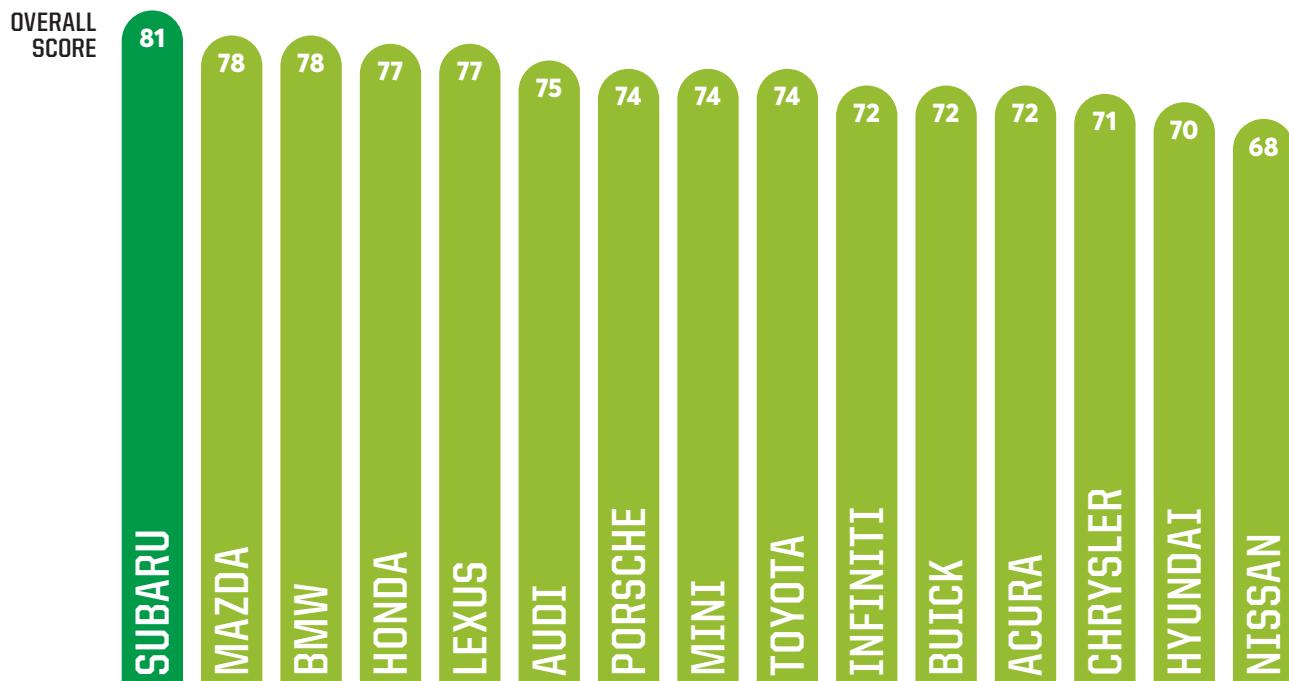
Audi saw the biggest leap up, climbing five places in the rankings. Acura made even greater gains, moving up 11 spots this year. Tesla dropped seven spots due to the difficult-to-use yoke steering wheel the automaker added to its Model S and X vehicles, affecting their road-test scores.

Jeep, which had reliability issues with the Gladiator pickup truck, took the bottom position, which was held last year by Alfa Romeo.

We compile the report card each year by averaging the Overall Scores for each brand's models, factoring in road-test performance, predicted

reliability, owner satisfaction, and safety. Brands that rise to the top tend to have the most consistent performance across their model lineups.

This ranking can be a helpful guide when researching a new-car purchase, but it's important to know that each brand has a range of performance among its



2022 RANK	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
RANK CHANGE FROM 2021	▲ 2	▼ 1	▼ 1	▲ 1	▲ 1	▲ 5	▼ 3	▲ 9	▼ 2	▲ 2	▼ 2	▲ 11	▼ 5	▼ 4	▼ 2
ROAD-TEST SCORE	89	75	87	79	75	88	88	81	73	77	76	72	85	76	74
PREDICTED RELIABILITY	▲	▲	↓	▲	▲	↓	↓	▲	▲	↓	▲	▲	↓	↓	↓
OWNER SATISFACTION	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
MODELS TESTED	6	5	10	9	7	8	4	2	16	3	4	4	2	11	13
MODELS RECOMMENDED	5	5	8	8	6	6	3	1	12	2	3	3	1	8	8
GREEN CHOICES	2	0	0	4	1	1	1	0	11	0	0	0	1	6	5

RANDS

We ranked 32 brands based on the Overall Scores of their models, which include road tests, reliability, satisfaction, and safety.

vehicles. Shoppers should always research specific models to make sure they find the performance and quality they expect.

To be included, a brand must have had at least two models that we tested. Fiat, Maserati, Polestar, and Ram didn't meet that requirement.

How We Rank the Car Brands

The Overall Score for individual models is based on four key factors: road test, reliability, owner satisfaction, and safety.

For the Road-Test Score, we put vehicles through more than 50 tests and evaluations.

Predicted Reliability ratings

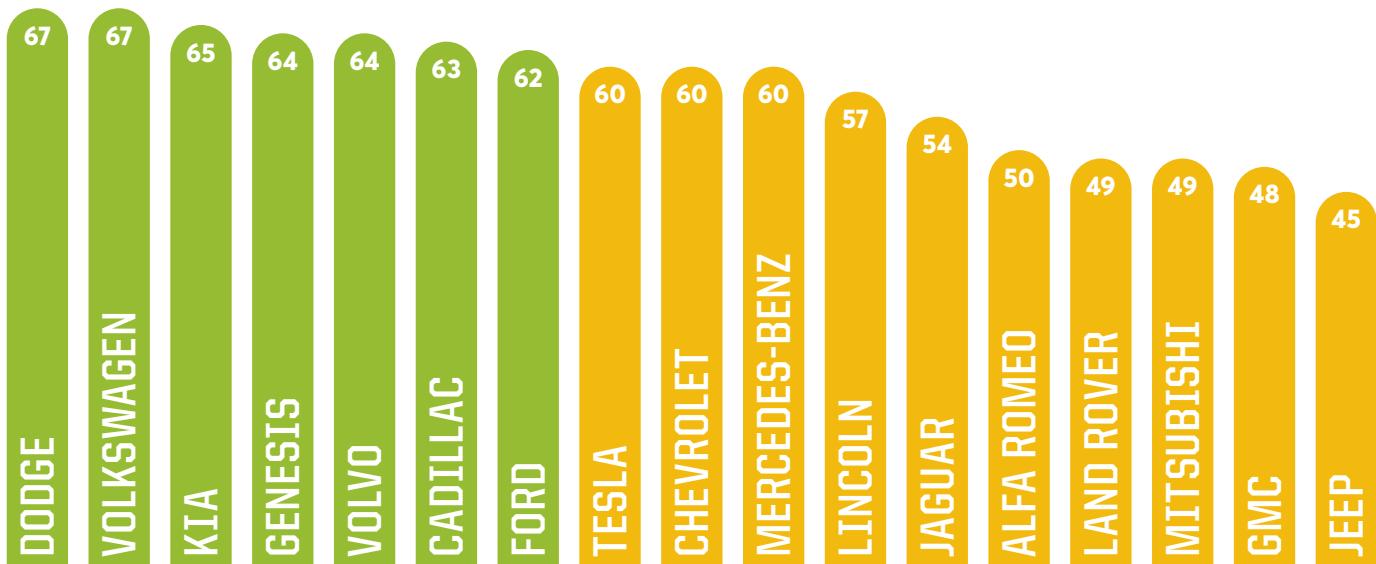
are based on problems reported by members in 17 trouble areas in CR's Annual Auto Surveys.

Owner Satisfaction predictions are based on whether CR members said in our surveys that they'd buy the same vehicle again if given the chance.

Safety includes an assessment of any available crash-test

results and extra points awarded for vehicles that come with crash-prevention systems.

Green Choices reflect how many of a brand's CR-tested vehicles earned the designation for being among the cleanest, lowest-emitting passenger vehicles.



16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
► 2	► 1	► 1	► 4	-	► 1	► 3	► 7	-	► 4	► 2	-	► 4	► 2	-	► 5	► 3
79	82	77	83	75	79	70	83	75	77	78	74	72	66	54	74	57
↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1	↓ 1
▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1	▲ 1
3	8	12	5	5	6	12	4	15	8	4	3	2	6	3	5	6
1	5	7	1	2	1	5	1	4	1	0	0	0	0	0	1	0
0	2	3	0	0	0	2	4	3	0	0	1	0	0	0	0	0

2022'S

S M A R T

B U Y S

LOOKING FOR A GOOD DEAL

in a tough market? Start here, with our expert-curated lists of the savviest automotive buys of the year. Whether you're hunting for a used car, considering an electric vehicle, or you just need a new set of tires that will last, these practical choices can help you sidestep pitfalls, save money now—and drive worry-free for years to come.

NEW CAR PICKS UNDER \$30,000

THE AVERAGE NEW CAR transaction topped \$47,000 in 2021, but you don't need to spend that much to get a great ride—if you know where to look. Here, our experts have rounded up the best new vehicles that cost less than \$30,000. These models, listed alphabetically within each vehicle category, are all CR-recommended and come with key safety features that are standard or optional.



COMPACT HYBRIDS & PLUG-INS

- HONDA INSIGHT
- HYUNDAI ELANTRA
- HYUNDAI IONIQ
- KIA NIRO
- ▲ TOYOTA COROLLA
- TOYOTA PRIUS
- TOYOTA PRIUS PRIME



SMALL CARS

- HONDA CIVIC
- HYUNDAI ACCENT
- HYUNDAI ELANTRA
- HYUNDAI VENUE
- MAZDA3
- NISSAN KICKS
- NISSAN SENTRA
- NISSAN VERSA
- SUBARU IMPREZA
- TOYOTA COROLLA
- ▲ VOLKSWAGEN JETTA



MIDSIZED CARS

- HONDA ACCORD
- HYUNDAI SONATA
- ▲ KIA K5
- NISSAN ALTIMA
- SUBARU LEGACY
- TOYOTA CAMRY
- VOLKSWAGEN PASSAT

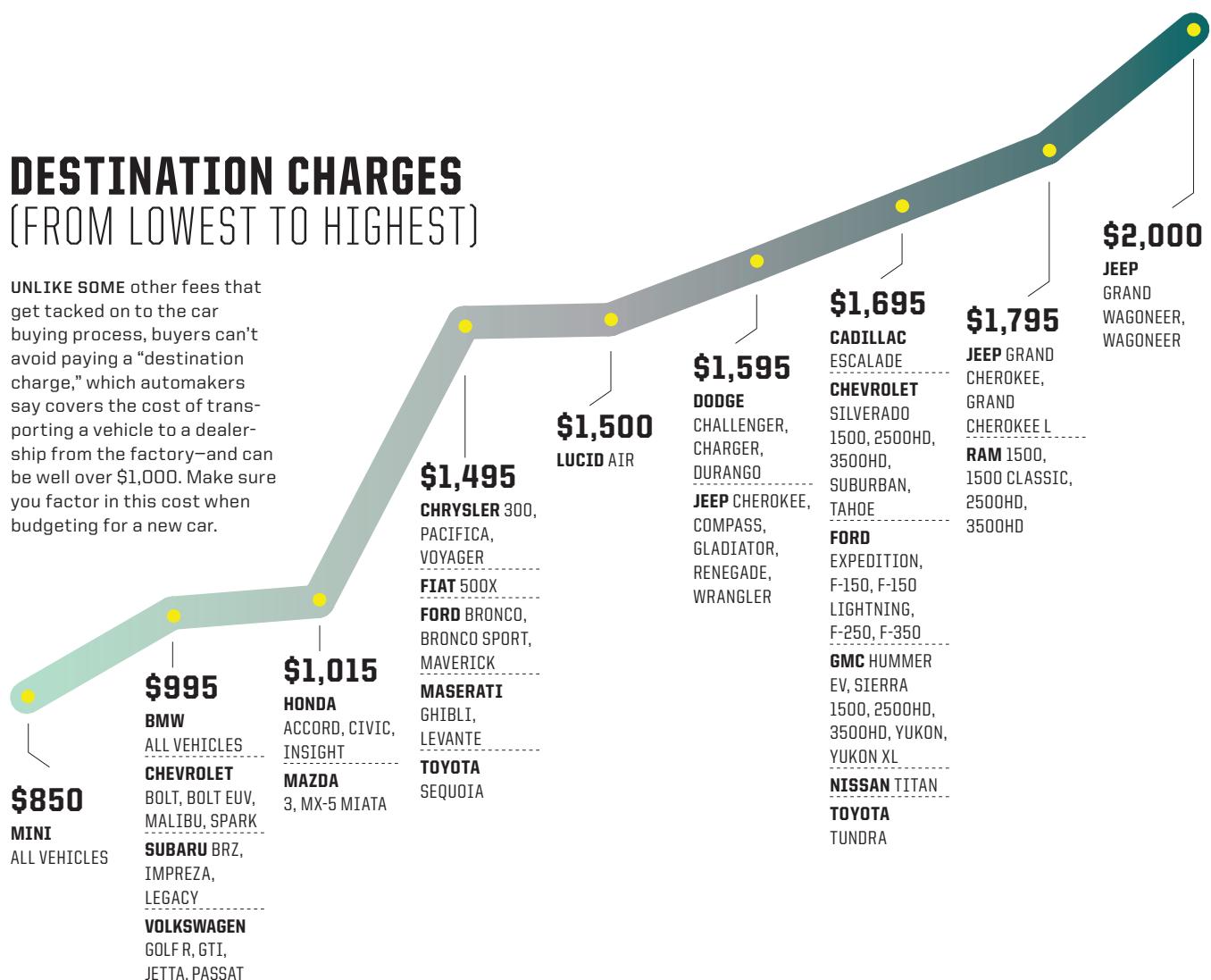


SMALL SUVS

- CHEVROLET TRAILBLAZER
- ▲ FORD BRONCO SPORT
- HYUNDAI KONA
- HYUNDAI TUCSON
- KIA SPORTAGE
- MAZDA CX-30
- MAZDA CX-5
- NISSAN ROGUE SPORT
- SUBARU CROSSTREK
- SUBARU FORESTER
- TOYOTA RAV4

DESTINATION CHARGES (FROM LOWEST TO HIGHEST)

UNLIKE SOME other fees that get tacked on to the car buying process, buyers can't avoid paying a "destination charge," which automakers say covers the cost of transporting a vehicle to a dealership from the factory—and can be well over \$1,000. Make sure you factor in this cost when budgeting for a new car.



USED CAR PICKS UNDER \$20,000

USED CAR PRICES are at record highs, so it's important to choose a dependable vehicle that won't end up costing you even more money in repairs later on. These models, listed alphabetically within each vehicle category, have above-average reliability, according to CR's Annual Auto Surveys.



SPORTS CARS

▲ MAZDA MX-5 MIATA '12-13



SMALL CARS

▲ FORD C-MAX '14-17

▲ MAZDA 3 '12-17

NISSAN LEAF '13, '15-18

TOYOTA COROLLA '12-17

TOYOTA PRIUS '12-17

TOYOTA PRIUS C '12-16

TOYOTA PRIUS V '12-17



MIDSIZED & LARGE CARS

HONDA ACCORD '12-16

MAZDA 6 '12, '14-17

▲ SUBARU LEGACY '12-13, '15-16

TOYOTA AVALON '12-15

TOYOTA CAMRY '12-16



LUXURY CARS

BUICK LACROSSE '12-16

INFINITI Q50 '14

▲ LEXUS ES '12-14

LEXUS IS '12



SMALL SUVs

▲ HONDA CR-V '12-15

MAZDA CX-5 '13-16

TOYOTA RAV4 '12-15



MIDSIZED SUVs

LEXUS RX '12-13

NISSAN MURANO '12, '14, '16

▲ TOYOTA HIGHLANDER '12-14



PICKUP TRUCKS

▲ TOYOTA TACOMA '12-15

TOYOTA TUNDRA '12-13



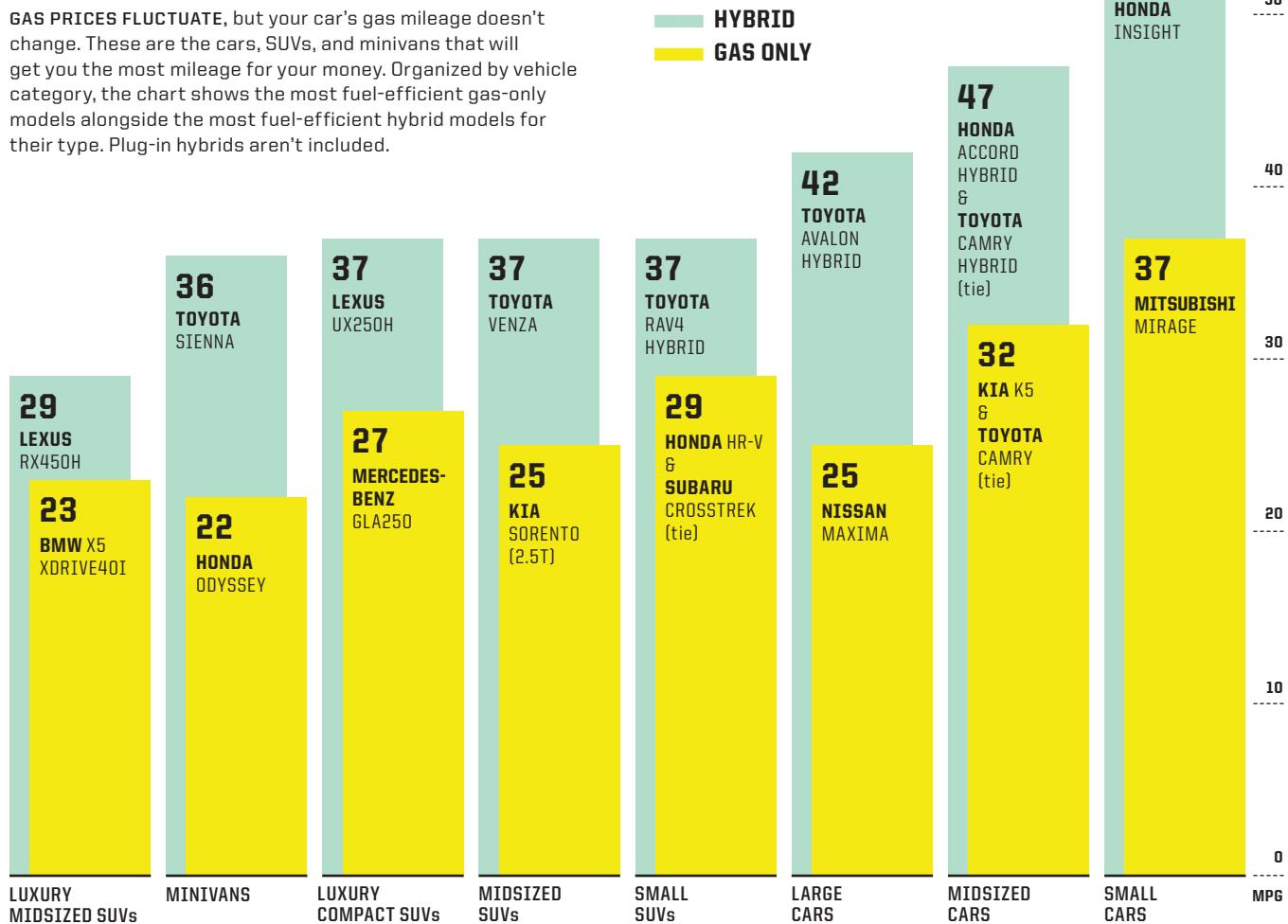
MINIVANS & WAGONS

▲ TOYOTA SIENNA '12-15

TOYOTA VENZA '12-15

SUPERIOR GAS MILEAGE

GAS PRICES FLUCTUATE, but your car's gas mileage doesn't change. These are the cars, SUVs, and minivans that will get you the most mileage for your money. Organized by vehicle category, the chart shows the most fuel-efficient gas-only models alongside the most fuel-efficient hybrid models for their type. Plug-in hybrids aren't included.



LONGEST (AND SHORTEST) EV RANGES

PUBLIC EV FAST CHARGERS aren't nearly as common as gas stations, and it can take hours to fully recharge a battery without one, so range is a key factor for many EV shoppers. In fact, a nationally representative 2020 CR survey of drivers showed that 55 percent would consider buying an EV only if it could go 300 miles or more between charges. Here are the new models, from shortest to longest EPA-rated ranges.



GREAT TIRE DEALS

SHOPPING FOR NEW TIRES can be confusing—and expensive. To find the right tire for your needs and budget, our experts say that real value is measured by three key factors: its overall performance—including how well it can maneuver and brake on CR's test track—its predicted tread life, and its sticker price. Sometimes that means

that a tire that costs more may be a better value, providing better grip and more miles of use than a lower-priced model. To help guide you, our tire experts picked the best values by category. Each model is also a CR-recommended tire, meaning it excels in our tests for grip, comfort, noise, treadwear, and snow traction, when applicable.

ALL SEASON		PERFORMANCE ALL SEASON		SUV ALL SEASON	
✓ GENERAL ALTIMAX RT43	✓ MICHELIN DEFENDER T+H	✓ CONTINENTAL PURECONTACT LS	✓ MICHELIN CROSS CLIMATE2	✓ KUMHO CRUGEN HP71	✓ GOODYEAR ASSURANCE
\$147	\$171	\$162	\$173	\$154	\$228
OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE
66	67	67	74	66	67
TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)
70,000	85,000	75,000	85,000	55,000	80,000
TRUCK			ULTRA HIGH PERFORMANCE (UHP)		
ALL TERRAIN ✓ VREDESTEIN PINZA AT	ALL TERRAIN ✓ MICHELIN LTX A/T2	ALL SEASON ✓ CONTINENTAL TERRAINCONTACT H/T	SUMMER ✓ GENERAL G-MAX RS	SUMMER ✓ CONTINENTAL EXTREME CONTACT SPORT	ALL SEASON ✓ GENERAL G-MAX AS-05
\$186	\$275	\$194	\$139	\$176	\$142
OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE	OVERALL SCORE
60	61	69	75	75	66
TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)	TESTED TREAD LIFE (MILES)
75,000	100,000	95,000	45,000	40,000	65,000

Note: Tire prices shown reflect the size tested by CR.

BEST TIRE BRANDS

HOW THE TOP 16 tire brands we tested stack up, ranked by their average Overall Score.

MICHELIN	69
VREDESTEIN	68
CONTINENTAL	67
GOODYEAR	67
GENERAL	66
BRIDGESTONE	66
YOKOHAMA	64
NEXEN	63
PIRELLI	63
HANKOOK	63
FALKEN	61
FIRESTONE	60
NOKIAN	60
TOYO	60
SUMITOMO	57
NITTO	54



WHAT'S NEW, WHAT'S NE



Chevrolet

Silverado EV

GM charges into the full-sized electric truck market with an innovative pickup that will start at \$40,000.

XT

These six exciting models prove that the automotive landscape is constantly changing and that there's always something to look forward to.



ACURA INTEGRA

\$30,000-\$40,000*

SPRING 2022

The Integra name returns on a new model to replace the mediocre ILX in Acura's lineup. The original Integra was the sportier alternative to the Honda Civic. It was produced from 1986 through 2001, then recast as the RSX. This latest iteration takes up the mantle for a new era, with more premium features. Like the original Integra, the 2023 model features a liftback configuration and a coupelike silhouette. It will be powered by a turbocharged engine, a first for an Integra.



GENESIS GV60

\$50,000-\$70,000*

SPRING 2022

Genesis recently announced its pledge to make all its new vehicles purely electric starting in 2025, with the goal of becoming a zero-emissions vehicle brand by 2030 and carbon neutral by 2035. Leading the charge is the GV60, a small crossover based on an EV-only platform shared with the Hyundai Ioniq 5 and the Kia EV6. Genesis hasn't released details for the U.S. market, but a model shown overseas has motor configurations with power ranging from 225 hp to 429 hp. There's also a boost button for a jolt of extra passing power.



SUBARU SOLTERRA

\$40,000-\$50,000*

SUMMER 2022

Developed as part of a joint venture with Toyota, the Solterra is Subaru's first-ever electric vehicle. This upcoming SUV uses two electric motors—one up front, one at the rear—to generate 215 hp. The automaker estimates the driving range at more than 220 miles. The new all-wheel-drive model debuts a fresh infotainment system with an available 12.3-inch screen. The Solterra will come with EyeSight, Subaru's suite of active safety features, and the company's first surround-view camera system.



CHEVROLET SILVERADO EV

\$39,900-\$105,000

SPRING 2023

This new Silverado joins the full-sized EV pickup market with a twist: It has a foldable midgate that expands the 6-foot-long bed into the cabin to hold 9-foot-long items. Based on GM's Ultium EV platform, shared with the GMC Hummer EV, the Silverado EV line launches with a basic 510-hp work truck and a premium RST First Edition version with four-wheel steering, adaptive suspension, and Super Cruise. Depending on options, the truck offers up to 664 hp, 10,000 pounds of towing, and an estimated 400-mile driving range.



NISSAN ARIYA

\$45,950-\$58,950

FALL 2022

Nissan's first dedicated electric SUV comes with two powertrain options, a front-wheel-drive 238-hp single motor and an all-wheel-drive 389-hp dual-motor configuration. Each uses an 87-kWh battery, with estimated ranges of up to 300 miles for the FWD and down to 265 miles for the AWD version. The Ariya can be equipped with ProPilot Assist 2.0, which uses driver monitoring for hands-free highway operation. At 183 inches long, the two-row five-passenger model is similar in size to the Nissan Rogue compact SUV.



TOYOTA bZ4X

\$40,000-\$50,000*

SUMMER 2022

The bZ4X kicks off a line of "beyond zero" Toyota models as the brand's first dedicated battery electric vehicle. Sharing a platform with the Subaru Solterra, it has two powertrain options. A 201-hp front-drive version has a 71.4-kWh lithium-ion battery and an estimated 250-mile range. The all-wheel-drive version has two motors, combining for 215 hp, and a 72.8-kWh battery. The bZ4X will be the first model with Toyota Safety Sense (TSS) 3.0, adding more functions to its already comprehensive suite of active safety features.

GET THE CAR YOU NEED NOW

CR's experts reveal
how to navigate the
current market to find
the right model and
the best price for you.

BY BENJAMIN PRESTON





You've probably heard that it's a tricky time to buy a car, be it new or used. And that's true: Availability is tight and prices are higher than usual. But there are plenty of good reasons you might want (or need) to buy a car right now. Maybe your old car is on its last legs, your lease is almost up, your teen needs a car—or maybe you're just excited about all the safety and convenience features the latest models have and are ready to upgrade. Don't worry. Even in today's challenging car-buying market, you can find a car you love for a reasonable price. We'll tell you how.

But first, a quick look at the factors causing the current challenges. It mostly comes down to a global shortage in the supply of microchips. Each new car requires anywhere from 30 to 100 computers, each with multiple chips, to operate everything from window motors to infotainment display screens. The chip shortage and other pandemic-related supply-chain disruptions have made it tough for manufacturers to build cars quickly enough to meet consumer demand. To keep up, some manufacturers have even temporarily suspended certain features. General Motors, for example, announced late last year that it would leave out heated seats and other options on several models. Experts say the chip shortage will probably stretch into next year.

The resulting new-car shortage has amped up demand and prices in the used-car market, too.

With plenty of would-be buyers vying for available cars, dealers aren't as motivated to offer discounts, so bargaining over price isn't easy. Some of the more sought-after models are even selling for well above the manufacturer's suggested retail price (MSRP), such as the CR-recommended Kia Telluride, for which people are paying about 15 percent above, on average. But there's a silver lining: If you have a car to trade in, it has never been more valuable and can help to offset higher prices on your next vehicle.

Read on for help from CR's auto pros on navigating four common car-buying scenarios, plus their expert picks for the best new and used cars available now.



1 I CAN'T WAIT ANY LONGER FOR AN UPGRADE

PERHAPS YOU'VE HELD off buying a new car since the pandemic began, but you don't think you can wait any longer. Or maybe you want something with cutting-edge tech and active safety features that your old car doesn't have. Dealership stock may be a bit thin right now, but you can still find a nice upgrade to your current car if you're flexible on details like the trim level, paint color, or even the exact model. Browse around to see what's available, keeping an open mind. A model you hadn't considered before might fit your needs. And depending on where you live, you might find that it's worth checking dealerships outside your area to find a better selection.

"Peruse sites like Cars.com, CarGurus, and manufacturers' sites to see new inventory, including what's coming soon," says Gabe Shenhav, associate director of CR's auto test program. "If you find the right car, contact the dealer and put a deposit on it. If you still can't find what you want, you can special-order a car."

With a special order, you configure your car online or at a dealership, and in a few months, when it rolls off the assembly line, you get a model with the exact options you want. (Be sure to double-check that the car has everything you ordered before you drive it off the dealer's lot after delivery.)

The models we've selected here have the latest safety and convenience features—and reasonably wide availability.



BMW X3

\$43,700 - \$69,900

81

OVERALL SCORE

BMW's compact SUV is superbly built, quiet, comfortable, and fun to drive. Lease deals vary by region, but BMW often offers the X3 in the \$500-per-month range (along with a down payment in the \$5,000-to-\$6,000 range).



Toyota Camry

\$25,395 - \$35,820

84

OVERALL SCORE

Long one of the most popular midsized sedans on the market, the Camry is roomy, comfortable, and fuel-efficient, with easy-to-use controls. It also comes standard with several key active safety features.

2 MY CAR LEASE IS ENDING

IN YEARS PAST, when your lease was up you'd probably just turn in the car and lease something new. But today's sky-high used-car prices mean that the smart move could be buying the car you're currently leasing. Most contracts include a buyout option, and because the terms

of a lease expiring today were calculated two or three years ago, the price at which you might buy your lease will be much lower than the same car would fetch today on the open market. That means you could get a great deal on the car you're already driving. Check the CR Trade-In Value Estimator (CR.org/tradein) to see how much your car is currently worth. If you prefer to lease a new car instead, you might be able to leverage the high value of your lease return to get terms on a new lease that are better than those advertised by the dealer or manufacturer. Here, two widely available models you might consider leasing.

Hyundai Elantra

74 OVERALL SCORE

\$19,950 - \$33,400 LEASE: about \$169

The Elantra offers sprightly acceleration, 33 mpg overall fuel economy, and a full suite of active safety features that come standard. Lease deals vary by month and location, but they can often be found for around \$200 per month.



Kia Sportage

\$24,090 - \$35,250 LEASE: about \$170

72 OVERALL SCORE

Sportier than many other small SUVs, the Sportage is roomy and has controls that are easy to use. A redesigned 2023 version will debut later this year, so it

might be possible to see lease savings on outgoing 2022 SUVs. Particularly attractive lease deals are often available on front-wheel-drive models.

3 I HAVE TO REPLACE MY CAR FAST

IF YOUR CAR REQUIRES a big, expensive repair (or it was just totaled in a crash), you might need another car right away. First, use CR's Car Value Estimator (CR.org/car-value-estimator) and Car Repair Assistant (CR.org/carrepair) to see if it's worth repairing your car. Because used-car prices are so high,

even a pricey repair could make good financial sense—as long the cost of the fix doesn't eclipse the value of the vehicle. In other words, don't spend \$8,000 repairing a car that's worth only \$6,000. Below, we show you how to break up the cost of a big repair and compare it with a new-car payment.

If the old car was totaled or isn't worth fixing and you need another car fast, you can buy or lease a new one, or save money by buying a used car. You'll find the best prices in the 6- to 10-year-old range. Check dealer inventories frequently to see what's available, or go to websites like Carvana (carvana.com) and TrueCar (truecar.com) to search the listings.



Honda Accord

\$26,120 - \$38,050

With quick acceleration, good handling, and respectable fuel economy, the Accord is a perennially popular choice among midsized sedans. It scores well in CR's testing, has above-average

88 OVERALL SCORE

reliability, and comes standard with a suite of active safety features.

- Monthly payment for a 2022 Accord EX-L over six years with 3.9% financing and a 20% down payment: \$418.



2012 Honda Accord

\$10,700 - \$12,400

Older Accords are capable and reliable. They fared well in CR's road tests when new. Spread over time, the cost for even major repairs are generally less than the payments for most new cars.

- Transmission replacement: about \$8,000; monthly cost over five years: \$133.
- Cylinder head gasket replacement: about \$2,000; monthly cost over five years: \$33.



RELIABILITY

4 I WANT A CAR FOR MY TEEN

IT CAN BE tempting to give a hand-me-down or an inexpensive used car to your teen, but CR recommends buying the newest, safest car your budget will allow. After all, teens are inexperienced drivers who are nearly four times more likely to be involved in a crash. New cars have all the latest and greatest safety features and crash-avoidance technology. Realistically, however, buying a brand-new car for a teen isn't an option for many families, because price—both for the car and insurance premiums—can be prohibitive.

Whether you're buying new or used, look for a model with the most important safety features for teen drivers: electronic stability control (ESC), which has been required on all new models since 2012; good brakes that stop the vehicle from 60 mph in 145 feet or less in CR's testing; average or better handling as measured in CR's tests; above-average reliability; "Good" ratings in four key Insurance Institute for Highway Safety (IIHS) crashworthiness tests; and at least four stars in the National Highway Traffic Safety Administration's overall five-star safety rating.

These two models hit the most important safety notes and fit a range of budgets. Go to CR.org/teencars for a list of the best used cars for teens.





Mazda CX-30

\$22,200-\$34,400.

70

OVERALL SCORE

An attractive, fuel-efficient small SUV, the CX-30 also comes standard with active safety features. Consider the comparable Mazda3 as a less-expensive alternative that starts at \$20,800 (Overall Score: 69).



2013 Subaru Legacy

\$10,375-\$14,050



RELIABILITY

Older versions of the Subaru Legacy offer a good balance of value, safety, and reliability. They received top ratings for crashworthiness, and had good handling and braking in CR's testing when new. Standard all-wheel drive can help teen drivers stay safe.

YOUR CAR SEARCH GUIDE



Identify the Models That Fit Your Needs

Browse ratings and reviews online, factoring in budget, size, and lifestyle needs, such as third-row seating and towing capability. You can also check the reliability histories, owner satisfaction scores, and information about safety features and crash-test results at CR.org/cars.



Decide Between New or Used

Look at current transaction prices using CR.org/buildandbuy or TrueCar (truecar.com) to learn what's a fair price for the model you want. Run the numbers to see if buying a new or used version is right for you. Used-car prices are elevated now, so you may find that buying new is smarter than buying a 3-year-old car. Also, lower finance charges, zero miles on the odometer, and a full factory warranty can make new cars more appealing. Buying used these days often means looking back several years in order to see a meaningful discount.



Research Your Trade-In Value

Use CR's Trade-In Value Estimator (CR.org/tradein) to find out what your old car is worth. Then see what a local dealer will offer. You're likely to get more money for your old car if you sell it yourself, so check its retail value using Kelley Blue Book's website (kbb.com), and look at what similarly optioned versions of the same model are listed for.



Secure Financing

Get preapproved for financing through your bank or an online vendor such as Carvana or LendingTree. Locking in a rate gives you a starting point for negotiating financing terms with a dealership. If it can beat your secured loan, great.



Find Your Car at a Fair Price

Use a car-listing aggregator like Cars.com or CarGurus to find models nearby. You can widen your search radius if you're not finding what you want in your area.

But call dealerships before heading out to see a specific car, because some post online listings before the cars are on their lots. Use CR's Build & Buy Car Buying Service (CR.org/buildandbuy) to compare in-stock vehicles and see what others paid. You can get up-front price offers online from local certified dealers. On top of national incentives, Consumer Reports members are eligible for additional incentive offers from select manufacturers.



Test-Drive and Verify Your Features

Test-drive the car to make sure that you're comfortable with its performance—and that it has all the features specified on the window sticker. Missing something you wanted? Ask if the manufacturer plans to install any temporarily suspended features retroactively.



Be Prepared to Act Fast

This is a seller's market. If you have to go outside your local area to a dealership, CR's experts advise putting down a refundable deposit on the car via phone to make sure it's actually there when you arrive.

The System That Helps You

DRIVE SAFER

CR supports cars with driver monitoring technology that keeps you focused on the road ahead

BY KEITH BARRY





IF

your car can control its speed and automatically steer between lane lines, you might enjoy the added convenience of these driving assistance systems. But even though such systems require human supervision, research suggests drivers are less likely to pay attention when using automation. If something goes wrong and a human isn't ready to take over, it could lead to a crash.

That's why Consumer Reports is now rewarding vehicles that pair a direct driver monitoring system—which uses computers and cameras to monitor driver attentiveness—with driving assistance features that automate steering, braking, and acceleration, such as adaptive cruise control and lane centering. CR and other groups and agencies, such as AAA, the National Transportation Safety Board, and the Insurance Institute for Highway Safety, say driver monitoring can make automation safer.

CR now adds 2 points to a vehicle's Overall Score if it includes a driver monitoring system that encourages safe driving as part of its active driving assistance package. So far only Ford's BlueCruise and GM's Super Cruise have earned the additional points, because we determined other available systems don't do enough to encourage drivers to use them safely.

"We believe it's time to recognize automakers that have found a safer

way to deploy this technology," says Jake Fisher, senior director of CR's Auto Test Center.

Starting with the 2024 model year, vehicles with active driving assistance systems that lack adequate driver monitoring will lose 1 point from their Overall Score, increasing to a 3-point deduction for 2026 models.

The move parallels recent legislation requiring the National Highway Traffic Safety Administration to address driver distraction and disengagement, foreseeable misuse of driving assistance systems, and automation complacency—when drivers may become over-reliant on assistance features.

What Makes a Good System

A CR analysis shows about half of new models have the ability to automatically steer, brake, and accelerate, but only a handful—including some BMW, Ford, GM, Subaru, and Tesla models—also have driver monitoring systems. Among automakers that claim their systems can detect driver inattention, CR's tests show that some don't do enough to encourage safe driving. Here's what does work:

■ **Alerts you can't ignore.** CR supports systems that reliably detect driver inattentiveness and alert the driver to pay attention while vehicle automation is in use, says Kelly Funkhouser, manager for vehicle technology at CR. If the driver ignores the alerts, the system should escalate warnings to rouse the driver. "If the

driver still doesn't react, the system should, ideally, bring the car to a stop as safely as possible," she says.

■ Not just a hand on the wheel.

Merely having a hand on the steering wheel shouldn't be enough to prove to the system that the driver is paying attention, as it is with many vehicles. "These systems are asking drivers to pay attention and be ready to take over, so they need a mechanism to ensure the driver is looking at the road, such as infrared cameras that can track head or eye movements," Funkhouser says. It should not be possible to engage active driving assistance if a monitoring camera can't see the driver, she says.

■ Your info must stay private.

Driver monitoring should limit data collection to what is strictly necessary to ensure a driver's eyes are on the road, says Justin Brookman, CR's director of technology policy, and CR reserves the right to withhold points for inadequate privacy practices. "The best system is closed-loop, with no video being recorded, and no images leaving the car," Brookman says.

BMW, Ford, and GM told CR that their systems do not transmit in-cabin data or video outside the vehicle. Subaru's DriverFocus system uses facial recognition technology, but the automaker says it does not record any information. Tesla's cabin camera can capture video from inside the vehicle and—if the driver chooses—send that footage to Tesla for its use.

Next-Generation Tech

FEDERAL REGULATORS ARE investigating new methods to reliably see whether a driver is impaired. This doesn't mean there will be breathalyzers

installed on all cars in the future. Instead, a new type of driver monitoring could help prevent some of the 10,000 drunk driving deaths on



Which Systems Work Better?

THESE FIVE MANUFACTURERS offer direct driver monitoring systems, but only GM and Ford met our standards for effectiveness. For example, both of the systems prevented a driver from using active driving assistance if they stopped looking at the road. Here's how each system performed in our evaluations.



• FORD

The Mustang Mach-E GT's BlueCruise active driving assistance system would not operate with its camera covered. It also warned the driver with audible and visual alerts if they closed their eyes or looked away from the road for about 5 seconds, eventually tapping the brakes to "jolt" an inattentive driver. It can slow the vehicle to a stop if needed. BlueCruise also ensures the driver's hands are on the wheel during complex driving situations.



• GM

We performed our tests of the Super Cruise system on a Cadillac CT6 and Escalade. In each case, the system delivered multiple warnings to grab a driver's attention. If the driver failed to look at the road, the system started to slow down each car on its own, eventually bringing it to a stop. Super Cruise won't operate if the camera is covered.



• BMW

Using BMW's Traffic Jam Assist activates the driver monitoring camera, but the feature works only at speeds below approximately 40 mph. At higher speeds, we could engage adaptive cruise control and lane centering assistance on the BMW X7 that we tested with the camera covered or toggled off in a system menu. A BMW spokesperson told CR that its system is designed to "reinforce with the driver that completely hands-free driving is not available at speeds above 40 mph."



• SUBARU

We tested the DriverFocus camera on an Outback equipped with the EyeSight active driving assistance feature. Although the camera can detect driver distraction, it also can be deactivated, and the vehicle's active driver assistance systems can be used without the camera turned on. A Subaru spokesperson told CR that requiring an active camera to use the automated system "is something we would not rule out in the future."



• TESLA

On Model S and Y vehicles with v. 11.0 software, we found that drivers could use Autopilot with the cabin camera fully covered, which defeats the purpose of driver monitoring. If the camera detected that the driver's eyes were off the road, the vehicle shortened the interval a driver could take their hands off the wheel. But as long as their hands remained on the wheel, we saw no warnings, regardless of where the driver was looking. Tesla did not respond to our written questions.

American roads each year.

This is a key provision in the 2021 Infrastructure Investment and Jobs Act. "This would make our roads far safer—but the technology must be reliable, and it faces some very real challenges," says William Wallace, CR's manager of safety policy.

For example, these systems would have to be foolproof at detecting impairment. "A false decision could lead to a car getting pulled over or, at worst, an arrest or other loss of liberties," says Nandita Sampath, a policy analyst at CR who studies bias in tech. Camera-based

systems also must work consistently across variations in skin colors and clothing, she says—which some similar technologies have struggled with.

Automakers and regulators should account for privacy at every stage when developing any kind of driver monitoring,

says Chelsey Colbert, former policy counsel at the Future of Privacy Forum. And automakers should be clear about what data they collect, she says. "What type of implications is this going to have on my insurance, on my work, on my driving record, with law enforcement?"



Time to Go **ELECTRIC?**

With more choices than ever, here's how to decide whether you're ready for a hybrid, plug-in hybrid, or fully electric car

BY MIKE MONTICELLO // ILLUSTRATION BY SINELAB



The pandemic has slowed auto production,

but not carmakers' plans for new electrified vehicles. In fact, a few dozen all-new, pure electric models are set to debut by the end of 2024. The rollout of new EVs, plug-in hybrids, and traditional hybrids is good news if you're looking for an alternative-fuel vehicle. These models provide energy-efficient transportation while lowering or eliminating tailpipe emissions, diminishing noise, and reducing operating costs.

But living with an electrified vehicle—especially a pure EV—is different from owning a typical gasoline model. So it's important to understand how they work, and to match their strengths with your driving needs and preferences.

For instance, should you stick with a traditional gasoline-electric hybrid that never needs to be plugged in? They're fuel-efficient, and most are reliable, but they aren't emissions-free. Or is a plug-in hybrid more for you? They split the difference between a hybrid and an EV, with a rechargeable battery that provides 20 to 40 miles of electric range before transitioning to regular hybrid operation. Or are you ready to take the leap to an EV? That eliminates the gas engine, but you need a convenient way to recharge.

On the following pages, we explain how the technologies work, plus offer CR's real-world insights into the pros and cons for each type. We also highlight a few models recommended by CR from each category. (For more on EVs, go to CR.org/ev.)

Bear in mind that several of the models are relatively new—and CR usually advises waiting a year or longer for automakers to work out the bugs. Holding off will also mean more models and EV charging stations, and possibly lower sticker prices. On the other hand, current tax credits, up to \$7,500, may phase out while you wait.



Hybrids

HYBRIDS TEAM an electric motor with a gasoline engine to provide efficient transportation. Owners don't need to worry about plugging their hybrid vehicle in, and these models drive similarly to regular cars. There are many affordable hybrids, with prices starting under \$24,000. Plus, hybrid owners really like their vehicles: In CR's Annual Auto Surveys, they tend to report higher overall satisfaction than do owners of nonhybrid versions.

The Technology

Hybrids typically combine a relatively small gasoline engine, at least one electric motor, and a small battery pack. The electric motor supplements the gas engine, and allows the engine to shut off at low speeds and when coasting. Regenerative braking lets hybrids recapture energy that would otherwise be lost and use it to recharge the battery pack. This technology has been on the market for over 20 years.

PROS

- They have excellent gas mileage.
- They produce lower emissions compared with gas-only vehicles.
- They never need to be plugged in.
- You can fill up at a regular gas station.
- They are often more powerful than their gasoline-only equivalents.
- They cost about \$1,000 to \$3,000 more than comparable gas-only models.
- Some have had longer stopping distances than their gas-only counterparts in CR's testing.
- Many use a form of a continuously variable transmission that can cause high engine revving compared with the vehicle's acceleration. Some of CR's testers find that sensation, called "rubberbanding," unpleasant.

CONS

SMART CHOICES



HYUNDAI TUCSON HYBRID

\$29,350-\$37,650

93

OVERALL SCORE

▲

PREDICTED RELIABILITY

35

MPG

THE HYBRID TUCSON has the best qualities of its gas-only counterpart: sharp handling, a roomy interior, and easy-to-use controls. Yet the hybrid—which uses a 1.6-liter turbo four-cylinder paired with electric drive for a combined 226 hp—is also quicker, quieter, and much more fuel-efficient. It managed 35 mpg overall in our testing, a

9-mpg improvement over the regular model. And provided you don't accelerate too hard, it can move on electric power up to about 35 mph, which can help save gas around town. Braking distances are a touch longer than with the regular Tucson, but the pedal doesn't have the sponginess that plagues some other hybrids.

TOYOTA CAMRY HYBRID

\$27,480-\$32,920

86

OVERALL SCORE

▲

PREDICTED RELIABILITY

47

MPG

THE CAMRY LE HYBRID we tested has acceleration similar to that of its gas-powered four-cylinder counterpart, and the same trunk space, yet managed an astounding 47 mpg overall, a 15-mpg boost compared with the standard model. The powertrain—which combines a 2.5-liter four-cylinder engine

with electric assist—is also quieter, without the groan during hard acceleration that the nonhybrid Camry four-cylinder suffers from. The hybrid, however, does have a longer stopping distance, and at low speeds the braking can require a light touch, making it difficult to stop smoothly.





Plug-In Hybrids

PLUG-IN HYBRID-ELECTRIC VEHICLES

(PHEVs) are a bridge between traditional hybrids and full electric vehicles, allowing for local driving on electric power alone with the convenience and range of a gas engine for longer road trips.

The Technology

PHEVs have a larger battery than regular hybrids have, so they can be driven farther and more often on electric power. As with regular hybrids, regenerative braking can extend the battery's range, and the gasoline-powered engine and electric motor switch back and forth as needed. Owners can get by with Level 1 charging (120 volts) because the battery packs are small compared with those in pure EVs.

SMART CHOICE



TOYOTA RAV4 PRIME

88

OVERALL SCORE

PREDICTED RELIABILITY

34

MPG*

THE PRIME PLUG-IN HYBRID builds on the features of the RAV4 hybrid but brings more performance—with 302 hp, it's the most powerful RAV4. It's a good option if you're interested in an EV but don't want to worry about recharging on long trips. We were able to drive the Prime about 42 miles on electric power. You can choose when the Prime uses electric propulsion—for

PROS

- Most can travel between 20 and 40 miles on electric power.
- They get good fuel economy even after the electric range is depleted.
- They provide the benefits of a pure EV for short drives or commutes while still having a gas engine for longer trips without charging worries or range limitations.
- Some are eligible for a federal tax incentive of up to \$7,500.

CONS

- They're more expensive than regular hybrids or gasoline cars.
- To reap full efficiency benefits, owners must recharge frequently.
- Some are less fuel-efficient than regular hybrids once the electric portion is depleted.
- Plug-in components often take up cargo space.
- Charging can be challenging if you live in a multi-unit dwelling or don't have access to off-street parking.

\$39,800-\$43,125



OTHER PLUG-IN OPTIONS

Because plug-in hybrids often account for a very small portion of a model line, we sent only a few through our test program this past year. But we rented several PHEVs from automakers to gain valuable intel.

Among those we particularly liked was the **BMW 330e** (\$42,950-\$44,950), shown above. It provides almost all the driving excitement of the regular 330i we tested, with about 20 miles of electric-only range.

We also rented a **Lexus NX 450h** SUV (\$56,725-\$57,975). It has an electric-only range up to 37 miles, and mighty quick acceleration—but the gas engine sounds coarse when you push it hard.

The **Jeep Wrangler 4xe** (\$52,530-\$58,105) can traverse off-road trails using whisper-quiet electric motors and has an electric range of 22 miles. But it gets only an EPA-estimated 20 mpg combined when running as a regular hybrid, and it costs about \$7,000 to \$12,000 more than a standard model.



Fully Electric

BATTERY ELECTRIC VEHICLES

(BEVs—or EVs, as they are commonly called) are very efficient, and most new models have a driving range of well over 200 miles. But driving them long distances requires extra planning regarding where and when you'll charge.

The Technology

Full EVs rely on large battery packs to power their electric motors. They forgo complicated parts such as an internal combustion engine or a conventional transmission. Under normal circumstances, it takes between 8 and 10 hours to recharge an EV using a Level 2 (240-volt) connector when the battery is near-empty.

PROS

- It's usually less expensive to charge than to buy gas.
- It's convenient to recharge at home.
- They often cost less to maintain because they have fewer and simpler components.
- There are no tailpipe emissions.
- They are very quiet.
- Most provide a fun acceleration experience, thanks to the instant power on tap from the electric motor, or motors.

CONS

- They cost more to buy.
- Planning when and where to charge is a part of any long-distance travel.
- Charging can be challenging if you live in a multi-unit dwelling or don't have access to off-street parking.
- Charging can take hours; even DC fast charging in public places can take 30 to 60 minutes.
- Very cold or hot temperatures and cabin climate conditioning reduce driving range.

SMART CHOICES



KIA NIRO EV

\$39,990-\$44,650

88

OVERALL SCORE



PREDICTED RELIABILITY

239

RANGE, MILES

THE NIRO EV is a versatile all-electric hatchback that boasts an EPA-estimated 239-mile range. That, along with a roomy interior and easy-to-use controls, makes it one of the most livable EVs available. It feels more refined and substantial than the Chevrolet Bolt and Nissan Leaf. Like other EVs, it's quick to accelerate and

scoots silently down the road. The all-electric drivetrain eliminates some of the deficiencies of the Niro Hybrid, such as bumpy shifts from the transmission and power delays when accelerating. The Niro EV's 64-kilowatt-hour battery takes about 10 hours to charge from almost empty using a 240-volt connector.

TESLA MODEL 3

\$44,990-\$58,990

79

OVERALL SCORE



PREDICTED RELIABILITY

272-358

RANGE, MILES

THE TESLA MODEL 3 competes with the Audi A4, BMW 3 Series, and other sports sedans—but doesn't consume a drop of fuel. Our testers found it to be fun to drive, thanks to superb handling and immediate thrust. But the distracting controls, overly stiff ride, and uncomfortable rear seat count against it. Its EPA-rated driving range varies from

272 to 358 miles, depending on the version. It takes about 12 hours to recharge on a 32-amp, 240-volt connector, or 7 hours on a dedicated Tesla wall-mounted connector. The car benefits from public DC fast charging on Tesla's exclusive supercharging network, which can add 70 miles of range in about 10 minutes.





HOW TO CHARGE AN EV AT HOME

IF YOU LIVE IN A HOUSE

1 120-Volt Outlet

Plug into a regular 120-volt wall outlet using the cable that comes with the car. This is the cheapest option but also the slowest, sometimes requiring more than 24 hours to fully charge a battery at a rate of 3 miles of range per hour of charging.

2 240-Volt Outlet

Plug into a 240-volt outlet, the same kind that powers a dryer or another heavy-duty appliance. You still use the cable that comes with the vehicle, but with an interchangeable plug. This method charges at a rate of about 20 miles of range per hour of charging.

3 Charging Station

Buy a dedicated EV home charging unit (also 240-volt) and hire an electrician to install it. It will charge at 20 to 35 miles of range per hour of charging, depending on the amperage. Units cost from about \$300 to \$700. Go to CR.org/evchargers.

IF YOU LIVE IN AN APARTMENT OR A CONDO COMPLEX

It can be challenging to charge an EV if you live in an apartment or a condo. If there isn't a

way to plug in safely, one option is to rely on public charging stations. More and more

are being installed—but not enough to make this a viable option for many people.



THE COMING WAVE OF FULL EVs

Carmakers are expected to introduce many new EVs in the next two years, including these:

AUDI A6 E-TRON, Q4 E-TRON

BMW i4, i7, ix

CADILLAC CELESTIQ, LYRIQ

CHEVROLET BLAZER, EQUINOX, SILVERADO EV

DODGE MUSCLE CAR

FISKER OCEAN

FORD EXPLORER, F-150 LIGHTNING

GENESIS GV60, ELECTRIFIED GV70, ELECTRIFIED G80

GMC HUMMER EV, SIERRA EV

HONDA PROLOGUE

HYUNDAI IONIQ 6, IONIQ 7

KIA EV6, EV9

LEXUS RZ

MERCEDES-BENZ EQB, EQE

NISSAN ARIYA

POLESTAR 3

PORSCHE MACAN EV

RAM 1500 EV

SUBARU SOLTERA

TESLA CYBERTRUCK, ROADSTER

TOYOTA BZ4X

VOLKSWAGEN ID.BUZZ

VOLVO C40 RECHARGE

\$7,500

THAT IS THE FEDERAL TAX INCENTIVE YOU MIGHT QUALIFY FOR WHEN YOU BUY AN EV. And that's important: Electric vehicles tend to cost more than other models, but many

are eligible for tax incentives. Even some plug-in hybrids qualify. Plus, there may be local and state tax credits, rebates, or vouchers, depending on where you live. So do your homework to see what credits might be available. But be aware that under current rules, once an automaker sells 200,000 electric vehicles, the value of the tax credit decreases and eventually fades away—a provision that has affected two automakers, General Motors and Tesla. Ford and Toyota may reach that threshold in 2022, as well.

NEW CAR

RATINGS

OUR VEHICLE RATINGS, organized by Overall Score, price range, and vehicle category, provide a quick reference guide for consumers. Each year we buy between 40 and 50 new or redesigned models and evaluate them at our 327-acre track in Colchester, Conn., and on nearby public roads. As part of our testing process, we assess such factors as performance, fuel economy, and comfort. We also consider reliability and owner satisfaction from our exclusive Annual Auto Surveys of CR members, and award extra points to models that come standard with key safety features. It all goes into calculating each vehicle's Overall Score.

BY JONATHAN LINKOV

TOYOTA
RAV4
PRIME



HOW TO READ THE RATINGS

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

Make + Model reflects the vehicle we tested and its engine displacement. The letter E identifies the model as an electric vehicle (EV), and H denotes Hybrid.

The **Green Choice** designation, developed in collaboration with the Environmental Protection Agency, indicates which cars, SUVs, and minivans are in the top 20 percent of the cleanest-emitting vehicles from the 2022 model year. These are identified with a 🌱.

Overall Score reflects a vehicle's performance in our road tests; the latest reliability and owner satisfaction results from CR's exclusive Annual Auto Surveys; and the availability of these crash-prevention systems:

forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection and at highway speeds, blind spot warning (BSW), and driver monitoring. We also factor in results from any government and insurance industry crash tests.

Survey Results reflect findings from our Annual Auto Surveys completed by CR members.

Predicted Reliability is our forecast of how well a model will hold up based on problems our members reported in CR's Annual Auto Surveys, which cover more than 300,000 vehicles.

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

Road-Test Results include CR's test findings that we think are the most relevant to buyers. We buy between 40 and 50 vehicles each year, driving them for thousands of miles as we put them through multiple tests and evaluations. The results make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments. Some categories, such as seat and ride comfort, noise, and fit and finish, are graded by our experts. The usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, cockpit ergonomics, and interface design. The energy consumption of EVs is expressed in a miles-per-gallon equivalent rating (MPGe), and for plug-in hybrids, it's listed in electric and gas modes.

Active Safety Features identifies whether a vehicle has forward collision warning (FCW); automatic emergency braking that operates at highway speeds (AEB, highway); a pedestrian detection system (AEB, pedestrian); and blind spot warning (BSW). Each feature must be standard on all trims to gain an extra point for the Overall Score. We use S to indicate that the

system is standard; 0 means it's available on some versions. A dash (—) means no system is offered.

Why Some Vehicles Aren't Rated

Certain models are new or have been redesigned or extensively freshened since our last test. These are scheduled to be included in future road tests. They include the Audi A3 and Q4 E-Tron; BMW 2 Series, iX, and i4; Cadillac Lyriq; Ford F-150 Lightning and Maverick; Hyundai Ioniq 5; Infiniti QX60; Jeep Grand Cherokee and Wagoneer; Lexus NX and LX; Lucid Air; Mercedes-Benz C-Class; Rivian R1S and R1T; Subaru BRZ; Toyota Corolla Cross, GR86, and Tundra; and the Volkswagen GTI.

What Our Ratings Symbols Mean



LEARN

Go to CR.org/newcarbuyingguide for advice on whether you should buy or lease your next new car, and other car shopping tips.

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

UNDER \$20,000

SEDANS

✓ Nissan Versa 1.6L	🌱 62	!	▼	61	32	! / !	↗	! ▼	▼	! ▲	↗	52.5	9.6	130	3+1	S	S	S	0
✓ Hyundai Accent 1.6L	61	!	▼	64	33	! / ▼	↗	▼	▼	▼	! ▲	57.5	9.9	128	2+3	0	—	—	—
Kia Rio 1.6L	53	!	▼	61	33	! / ▼	↗	▼	▼	▼	! ▲	54.5	9.6	131	2+3	0	0	0	—

HATCHBACKS

✓ Hyundai Venue 1.6L	61	!	▼	61	32	! / ▼	↗	▼	▼	▼	! ▲	55.5	8.9	125	2+2	S	S	0	0
✓ Nissan Kicks 1.6L	🌱 61	!	▼	64	32	! / ▲	↗	! ▲	! ▲	! ▲	! ▲	51.5	10.5	137	3+0	S	S	S	S
Chevrolet Spark 1.4L	47	!	▼	47	33	! / ▼	↗	▼	▼	▼	! ▲	57.5	12.0	129	1+1	0	—	—	—
Mitsubishi Mirage 1.2L	33	!	▼	29	37	! / !	↗	▼	▼	! ▲	▼	52.5	12.1	138	1+1	S	S	—	—

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features																																														
			Predicted reliability		Owner satisfaction		Road-test score		Overall mpg		Seat comfort front/rear		Usability		Noise		Ride		Fit + finish		Routine handling		Avoidance-maneuver speed, mph		Acceleration, 0-60 mph, sec.		Dry braking, 60-0 mph, ft.		Suitcases + cargo volume, cu. ft.		FCW		AEB		Pedestrian		Highway		BSW																						
\$20,000-\$25,000																																																													
SEDANS																																																													
✓ Subaru Impreza 2.0L	81	⬆️	⬆️	⬇️	⬇️	85	30	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	56.0	9.5	124	2+2	0	0	0	0	0																																
✓ Nissan Sentra 2.0L	77	⬇️	⬇️	⬇️	⬇️	81	32	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.5	8.5	129	3+2	S	S	S	S	S																																
✓ Hyundai Elantra 1.6H	76	⬇️	⬇️	⬇️	⬇️	79	48	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	8.7	127	2+3	S	S	0	S	S																																
✓ Hyundai Elantra 2.0L	74	⬇️	⬇️	⬇️	⬇️	76	33	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.5	7.9	128	2+3	S	S	0	S	S																																
✓ Toyota Corolla 1.8H	73	⬇️	⬇️	⬇️	⬇️	69	48	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	10.3	142	3+1	S	S	S	0	S																																
✓ Volkswagen Jetta 1.5T	73	⬇️	⬇️	⬇️	⬇️	78	34	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	9.0	135	3+2	S	S	S	S	S																																
✓ Toyota Corolla 1.8L	73	⬇️	⬇️	⬇️	⬇️	68	33	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	10.4	134	3+1	S	S	S	0	S																																
✓ Honda Civic 2.0L	70	⬇️	⬇️	⬇️	⬇️	71	33	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	56.5	9.7	129	3+1	S	S	S	0	S																																
✓ Mazda3 2.5L	69	⬇️	⬇️	⬇️	⬇️	75	30	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	7.7	125	3+1	S	S	S	0	S																																
Kia Forte 2.0L	39	⬇️	⬇️	⬇️	⬇️	67	34	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	8.3	131	3+1	S	S	S	0	S																																
HATCHBACKS																																																													
Toyota C-HR 2.0L	58	⬇️	⬇️	⬇️	⬇️	64	29	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	11.2	131	2+0	S	S	S	0	S																																
Kia Soul 2.0L	51	⬇️	⬇️	⬇️	⬇️	76	28	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.0	8.8	120	1+1	0	0	0	0	0																																
Toyota Corolla Hatchback 2.0L	51	⬇️	⬇️	⬇️	⬇️	66	36	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	8.7	129	1+1	S	S	S	0	S																																
SUVs																																																													
✓ Subaru Crosstrek 2.0L	86	⬆️	⬆️	⬆️	⬆️	87	29	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.5	10.2	125	27.5	0	0	0	0	0																																
✓ Nissan Rogue Sport 2.0L	77	⬆️	⬇️	⬇️	⬇️	72	26	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	10.3	134	24.5	S	S	S	S	S																																
✓ Chevrolet Trailblazer 1.3T	76	⬆️	⬇️	⬇️	⬇️	66	27	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	9.5	133	24.0	S	S	—	0	0																																
✓ Mazda CX-30 2.5L	70	⬇️	⬇️	⬇️	⬇️	64	27	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	8.7	133	21.5	S	S	S	0	S																																
✓ Hyundai Kona 2.0L	66	⬇️	⬇️	⬇️	⬇️	71	26	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	56.0	11.1	129	22.5	S	S	0	0	0																																
Honda HR-V 1.8L	62	⬇️	⬇️	⬇️	⬇️	66	29	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.0	10.5	132	32.0	0	0	0	—	0																																
Chevrolet Trax 1.4T	61	⬆️	⬇️	⬇️	⬇️	55	25	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	10.8	130	26.0	—	—	—	—	0																																
Volkswagen Taos 1.5T	55	⬇️	⬇️	⬇️	⬇️	74	26	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	9.4	130	31.5	0	0	0	0	0																																
Ford EcoSport 2.0L	45	⬇️	⬇️	⬇️	⬇️	61	24	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.5	10.7	132	22.5	—	—	—	—	0																																
Kia Seltos 2.0L	43	⬇️	⬇️	⬇️	⬇️	72	28	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.0	9.0	128	28.0	S	S	S	0	S																																
Jeep Renegade 2.4L	42	⬇️	⬇️	⬇️	⬇️	56	24	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.5	9.9	130	30.5	0	—	0	S	0																																
Fiat 500X 1.3T	37	⬇️	⬇️	⬇️	⬇️	50	23	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	9.8	130	19.5	0	—	0	0	0																																

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features																																														
			Predicted reliability		Owner satisfaction		Road-test score		Overall mpg		Seat comfort front/rear		Usability		Noise		Ride		Fit + finish		Routine handling		Avoidance-maneuver speed, mph		Acceleration, 0-60 mph, sec.		Dry braking, 60-0 mph, ft.		Suitcases + duffels/Cargo volume, cu. ft.		FCW		AEB		Pedestrian		Highway		BSW																						
\$25,000-\$35,000																																																													
SEDANS																																																													
✓ Honda Accord 1.5T	88	⬆️	⬆️	89	31	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	54.5	7.7	135	4+1	S	S	S	0																																		
✓ Honda Accord 2.0H	87	⬆️	⬆️	89	47	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.5	7.4	139	4+1	S	S	S	0																																		
✓ Subaru Legacy 2.5L	87	⬆️	⬇️	89	28	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	54.5	8.9	131	4+1	S	S	S	0																																		
✓ Toyota Camry 2.5H	86	⬆️	⬆️	89	47	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	54.5	7.8	138	3+1	S	S	S	0																																		
✓ Toyota Camry 2.5L	84	⬆️	⬆️	86	32	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	53.5	8.0	126	3+1	S	S	S	0																																		
✓ Hyundai Sonata 2.5L	83	⬆️	⬇️	81	31	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	56.0	7.5	127	3+2	S	S	S	S																																		
✓ Honda Insight 1.5H	80	⬆️	⬇️	73	54	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	8.7	136	3+1	S	S	S	S																																		
✓ Hyundai Sonata 2.0H	80	⬆️	⬇️	76	44	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	54.0	8.0	135	3+2	S	S	S	S																																		
✓ Kia K5 1.6T	76	⬇️	⬇️	82	32	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	53.5	7.7	130	3+2	S	S	S	0																																		
✓ Nissan Altima 2.5L	72	⬇️	⬇️	81	31	⬆️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	7.6	131	4+0	S	S	S	0																																		
✓ Volkswagen Passat 2.0T	71	⬇️	⬇️	77	28	⬆️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	7.9	130	3+1	S	S	S	S																																		
Acura ILX 2.4L	64	⬇️	⬇️	61	28	⬆️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.5	7.5	132	2+2	S	S	S	0																																		
Chevrolet Malibu 1.5T	55	⬇️	⬇️	80	29	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	8.4	130	3+2	0	0	0	0																																		
HATCHBACKS																																																													
✓ Toyota Prius 1.8H	79	⬆️	⬆️	75	52	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	10.3	135	2+2	S	S	S	0																																		
✓ Toyota Prius Prime 1.8H+E	79	⬆️	⬆️	74	133 <small>①</small> / 50 <small>②</small>	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.0	10.8	139	2+0	S	S	S	0																																			
✓ Hyundai Ioniq 1.6H	70	⬇️	⬇️	75	52	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.5	9.1	130	3+0	S	S	0	0																																		
✓ Kia Niro 1.6H	65	⬇️	⬇️	65	43	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.0	9.9	143	2+2	0	0	0	0																																		
SPORTS CARS																																																													
✓ Mazda MX-5 Miata 2.0L	85	⬆️	⬆️	80	34	⬇️ / -	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	57.5	6.7	124	0+2	S	-	-	S																																		
Mini Cooper 2.0T	65	⬇️	⬇️	80	30	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	56.0	7.2	130	1+1	S	S	-	-																																		
SUVs																																																													
✓ Hyundai Tucson 1.6T+H	93	⬆️	⬆️	92	35	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	7.7	132	38.5	S	S	0	S																																		
✓ Subaru Forester 2.5L	90	⬆️	⬆️	90	28	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	9.2	130	36.5	S	S	S	0																																		
✓ Hyundai Tucson 2.5L	89	⬆️	⬆️	86	26	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	9.6	130	38.5	S	S	0	S																																		
✓ Honda CR-V 1.5T	84	⬇️	⬇️	82	28	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	8.2	137	36.0	S	S	S	0																																		
✓ Subaru Crosstrek 2.0H+E	83	⬆️	⬆️	82	33	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	9.0	129	21.5	0	0	0	0																																		
✓ Ford Bronco Sport 1.5T	82	⬆️	⬆️	75	25	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	8.9	126	30.5	S	S	S	S																																		
✓ Honda CR-V 2.0H	82	⬇️	⬇️	80	35	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	8.5	133	34.0	S	S	S	0																																		
✓ Mazda CX-5 2.5L	82	⬇️	⬇️	78	24	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	8.6	133	30.5	S	S	S	S																																		
✓ Chevrolet Equinox 1.5T	74	⬇️	⬇️	78	25	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️ / ⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	9.6	132	32.0	S	S	-	0																																		

NEW CAR RATINGS

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features																								
			Predicted reliability		Owner satisfaction		Road-test score		Overall mpg		Seat comfort front/rear		Usability		Noise		Ride		Fit + finish		Routine handling		Avoidance-maneuver speed, mph		Acceleration, 0-60 mph, sec.		Dry braking, 60-0 mph, ft.		Suitcases + cargo volume, cu. ft.		FCW		AEB		Pedestrian		Highway		BSW
SUVs Continued																																							
✓ Buick Encore 1.4T	72	⬆️	⬇️	78	23	⬆️ / ⬇️	⬆️	59	23	⬆️ / ⬇️	⬆️ / ⬇️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	55.0	11.0	127	26.0	0	-	-	-	0										
✓ Kia Sportage 2.4L	72	⬇️	⬇️	78	23	⬆️ / ⬇️	⬆️	78	23	⬆️ / ⬇️	⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	9.6	128	29.5	S	S	S	S	0										
✓ Buick Encore GX 1.3T	69	⬇️	⬇️	67	26	⬇️ / ⬇️	⬇️	67	26	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.5	9.4	126	23.0	S	S	-	-	0										
✓ Toyota RAV4 2.5H	68	⬇️	⬇️	76	37	⬆️ / ⬇️	⬆️	76	37	⬆️ / ⬇️	⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	7.8	139	30.5	S	S	S	S	0										
✓ Toyota RAV4 2.5L	65	⬇️	⬇️	72	27	⬆️ / ⬇️	⬆️	72	27	⬆️ / ⬇️	⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	8.3	131	30.5	S	S	S	S	0										
Nissan Rogue 2.5L	63	⬇️	⬇️	80	25	⬆️ / ⬇️	⬆️	80	25	⬆️ / ⬇️	⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	8.7	135	36.5	S	S	S	S	S										
Ford Escape 2.5H	60	⬇️	⬇️	82	34	⬇️ / ⬇️	⬇️	82	34	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.0	8.3	128	30.5	S	S	S	S	S										
Mitsubishi Outlander 2.5L	57	⬇️	⬇️	71	25	⬆️ / ⬇️	⬆️	71	25	⬆️ / ⬇️	⬆️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.0	9.8	133	32.0	S	S	S	S	S										
Mitsubishi Eclipse Cross 1.5T	57	⬇️	⬇️	61	24	⬇️ / ⬇️	⬇️	61	24	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	9.9	132	22.5	S	S	0	0	0										
Ford Escape 1.5T	55	⬇️	⬇️	73	26	⬇️ / ⬇️	⬇️	73	26	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	8.9	128	30.5	S	S	S	S	S										
Volkswagen Tiguan 2.0T	55	⬇️	⬇️	84	25	⬆️ / ⬇️	⬇️	84	25	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	10.3	131	33.0	S	S	S	S	0										
Jeep Compass 2.4L	45	⬇️	⬇️	56	24	⬇️ / ⬇️	⬇️	56	24	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	9.8	137	27.5	S	S	S	S	S										
SMALL PICKUP TRUCK																																							
Hyundai Santa Cruz 2.5T	59	⬇️	⬇️	77	24	⬆️ / ⬇️	⬇️	77	24	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.5	6.6	132	NR	S	S	0	0	0										
\$35,000-\$45,000																																							
ELECTRIC CARS																																							
✓ Kia Niro EV E	88	⬆️	⬆️	81	112	⬆️ / ⬇️	⬆️	81	112	⬆️ / ⬇️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	52.5	6.8	135	2+2	S	S	S	S	S										
✓ Nissan Leaf E	78	⬇️	⬇️	73	104	⬇️ / ⬇️	⬇️	73	104	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.5	7.0	139	3+0	S	S	S	S	S										
✓ Chevrolet Bolt EUV E	65	⬇️	⬇️	80	115	⬇️ / ⬇️	⬇️	80	115	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	7.2	137	2+2	S	S	0	0	0										
✓ Chevrolet Bolt E	62	⬇️	⬇️	78	120	⬇️ / ⬇️	⬇️	78	120	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	6.8	138	2+0	S	S	-	0	0										
✓ Hyundai Kona Electric E	61	⬇️	⬇️	76	120	⬇️ / ⬇️	⬇️	76	120	⬇️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	6.6	135	1+1	S	S	0	S	S										
SEDANS																																							
✓ Toyota Avalon 2.5H	90	⬆️	⬆️	93	42	⬆️ / ⬇️	⬇️	93	42	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	8.3	135	4+0	S	S	S	S	S										
✓ Chrysler 300 5.7L	83	⬆️	⬆️	84	20	⬆️ / ⬇️	⬇️	84	20	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	49.5	6.1	134	3+1	0	-	0	0	0										
✓ Chrysler 300 3.6L	83	⬆️	⬆️	83	22	⬆️ / ⬇️	⬇️	83	22	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	50.0	7.4	137	3+1	0	-	0	0	0										
✓ Volkswagen Arteon 2.0T	82	⬇️	⬇️	91	24	⬆️ / ⬇️	⬇️	91	24	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	7.9	125	4+1	S	S	S	S	S										
✓ Dodge Charger 5.7L	80	⬇️	⬇️	85	20	⬆️ / ⬇️	⬇️	85	20	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	50.5	6.1	128	2+3	0	-	0	0	0										
✓ Nissan Maxima 3.5L	79	⬇️	⬇️	81	25	⬆️ / ⬇️	⬇️	81	25	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.0	6.5	132	3+0	S	S	S	S	S										
✓ Dodge Charger 3.6L	78	⬇️	⬇️	82	22	⬆️ / ⬇️	⬇️	82	22	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	52.0	7.4	134	2+3	0	-	0	0	0										
✓ Acura TLX 2.0T	75	⬇️	⬇️	67	23	⬆️ / ⬇️	⬇️	67	23	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	54.0	6.5	136	2+2	S	S	S	S	0										
✓ Genesis G70 2.0T	73	⬇️	⬇️	74	23	⬆️ / ⬇️	⬇️	74	23	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	56.5	7.8	137	2+0	S	S	S	S	S										
✓ BMW 228i Gran Coupe 2.0T	71	⬇️	⬇️	75	27	⬆️ / ⬇️	⬇️	75	27	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	51.0	7.2	132	2+2	S	S	0	S	S										
✓ Lexus IS300 3.5L	70	⬇️	⬇️	69	22	⬆️ / ⬇️	⬇️	69	22	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	55.0	6.1	129	1+3	S	S	S	S	S										
✓ Kia Stinger 2.5T	70	⬇️	⬇️	75	23	⬆️ / ⬇️	⬇️	75	23	⬆️ / ⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	⬇️	53.5	7.5	132	3+0	S	S	S	S	S										

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features							
			Predicted reliability		Owner satisfaction		Road-test score	Overall mpg	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + cargo volume, cu. ft.	FCW	Pedestrian	Highway	BSW
SEDANS Continued																						
Cadillac CT4 2.0T	58	▼	▼	78	25	▲ / ▼	▲	▲	▲	▲	! ▲	▲	▲	▲	55.0	7.4	129	2+1	S	S	0	S
Mercedes-Benz CLA250 2.0T	55	▼	! ▲	65	27	▲ / ▼	▼	▼	▼	▼	▼	▼	▼	▼	56.0	6.6	131	2+2	S	S	S	S
Mercedes-Benz A220 2.0T	55	▼	! ▲	64	27	▲ / ▼	▼	▼	▼	▼	! ▲	▼	▼	▼	53.0	7.3	130	2+1	S	S	S	S
SPORTS CARS																						
Dodge Challenger 5.7L	63	! ▲	▲	70	20	▲ / ▼	▲	▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	51.5	5.5	119	2+3	0	-	-	0
Chevrolet Camaro 6.2L	62	▼	! ▲	85	20	▲ / ▼	▼	▼	▼	▼	▼	▼	▼	▼	56.0	4.4	112	1+2	0	-	-	0
Ford Mustang 5.0L	47	▼	▲	84	19	▲ / ▼	▼	▼	▼	▼	▼	▼	▼	▼	54.5	4.9	121	2+1	0	0	0	0
Ford Mustang 2.3T	43	▼	▲	76	25	▲ / ▼	▼	▼	▼	▼	! ▲	▼	▼	▼	52.5	6.4	125	2+1	0	0	0	0
2-ROW SUVs																						
✓ Toyota RAV4 Prime 2.5H+E	88	! ▲	▲	85	94 <small>11/34 ²</small>	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	51.0	6.3	142	30.5	S	S	S	S
✓ Subaru Outback 2.4T	85	! ▲	▲	91	24	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	54.0	7.1	132	37.0	S	S	S	0
✓ Buick Envision 2.0T	84	! ▲	! ▲	79	23	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	! ▲	55.0	7.5	127	28.0	S	S	0	S
✓ Toyota Venza 2.5H	83	! ▲	▲	75	37	▲ / ▲	▼	▼	▼	▼	▼	▼	▼	▼	51.0	7.8	137	26.5	S	S	S	S
✓ Mini Cooper Countryman 2.0T	83	! ▲	! ▲	82	25	▲ / ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	53.0	8.3	120	23.5	S	S	-	-
✓ Chevrolet Blazer 3.6L	82	! ▲	! ▲	83	19	▲ / ▲	▼	▼	▼	▼	▼	▼	▼	▼	54.5	6.4	130	34.5	S	S	0	0
✓ Nissan Murano 3.5L	81	! ▲	! ▲	77	21	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	! ▲	50.5	7.7	131	33.5	S	S	S	S
✓ Ford Edge 2.0T	80	! ▲	! ▲	84	22	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	52.0	7.7	129	39.0	S	S	S	S
✓ Honda Passport 3.5L	76	! ▲	▼	79	21	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	! ▲	53.5	6.4	135	39.0	S	S	S	S
✓ Lexus UX250h 2.0H	71	! ▲	! ▲	71	37	▲ / ▼	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	54.0	8.8	137	18.0	S	S	S	S
✓ Acura RDX 2.0T	71	! ▲	▼	82	22	▲ / ▲	▼	▼	▼	▼	! ▲	▼	▼	▼	52.0	7.0	127	33.0	S	S	S	S
✓ Volvo XC40 2.0T	71	! ▲	▲	71	24	▲ / ▲	▼	▼	▼	▼	! ▲	▼	▼	▼	54.0	7.3	132	25.5	S	S	S	S
✓ Volkswagen Atlas Cross Sport 2.0T	70	! ▲	! ▲	81	21	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	52.0	8.7	131	37.5	S	S	S	S
Audi Q3 2.0T	67	▼	▼	84	23	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	52.5	7.8	126	24.5	S	S	S	S
BMW X2 2.0T	66	! ▲	▼	77	25	▲ / !	▲	▲	! ▲	▲	▲	! ▲	▲	▲	52.5	8.0	134	23.5	S	S	-	-
Mercedes-Benz GLB250 2.0T	65	▼	! ▲	81	26	▲ / ▼	▼	▼	▼	▼	▼	▼	▼	▼	54.5	6.8	125	28.5	S	S	S	S
BMW X1 2.0T	64	! ▲	▼	74	26	! / !	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	53.0	7.9	134	27.0	S	S	-	-
Hyundai Santa Fe 1.6T+H	64	▼	! ▲	86	30	▲ / ▲	▲	▲	▲	▲	▲	▲	▲	▲	51.0	8.3	130	35.5	S	S	S	S
Mercedes-Benz GLA250 2.0T	61	▼	▼	74	27	▲ / !	▼	▼	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	54.0	6.8	133	26.5	S	S	S	S
Hyundai Santa Fe 2.5L	58	▼	! ▲	76	24	▲ / ▲	▲	▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	54.5	10.0	126	35.5	S	S	S	S
Jeep Cherokee 2.0T	54	▼	▼	68	23	▲ / ▲	▲	▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	53.0	7.5	129	31.0	S	-	S	S
Ford Bronco 2.7T	47	▼	! ▲	55	18	▲ / !	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	51.5	7.0	149	40.0	S	S	S	0
Jeep Wrangler 3.6L	28	▼	! ▲	36	18	! / !	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	! ▲	49.0	7.3	144	41.5	0	-	0	0

NEW CAR RATINGS

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features								
			Predicted reliability		Owner satisfaction		Road-test score	Overall mpg	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + cargo volume, cu. ft.	FCW	Pedestrian	Highway	BSW	
3-ROW SUVs																							
✓ Kia Telluride 3.8L	97	⬆️ ⬆️	⬆️ ⬆️	97	21	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	53.5	7.2	127	47.5	S	S	S	S
✓ Toyota Highlander 3.5L	88	⬆️ ⬆️	⬆️ ⬆️	86	22	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	50.0	7.3	132	41.0	S	S	S	0
✓ Toyota Highlander 2.5H	87	⬆️ ⬆️	⬆️ ⬆️	84	35	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	49.5	8.0	141	41.0	S	S	S	0
✓ Hyundai Palisade 3.8L	87	⬆️ ⬆️	⬆️ ⬆️	88	21	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	52.5	7.1	132	47.5	S	S	S	S
✓ Mazda CX-9 2.5T	84	⬆️ ⬆️	1	79	22	⬆️ / ⬆️	1	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	50.0	7.9	139	34.0	S	S	S	S
✓ Chevrolet Traverse 3.6L	83	1 ⬆️	1 ⬆️	95	20	⬆️ / ⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	50.5	7.3	130	54.5	S	S	0	0
✓ Honda Pilot 3.5L	76	1 ⬆️	1 ⬆️	80	20	⬆️ / ⬆️	1	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	49.5	7.5	136	48.0	S	S	S	S
✓ Volkswagen Atlas 3.6L	72	1 ⬆️	1 ⬇️	84	20	⬆️ / ⬆️	1	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	⬆️	1	51.0	8.7	135	50.5	S	S	S	S
Nissan Pathfinder 3.5L	65	1 ⬇️	1 ⬆️	85	21	⬆️ / ⬆️	1	⬆️	⬆️	1	⬆️	⬆️	1	⬆️	1	52.5	7.6	138	44.5	S	S	S	S
Jeep Grand Cherokee L 3.6L	63	1 ⬇️	1 ⬆️	75	19	⬆️ / ⬆️	1	1	1	1	1	1	1	1	1	50.5	8.8	141	45.0	S	S	S	S
Toyota 4Runner 4.0L	61	1 ⬆️	1 ⬆️	55	18	1	1	1	1	1	1	1	1	1	1	48.0	7.7	131	44.5	S	S	S	0
Subaru Ascent 2.4T	60	1 ⬇️	1 ⬆️	93	22	1	1	1	1	1	1	1	1	1	1	52.0	8.0	129	40.5	S	S	S	0
Dodge Durango 3.6L	59	1 ⬇️	1 ⬆️	83	18	1	1	1	1	1	1	1	1	1	1	48.0	8.3	134	44.0	0	—	0	S
Ford Explorer 2.3T	47	1 ⬇️	1 ⬆️	78	21	1	1	1	1	1	1	1	1	1	1	51.5	7.4	136	44.5	S	S	S	S
Kia Sorento 2.5T	46	1 ⬇️	1 ⬆️	83	25	1	1	1	1	1	1	1	1	1	1	52.5	6.5	133	39.5	S	S	S	0
MINIVANS																							
✓ Toyota Sienna 2.5H	79	1 ⬆️	1 ⬆️	80	36	1	1	1	1	1	1	1	1	1	1	50.0	8.2	148	48.0	S	S	S	S
✓ Kia Carnival 3.5L	79	1 ⬆️	1 ⬆️	89	21	1	1	1	1	1	1	1	1	1	1	52.0	8.4	129	72.0	S	S	S	S
✓ Honda Odyssey 3.5L	78	1 ⬆️	1 ⬆️	85	22	1	1	1	1	1	1	1	1	1	1	50.0	8.1	136	71.5	S	S	S	0
Chrysler Pacifica 3.6H+E	59	1 ⬇️	1 ⬆️	88	84 ① / 27 ②	1	1	1	1	1	1	1	1	1	1	48.5	8.3	145	66.0	S	S	S	S
Chrysler Pacifica 3.6L	57	1 ⬇️	1 ⬆️	85	21	1	1	1	1	1	1	1	1	1	1	51.0	8.0	136	66.0	S	S	S	S
MIDSIZED PICKUP TRUCKS																							
✓ Honda Ridgeline 3.5L	82	1 ⬆️	1 ⬆️	83	20	1	1	1	1	1	1	1	1	1	1	53.5	7.3	134	NR	S	S	S	0
✓ Ford Ranger 2.3T	62	1 ⬆️	1 ⬆️	55	20	1	1	1	1	1	1	1	1	1	1	47.0	7.4	143	NR	S	S	S	0
Nissan Frontier 3.8L	54	1 ⬇️	1 ⬆️	67	18	1	1	1	1	1	1	1	1	1	1	52.0	7.5	128	NR	S	S	S	0
Toyota Tacoma 3.5L	51	1 ⬆️	1 ⬆️	42	19	1	1	1	1	1	1	1	1	1	1	46.0	8.2	146	NR	S	S	S	0
Chevrolet Colorado 3.6L	45	1 ⬇️	1 ⬆️	61	18	1	1	1	1	1	1	1	1	1	1	48.5	7.5	132	NR	0	—	—	—
GMC Canyon 3.6L	45	1 ⬇️	1 ⬆️	61	18	1	1	1	1	1	1	1	1	1	1	48.5	7.5	132	NR	0	—	—	—
Chevrolet Colorado 2.8D	44	1 ⬇️	1 ⬆️	60	24	1	1	1	1	1	1	1	1	1	1	49.0	10.3	134	NR	0	—	—	—
GMC Canyon 2.8D	44	1 ⬇️	1 ⬆️	60	24	1	1	1	1	1	1	1	1	1	1	49.0	10.3	134	NR	0	—	—	—
Jeep Gladiator 3.6L	38	1 ⬇️	1 ⬆️	52	18	1	1	1	1	1	1	1	1	1	1	49.5	7.8	135	NR	0	—	0	0

Make + Model	Overall Score	Survey Results	Road-Test Results															Active Safety Features																																												
			Predicted reliability		Owner satisfaction		Road-test score		Overall mpg		Seat comfort front/rear		Usability		Noise		Ride		Fit + finish		Routine handling		Avoidance-maneuver speed, mph		Acceleration, 0-60 mph, sec.		Dry braking, 60-0 mph, ft.		Suitcases + cargo volume, cu. ft.		FCW		AEB		Pedestrian		Highway		BSW																							
\$45,000-\$65,000																																																														
ELECTRIC VEHICLES																																																														
✓ Ford Mustang Mach-E	82	⬆️	⬆️	78	90	⬆️ / ⬆️	⬇️	⬇️ / ⬆️	52.0	5.3	136	29.5	S	S	S	S	S	55.0	5.3	133	2+2	S	S	S	S	S	S	S	S	S																																
✓ Tesla Model 3 E	79	⬇️	⬇️	82	130	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.5	4.7	121	25.0	S	S	S	S	S	52.5	5.8	134	31.0	S	S	S	S	S	S	S	S	S																																
Tesla Model Y E	59	⬇️	⬇️	90	121	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	55.5	4.4	123	3+0	S	S	S	S	S	53.0	6.9	132	3+1	S	S	S	S	S	S	S	S	S																																
Volkswagen ID.4 E	59	⬇️	⬇️	83	93	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.0	7.7	127	2+1	S	S	S	S	S	50.0	7.7	128	2+2	S	S	S	S	S	S	S	S	S																																
Polestar 2 E	57	⬇️	⬇️	72	89	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.0	6.7	136	1+2	S	S	S	S	S	50.0	7.7	128	3+1	S	S	S	S	S	S	S	S	S																																
SEDANS																																																														
✓ Infiniti Q50 3.0T	87	⬆️	⬇️	85	22	⬆️ / ⬆️	⬇️	⬇️ / ⬆️	56.0	5.7	126	2+1	S	—	S	S	S	53.5	6.3	135	2+2	S	S	0	0	S	S	S	S	S																																
✓ Audi A4 2.0T	85	⬆️	⬇️	88	27	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.0	6.4	129	2+2	S	S	S	S	S	54.0	7.7	127	2+1	S	S	0	0	S	S	S	S	S																																
✓ Lexus ES350 3.5L	83	⬆️	⬇️	84	25	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.0	6.9	132	3+1	S	S	S	S	S	52.5	7.7	128	3+2	S	S	S	S	S	S	S	S	S																																
✓ BMW 330i 2.0T	80	⬇️	⬇️	86	29	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.0	7.7	127	2+1	S	S	S	S	S	51.0	7.7	134	31.0	S	S	S	S	S	S	S	S	S																																
Cadillac CT5 2.0T	57	⬇️	⬇️	78	24	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.0	7.7	127	2+1	S	S	S	S	S	50.0	7.7	134	31.0	S	S	S	S	S	S	S	S	S																																
Volvo S60 2.0T	57	⬇️	⬇️	71	26	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.5	7.3	125	2+1	S	S	S	S	S	49.0	7.5	139	30.0	S	S	S	S	S	S	S	S	S																																
Alfa Romeo Giulia 2.0T	50	⬇️	⬇️	70	27	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.0	6.7	136	1+2	S	S	S	S	S	47.0	7.7	134	31.0	S	S	S	S	S	S	S	S	S																																
2-ROW SUVs																																																														
✓ Cadillac XT5 3.6L	82	⬆️	⬇️	78	20	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.5	7.1	132	33.0	S	S	0	0	S	50.5	7.7	128	32.0	S	S	0	0	S	S	S	S	S																																
✓ BMW X3 2.0T	81	⬇️	⬇️	92	24	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	50.0	6.8	132	28.0	S	S	0	0	S	52.0	8.0	124	34.0	S	S	S	S	S	S	S	S	S																																
✓ Lexus RX350 3.5L	81	⬆️	⬆️	77	22	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	49.0	7.5	139	30.0	S	S	S	S	S	51.0	7.2	129	30.5	S	S	S	S	S	S	S	S	S																																
✓ Audi Q5 2.0T	79	⬆️	⬇️	83	24	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	52.5	6.8	130	27.0	S	S	0	S	S	50.0	6.8	132	28.0	S	S	S	S	S	S	S	S	S																																
✓ Mercedes-Benz GLC300 2.0T	78	⬆️	⬇️	79	22	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	50.0	6.8	132	28.0	S	S	S	S	S	49.0	7.5	135	27.5	S	S	S	S	S	S	S	S	S																																
✓ Volvo XC60 2.0T	78	⬆️	⬇️	79	23	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	52.0	7.0	129	28.5	S	S	S	S	S	47.0	7.2	128	32.5	S	S	S	S	S	S	S	S	S																																
✓ Infiniti QX50 2.0T	72	⬇️	⬇️	77	22	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	55.5	7.2	129	30.5	S	S	S	S	S	45.0	7.5	135	27.5	S	S	S	S	S	S	S	S	S																																
Lincoln Nautilus 2.7T	65	⬇️	⬇️	84	18	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	53.5	7.2	128	32.5	S	S	S	S	S	43.0	7.5	139	30.0	S	S	S	S	S	S	S	S	S																																
Genesis GV70 2.5T	64	⬇️	⬇️	82	24	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.5	7.5	135	27.5	S	S	S	S	S	41.0	7.7	134	30.0	S	S	S	S	S	S	S	S	S																																
Lincoln Corsair 2.0T	56	⬇️	⬇️	82	23	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.5	7.2	128	27.5	S	S	S	S	S	40.0	7.5	139	30.0	S	S	S	S	S	S	S	S	S																																
Jaguar E-Pace 2.0T	51	⬇️	⬇️	69	21	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	54.0	7.9	129	21.5	S	S	S	S	S	38.0	7.7	134	31.0	S	S	S	S	S	S	S	S	S																																
Jaguar F-Pace 3.0T	51	⬇️	⬇️	72	20	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	50.5	6.0	129	28.5	S	S	S	S	S	36.0	7.5	139	30.0	S	S	S	S	S	S	S	S	S																																
Alfa Romeo Stelvio 2.0T	51	⬇️	⬇️	74	24	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	52.5	7.0	132	26.5	S	S	S	S	S	34.0	7.7	134	31.0	S	S	S	S	S	S	S	S	S																																
Cadillac XT4 2.0T	50	⬇️	⬇️	78	23	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	55.0	7.6	128	26.5	S	S	0	0	S	32.0	7.7	136	33.0	S	S	S	S	S	S	S	S	S																																
Land Rover Discovery Sport 2.0T	45	⬇️	⬇️	58	21	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	50.5	8.6	136	25.0	S	S	S	S	S	30.0	7.7	136	31.0	S	S	S	S	S	S	S	S	S																																
Land Rover Range Rover Evoque 2.0T	45	⬇️	⬇️	58	20	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	49.5	8.3	126	25.0	S	S	S	S	S	28.0	7.5	136	36.5	S	S	S	S	S	S	S	S	S																																
3-ROW SUVs																																																														
✓ Lexus RX350L 3.5L	83	⬆️	⬆️	80	20	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	51.5	7.7	136	31.0	S	S	S	S	S	49.0	7.5	136	31.0	S	S	S	S	S	S	S	S	S																																
✓ Lexus GX460 4.6L	81	⬆️	⬇️	70	17	⬇️ / ⬆️	⬇️	⬇️ / ⬆️	48.0	7.5	136	36.5	S	S	S	S	S	47.0	7.5	136	36.5	S	S	S	S	S	S	S	S	S																																

NEW CAR RATINGS

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features																								
			Predicted reliability		Owner satisfaction		Road-test score		Overall mpg		Seat comfort front/rear		Usability		Noise		Ride		Fit + finish		Routine handling		Avoidance-maneuver speed, mph		Acceleration, 0-60 mph, sec.		Dry braking, 60-0 mph, ft.		Suitcases + cargo volume, cu. ft.		FCW		AEB		Pedestrian		Highway		BSW
3-ROW SUVs Continued																																							
✓ Acura MDX 3.5L	76						77	20														53.5	7.4	139	37.0	S	S	S	S	S									
✓ GMC Acadia 3.6L	70						80	19														53.5	6.8	130	40.5	S	S	0	S										
✓ Toyota Sequoia 5.7L	69						60	15														47.0	7.1	146	61.0	S	S	S	S	S									
Buick Enclave 3.6L	62						87	18														53.5	7.4	130	48.5	S	S	0	S										
Nissan Armada 5.6L	55						69	14														51.0	6.7	133	46.5	S	S	S	S	S									
FULL-SIZED PICKUP TRUCKS																																							
✓ Ram 1500 5.7L	75						83	17														47.5	7.1	137	NR	0	0	0	0	0									
✓ Ram 1500 3.00	75						83	23														47.0	8.8	138	NR	0	0	0	0	0									
Ford F-150 3.5T+H	62						79	20														48.0	6.3	141	NR	S	S	S	0										
Ford F-150 2.7T	60						75	19														47.5	6.7	143	NR	S	S	S	0										
Ford F-250 6.7D	56						53	15														46.5	8.1	155	NR	0	0	0	0										
Nissan Titan 5.6L	55						70	16														49.5	6.7	131	NR	S	S	S	S										
GMC Sierra 1500 3.00	47						78	23														47.0	7.9	144	NR	S	S	0	S										
GMC Sierra 1500 5.3L	47						78	17														49.5	6.9	136	NR	S	S	0	S										
Chevrolet Silverado 1500 3.00	46						78	23														47.0	7.9	144	NR	S	S	0	0										
Chevrolet Silverado 1500 5.3L	46						78	17														49.5	6.9	136	NR	S	S	0	0										
\$65,000-\$75,000																																							
SEDANS																																							
✓ Audi A6 2.0T	87						93	26														55.5	6.8	129	3+1	S	S	S	0										
✓ BMW 530i 2.0T	85						94	26														52.5	7.2	130	3+1	S	S	0	S										
Genesis G90 3.3T	69						89	18														52.0	6.0	130	3+0	S	S	S	S										
Mercedes-Benz E350 2.0T	68						85	24														54.5	7.1	128	2+2	S	S	S	S										
Genesis G80 2.5T	68						89	24														55.5	6.8	128	2+2	S	S	S	S										
Volvo S90 2.0T	58						73	23														52.5	7.2	130	2+2	S	S	S	S										
SPORTS CARS																																							
✓ Toyota Supra 3.0T	83						91	27														56.0	4.6	115	1+1	S	S	0	0										
✓ Porsche 718 Boxster 2.0T	83						95	26														59.0	4.4	108	1+2	0	-	-	0										
✓ BMW Z4 2.0T	74						86	29														56.0	6.1	111	1+2	S	S	0	0										
✓ Audi TT 2.0T	73						84	26														58.0	6.3	113	1+2	-	-	-	S										
Chevrolet Corvette 6.2L	57						97	19														58.5	3.4	113	0+3	-	-	-	-	0									
2-ROW SUVs																																							
✓ BMW X5 3.0T	90						98	23														52.0	6.0	129	36.5	S	S	0	S										
✓ Lexus RX450h 3.5H	83						80	29														50.0	7.5	138	30.0	S	S	S	S										
✓ Porsche Macan 2.9T	78						84	19														51.0	6.4	130	29.0	0	0	0	0										
Land Rover Range Rover Velar 2.0T	54						76	21														51.5	8.4	130	29.0	S	S	S	S										

Make + Model	Overall Score	Survey Results	Road-Test Results												Active Safety Features				
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Suitcases + cargo volume, cu. ft.	FCW	Pedestrian	Highway
2-ROW SUVs Continued																			
Land Rover Defender 3.0T	49	▼	▲	61	18	▲ / ▲	▼	▲	! ▲	▲	! ▲	49.0	6.9	147	43.0	S	S	S	S
Genesis GV80 3.5T	47	▼	▲	81	18	▲ / ▲	▼	▲	▲	▲	▲	51.5	6.0	129	39.0	S	S	S	S
Mercedes-Benz GLE450 3.0T	45	▼	! ▲	80	20	▲ / ▲	▼	▲	▲	▲	! ▲	51.5	6.0	132	36.5	S	S	S	S
3-ROW SUVs																			
✓ Audi Q7 3.0T	80	! ▲	! ▲	92	20	▲ / ▲	! ▲	▲	▲	▲	▲	50.5	7.0	133	35.5	S	S	S	S
✓ Ford Expedition MAX 3.5T	73	! ▲	▲	73	16	▲ / ▲	▲	▲	! ▲	▲	▼	46.5	7.3	143	66.0	S	S	S	S
Cadillac XT6 3.6L	69	▼	▼	82	18	▲ / ▲	▲	▲	▲	▲	▲	51.0	7.1	134	40.5	S	S	0	S
Infiniti QX80 5.6L	58	▼	▼	68	15	▲ / ▲	▲	▲	▲	▲	▼	48.0	6.9	139	49.5	S	S	S	S
Volvo XC90 2.0T	56	▼	! ▲	84	20	▲ / ▲	▼	▲	▲	▲	▲	52.5	7.7	126	35.0	S	S	S	S
Land Rover Range Rover Sport 3.0T	53	▼	! ▲	72	18	▲ / ▲	▼	▲	! ▲	▲	▲	49.5	6.5	137	31.5	S	S	0	0
Land Rover Discovery 3.0T	51	▼	▼	71	17	▲ / ! ▲	! ▲	▲	▲	▲	▲	47.5	7.3	138	42.5	S	S	S	S
Lincoln Aviator 3.0T	46	▼	! ▲	82	19	▲ / ▲	▼	▲	▲	▲	▲	52.0	6.2	138	49.0	S	S	S	S
Chevrolet Suburban 5.3L	41	▼	! ▲	76	16	▲ / ▲	▲	▲	▲	▲	! ▲	49.0	7.6	145	70.0	S	S	0	0
GMC Yukon XL 5.3L	40	▼	! ▲	75	16	▲ / ▲	▲	▲	▲	▲	! ▲	49.0	7.6	145	70.0	S	S	0	0
Chevrolet Tahoe 5.3L	39	▼	! ▲	73	17	▲ / ▲	▲	▲	▲	▲	! ▲	49.0	7.8	145	58.5	S	S	0	0
GMC Yukon 5.3L	39	▼	! ▲	73	17	▲ / ▲	▲	▲	▲	▲	! ▲	49.0	7.8	145	58.5	S	S	0	0
OVER \$75,000																			
ELECTRIC VEHICLES																			
Porsche Taycan E	61	! ▲	▲	86	77	▲ / ! ▲	! ▲	▼	▲	▲	▲	52.5	4.0	130	1+3	S	S	S	0
Tesla Model S E	60	▼	! ▲	88	120	▲ / ! ▲	! ▲	▼	▲	▲	▲	58.0	3.2	125	4+3	S	S	S	-
Jaguar I-Pace E	59	▼	! ▲	82	76	▲ / ▲	▼	▲	! ▲	▲	▲	52.0	4.3	136	25.5	S	S	S	S
Audi E-Tron E	49	▼	! ▲	90	74	▲ / ▲	! ▲	▲	▲	▲	▲	49.5	6.3	131	28.0	S	S	S	S
Tesla Model X E	41	▼	! ▲	72	102	▲ / ! ▲	! ▲	▼	! ▲	▲	! ▲	53.5	4.9	127	2+2	S	S	S	-
SEDANS																			
✓ BMW 750i 4.4T	84	! ▲	▲	99	21	▲ / ▲	! ▲	▼	▲	▲	▲	52.5	5.3	131	2+4	S	S	0	S
✓ Audi A8 3.0T	83	! ▲	! ▲	96	21	▲ / ▲	! ▲	▲	▲	▲	▲	53.5	6.1	133	2+3	S	S	S	0
Lexus LS500 3.5T	66	! ▲	▼	72	20	▲ / ▲	▼	▲	▲	▲	▲	51.5	6.0	136	2+1	S	S	S	S
Maserati Ghibli 3.0T	53	▼	▼	71	19	▲ / ! ▲	! ▲	! ▲	! ▲	▲	▲	53.5	5.4	115	2+2	S	S	S	S
SUVs																			
✓ BMW X7 3.0T	81	! ▲	▲	94	22	▲ / ▲	! ▲	▼	▲	▲	▲	52.5	6.5	136	26.0	S	S	0	S
✓ Porsche Cayenne 3.0T	75	! ▲	▲	87	21	▲ / ▲	▼	▲	! ▲	▲	▲	49.5	6.5	131	32.0	S	S	S	0
Lincoln Navigator 3.5T	63	! ▲	▲	65	16	! ▲ / ▲	! ▲	▲	▲	▲	▲	47.0	6.2	144	56.0	S	S	S	S
Cadillac Escalade 6.2L	60	▼	! ▲	80	16	▲ / ▲	! ▲	▲	▲	▲	▲	48.5	6.5	136	56.0	S	S	0	0
Mercedes-Benz GLS450 3.0T	48	▼	! ▲	86	20	▲ / ▲	▼	▲	▲	▲	! ▲	50.5	6.4	133	42.5	S	S	S	S

NEW CAR

REVIEWS



LEXUS RX

WE'VE GOT 260 CARS, SUVs, minivans, and trucks, each with a review from our auto experts, as well as ratings for predicted reliability and owner satisfaction developed from our exclusive Annual Auto Surveys. For each tested model, you'll also find a CR fuel economy rating, a road-test score, and an Overall Score.

We purchase the vehicles anonymously that we test and evaluate. As part of our program, we drive each vehicle on regular roads for more than 2,000 "break-in" miles before we begin official testing at our track in Colchester, Conn.

BY JONATHAN LINKOV

GUIDE TO THE REVIEWS

Recommended Vehicles, identified by a check mark (✓), are those that achieved a high Overall Score in their category. The vehicle also must have scored adequately (if included) in National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety crash tests.

Overall Score is a composite score that incorporates road-test performance, the latest results from the reliability and owner satisfaction sections of our exclusive Annual Auto Surveys of CR members, and safety, including crash prevention systems. If more than one number is given, it signifies that multiple versions of the vehicle were tested.

Price is the manufacturer's suggested retail base price

range for the vehicle, and doesn't include any options or destination charges. An "E" indicates an estimated price because final pricing hadn't been announced by the manufacturer at the time of publication.

Reliability is our forecast of how likely a model is to be trouble-free, based on the latest results from our Annual Auto Surveys. Detailed reliability history charts start on page 86.

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

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

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

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

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

We use common abbreviations to identify several active safety and driver assistance features: FCW (forward collision warning), AEB (automatic emergency braking), BSW (blind spot warning), LDW (lane departure warning), LKA (lane keeping assistance), and RCTW (rear cross traffic warning).

What Our Ratings Symbols Mean





WATCH

To keep up with the latest models as we test them and to see videos and summaries of more than 300 vehicles, check out our New Cars: A-Z page, at CR.org/carsat0z.

Acura ILX

76

OVERALL SCORE

Acura's entry-level compact sedan doesn't have the same degree of luxury and refinement as its peers. For example, the 2.4-liter four-cylinder engine and eight-speed automatic work well when pushed hard, but the transmission suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when drivers need more power. The stiff, jumpy ride; mundane handling; and incessant road noise also aren't befitting a luxury compact sedan. And the infotainment system is convoluted and distracting. Most active safety features, including FCW and AEB, are standard, but BSW is optional. This is the last year for the ILX, which is being replaced by the upcoming Integra.



\$27,300-\$33,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 61

MPG 28

Acura RDX ✓

71

OVERALL SCORE

The RDX drives nicely, but it has very confusing and distracting controls that hurt the overall package. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic transmission. It's an energetic powertrain once it gets past some initial hesitation. We tested fuel efficiency at 22 mpg overall. The RDX feels lively and engaging, thanks to its nimble handling. We did, however, find the controls to be extremely annoying because of the distracting and difficult-to-use touchpad, which is the only way to interact with the center screen. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes FCW and AEB with pedestrian detection. For 2022, BSW and RCTW come standard.



\$40,100-\$53,300

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 22

Acura MDX ✓

76

OVERALL SCORE

The MDX remains a functional three-row luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is paired with a 10-speed automatic transmission, a powertrain that works well. A 355-hp, 3.0-liter turbo V6 Type S is also available. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well-made. The rear seat's midsection is removable, which creates an aisle to the third row. The biggest knock on the MDX is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it very distracting to use, forcing the driver to look too long at the screen and away from the road. The MDX comes with a full suite of safety features, including FCW, AEB with pedestrian detection, BSW, and RCTW.



\$48,000-\$72,050

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 77

MPG 20

Acura TLX ✓

75

OVERALL SCORE

The sleek TLX sedan is a bit larger than its competition but not any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder engine and 10-speed automatic make for an energetic pairing, but fuel economy of 23 mpg overall is unimpressive. Front-wheel drive is standard, with all-wheel drive optional. The ride is comfortable and handling is nimble, but the TLX has too much road and engine noise, undermining its premise as a premium offering. The front seats are comfortable and supportive, but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting and unintuitive to use. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are standard on all but the base trim. A high-performance Type S version with AWD and a 355-hp, turbo V6 is available.



\$37,700-\$53,600

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 67

MPG 23

Alfa Romeo Giulia**50**

OVERALL SCORE

Alfa's compact luxury sports sedan corners and steers like a sports car. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. FCW, and AEB with pedestrian detection, are standard.



\$42,950-\$78,830

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 70

MPG 27

Alfa Romeo Stelvio**51**

OVERALL SCORE

The Stelvio SUV delivers fantastic handling that makes it fun to drive on a twisty road. But there are a few quirks that owners are forced to contend with on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride can feel a bit jittery at times, the suspension absorbs most bumps pretty well. There are a few quirks that owners are forced to contend with on a daily basis. Among the constant annoyances are a driver's seat with limited support and adjustability, compromised rear and side visibility, and the modestly sized cargo hold. Alfa recently made the infotainment system more user-friendly. FCW, and AEB with pedestrian detection, are standard.



\$45,150-\$84,650

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 74

MPG 24

Audi A3**NA**

OVERALL SCORE

The A3 is the least expensive model in Audi's lineup. The 2022 redesign brings infotainment and connectivity upgrades already in other models, including an optional configurable 12.3-inch instrument cluster and standard active driver assistance features. The A3 packs a solid and upscale feel into a small package. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged 2.0-liter four-cylinder engine and a seven-speed dual-clutch automatic transmission with a mild-hybrid setup is standard, providing responsive acceleration and the promise of good fuel economy, albeit with some low-speed hiccups. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 that's designed to be the sporty version.



\$33,900-\$56,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Audi A4**85**

OVERALL SCORE

Among the reasons the A4 sits near the top of our luxury compact sports sedan ratings is its enjoyable driving experience. The standard engine is a punchy 2.0-liter turbo four-cylinder that's paired with a seven-speed dual-clutch automatic transmission driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The A4 has standard FCW, and AEB with pedestrian detection. BSW and RCTW are optional. The Allroad wagon version adds versatility, while the S4 performance version uses a turbocharged V6.



\$39,900-\$60,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 88

MPG 27

Audi A5**NA**

OVERALL SCORE

The A5 is based on the A4 and is available in coupe, convertible, and hatchback body styles. Power comes from a 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. All-wheel drive is standard. 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 soft top on the convertible can be operated at up to 30 mph, which is handy. The controls take some time to master but prove to be logical with familiarity. The A5 has standard FCW, and AEB with pedestrian detection. For 2022, the S line comes with a firmer, sport-oriented suspension. The S5 version is powered by a 3.0-liter turbo V6 mated to an eight-speed automatic, and the more potent RS 5 gets a 444-hp turbocharged V6.



\$43,500-\$76,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Audi A6/A7**87**

OVERALL SCORE

This sedan is one of the better midsized luxury offerings. Most versions come with a 2.0-liter turbo four-cylinder engine; a 3.0-liter V6 turbo is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit leaving the line. Ultimately, the 2.0-liter proved to be powerful and returned a commendable 26 mpg overall in our tests. Agile handling makes the A6 feel sporty. The ride is taut, with underlying firmness, but still refined. The quiet cabin is a delight in terms of fit and finish, and the seats are extremely comfortable and supportive. The dual-screen infotainment system seems daunting at first, but we found it to be ultimately logical. FCW, and AEB with pedestrian detection, are standard. The A7 is a more stylish, four-door hatchback version, and the RS 6 Avant wagon has a 591-hp turbo V8.



\$55,900-\$116,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 93

MPG 26

Audi A8**83**

OVERALL SCORE

Audi's flagship sedan features a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. The infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. We like how the touch screen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive though not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of adjustment choices; a massage feature is also available. Passengers in the rear seat will find limolike room. FCW, and AEB with pedestrian detection, are standard. BSW and RCTW are optional.



\$86,500-\$130,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 96

MPG 21

Audi E-Tron**49**

OVERALL SCORE

This all-electric midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. The E-Tron is quick and super-quiet. Its 95-kilowatt-hour battery gives the Audi an EPA-estimated range of 222 miles, which trails other EVs. Plus, it takes 13 hours to charge the E-Tron from almost empty through a 240-volt connector. The standard air suspension delivers a supremely comfortable ride. Although the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. A hatchback version called the Sportback is also available. New for 2022 is a high-performance 496-hp S version. Audi's E-Tron GT is a four-door sedan that is based on the Porsche Taycan.



\$52,700-\$92,400

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 90

MPGe 74

Audi Q3

67

OVERALL SCORE

The Q3 is a pleasant SUV that packs luxury and practicality into a small package. A turbocharged 228-hp, 2.0-liter four-cylinder paired with an eight-speed automatic transmission makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touch screen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. FCW, AEB, BSW, and RCTW are standard.



\$35,900-\$41,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 23

Audi Q8

NA

OVERALL SCORE

This five-seat, coupelike SUV is based on the Q7 but is wider and lower. Some functionality, such as access and visibility, is compromised for the more dynamic styling. The Q8's 335-hp, 3.0-liter turbocharged V6, which has a 48-volt mild-hybrid system, is paired to a smooth eight-speed automatic. It's quiet and luxurious, and among the more sporty-driving SUVs. The dual-touch-screen infotainment layout is daunting at first but isn't too difficult to master. The Q8 features standard FCW and AEB with pedestrian detection, BSW, and RCTW. An RS Q8 super-high-performance version with a twin-turbocharged 4.0-liter V8 engine is also available.



\$70,300-\$119,400

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Audi Q4 E-Tron

NA

OVERALL SCORE

The Q4 E-Tron electric SUV comes in rear- and all-wheel drive and is similar to Volkswagen's ID.4. Two powertrains are available: The rear-drive 40 E-Tron features a single 201-hp motor combined with an 82-kilowatt-hour battery pack. The 50 E-Tron quattro has the same battery pack, and a 295-hp, two-motor AWD system. The estimated range for the 50 quattro is 241 miles, while the 40's range is about 250 miles. A large center touch screen and digital instrument cluster, both oriented toward the driver, dominate the dash. The driver's seat includes an extra airbag in the right-hand side bolster to help prevent impact between the driver and front passenger in the event of a collision. The Q4 E-Tron comes with a suite of standard active safety features. The Sportback, which has a sloping coupelike roofline, comes only as a 50 quattro.



\$43,900-\$59,000

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Audi TT

73

OVERALL SCORE

This sculpted coupe is more about style and technology than outright performance. The car feels nimble and entertaining, and dives into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior are comfortable front seats, high-quality fit and finish, and Audi's digital instrument panel. It incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into dash vents. The 2.0-liter turbocharged engine is punchy, and the RS model's 2.5-liter turbo five-cylinder is more powerful. The TT lacks most active safety features, a serious oversight for a car in this price range.



\$50,500-\$73,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 26

Audi Q5

79

OVERALL SCORE

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. The optional 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. For 2022, the 55 TFSI e plug-in hybrid version gets an upgraded 17.9-kilowatt-hour battery. All Q5 trims come standard with FCW, AEB with pedestrian detection, BSW, and RCTW. Highway-speed AEB and adaptive cruise control with traffic jam assist are optional.



\$45,600-\$67,400

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 83

MPG 24

BMW 2 Series

NA

OVERALL SCORE

The redesigned 2 Series coupe incorporates BMW's latest performance, safety, and infotainment technology. Not to be confused with the 2 Series Gran Coupe, this car comes either as the rear-wheel-drive 230i powered by a 255-hp, 2.0-liter turbo four-cylinder or the all-wheel-drive M240i XDrive powered by a 382-hp turbo inline-six. Both engines come with an eight-speed automatic; a manual transmission is no longer available. The car is quick and agile, with a firm ride. The cabin is beautifully finished and commensurate with the car's price. Though the rear seat is very tight, the front seats power forward to clear a path. Active safety and driver assistance features, such as FCW, AEB, and adaptive cruise control, are standard. Options such as a head-up display, digital instruments, and an adaptive suspension are available.



\$35,700-\$48,550

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Audi Q7

80

OVERALL SCORE

Once Audi fitted its Q7 three-row luxury SUV with an optional turbocharged V6, replacing the previous supercharged V6, it got a more refined driving experience to go along with its already adept handling and beautiful interior. A 2.0-liter four-cylinder turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable with some familiarity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. The SQ7 uses a 4.0-liter turbo V8.



\$56,900-\$92,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 92

MPG 20

BMW 2 Series

71

OVERALL SCORE

Gran Coupe

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 and X2 small SUVs. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based platform shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. FCW, AEB with pedestrian detection, and BSW are standard.



\$35,700-\$45,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 75

MPG 27

BMW 3 Series ✓**80**

OVERALL SCORE

The 3 Series sedan packs driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy, 2.0-liter turbo four-cylinder engine paired with a smooth and responsive eight-speed automatic transmission. Prompt throttle response and a throaty sound contribute to the 3's sporty character. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is logical to use once mastered. FCW, and AEB with pedestrian and cyclist detection, are standard, while highway-speed AEB and BSW are optional. The M340i with a 3.0-liter turbo six-cylinder, the track-ready M3, and the 330e plug-in hybrid are also available.



\$41,450-\$76,900

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 86 MPG 29**BMW 4 Series****NA**

OVERALL SCORE

The BMW 4 Series shares most of its components with the 3 Series sedan, but they are packaged in a sleeker two-door coupe form. Two turbocharged engines are available: a 255-hp, 2.0-liter four-cylinder and a punchy 382-hp, 3.0-liter six-cylinder that uses a 48-volt mild-hybrid setup to support accessories without hurting fuel consumption. The eight-speed automatic is smooth and responsive. Rear- and all-wheel drive are available. We found the 4 to be agile and fun to drive yet refined and luxurious. The iDrive infotainment system is quick and capable but takes some getting used to. FCW, AEB with pedestrian detection, BSW, and RCTW are all standard.



\$45,200-\$86,300

RELIABILITY 2 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA**BMW 5 Series** ✓**85**

OVERALL SCORE

The 5 Series is a remarkably satisfying midsize luxury sedan, but one that is no longer the sporty choice of this class. Instead, it's very plush, is super-quiet, has a finely crafted cabin, and is frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall, yet it delivers some nice zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that delivers power effortlessly. All-wheel drive is available, and standard on the V8-powered M550i. The 530e plug-in hybrid is a compelling version—it can go about 20 miles on electric power alone, and takes 3 hours to charge on a 240-volt connector. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$54,200-\$142,000

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 94 MPG 26**BMW 7 Series** ✓**84**

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 turbocharged V8 and all-wheel drive, was quick and yielded decent fuel economy. Although the controls have a learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats, including a massage feature. Interior quality is superb, with wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



\$86,800-\$157,800

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 99 MPG 21**BMW 8 Series****NA**

OVERALL SCORE

The 8 Series comes as a two-door coupe, convertible, or four-door sedan. It faces off against other six-figure boutique cruiser-type cars, blending luxury appointments, high-tech features, prodigious power, and exclusivity. The 8 is available with a six- or eight-cylinder turbocharged engine, each mated to an eight-speed automatic and featuring all-wheel drive. We found the six-cylinder to be silky-smooth and plenty powerful, but the V8 brings a glorious sound. The convertible has a soft top that can be opened and closed on the move and an optional warm-air vent in the head restraint. As is endemic to this type of a low-slung car, cabin access, outward visibility, and interior room are compromised.



\$85,000-\$139,900

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE NA MPG NA**BMW i4****NA**

OVERALL SCORE

The BMW i4 is a new EV that, together with the iX, heralds BMW's second phase of electrification and the demise of the i3. Two versions are available. The eDrive40, with 335 hp and rear-wheel drive, has an EPA-estimated range of 301 miles. The all-wheel-drive M50, with a maximum of 536 hp, promises sports-car performance and a claimed 0-to-60-mph acceleration in under 4 seconds, but a lower range of 270 miles. It's probably no coincidence that those acceleration numbers are similar to Tesla's Model 3, a rival. With a high-power 200-kilowatt DC fast charging available only in public venues, the i4 can gain up to 90 miles of range in just 10 minutes. Standard active safety systems include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, and LDW. Adaptive cruise control and LKA are optional.



\$55,400-\$65,900

RELIABILITY NA SATISFACTION NA
ROAD-TEST SCORE NA MPG NA**BMW iX****NA**

OVERALL SCORE

BMW's iX SUV is a show-case for the automaker's latest electric-vehicle technology. The iX xDrive50 has 516 hp and employs two motors to give it all-wheel-drive capability, and according to BMW, it can sprint from 0 to 60 mph in 4.4 seconds. The driving range is estimated by the EPA to be 305 to 324 miles, depending on tire size. It can add 90 miles of charge in 10 minutes of DC fast charging in public venues. Charging from empty on 240 volts will take 11 hours, which is similar to many EVs. The iX comes with an extensive suite of driver assistance systems, including standard FCW that interacts with other vehicles, pedestrians, and cyclists; BSW; RCTW; and LDW. Adaptive cruise control with stop and go, and LKA, are optional. The iX can be pre-ordered now, and a more powerful M60 model will be launching later.



\$83,200-\$105,100

RELIABILITY NA SATISFACTION NA
ROAD-TEST SCORE NA MPG NA**BMW X1****64**

OVERALL SCORE

The X1 shares a platform with the Mini Cooper Countryman, and is available in front- and all-wheel-drive versions. In our tests, the X1 and its responsive 228-hp, 2.0-liter turbocharged four-cylinder returned 26 mpg overall. Thanks to the little SUV's relatively low ride height, it feels almost like driving a sedan. Although the X1's ride and handling are capable and responsive, they aren't quite up to BMW's high standards. Road noise is also noticeable. The interior exudes quality, and controls are relatively easy to use. The front seats are short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. FCW, and AEB with pedestrian detection, are standard. Inexplicably, BSW and RCTW are not available.



\$35,400-\$37,400

RELIABILITY 1 SATISFACTION 4
ROAD-TEST SCORE 74 MPG 26

BMW X2

66

OVERALL SCORE

The BMW X2 may appeal to style-conscious customers who want a sporty SUV but don't mind sacrificing interior space. Like the similar X1, the lower, shorter X2 delivers a driving experience that is more like a sports car's than an SUV's. Its gutsy 228-hp turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well-made but austere, with comfortable front seats and logical controls. Outward visibility and rear-seat room are hurt by the sleek styling. Standard active safety features include FCW, and AEB with pedestrian detection. As with the X1, neither BSW nor RCTW is available.



\$36,600-\$46,450

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 77 MPG 25

BMW X7

81

OVERALL SCORE

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



\$74,900-\$141,300

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 94 MPG 22

BMW X3

81

OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and active safety features.

Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic transmission that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard FCW, AEB with pedestrian detection, BSW, and RCTW.



\$43,700-\$69,900

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 92 MPG 24

BMW X4

NA

OVERALL SCORE

The BMW X4 is based on the X3, and has more safety technology and an additional inch of legroom compared with its predecessor. But its coupelike profile sacrifices some utility and visibility compared with the X3. The base version is called the xDrive30i and features a 248-hp turbocharged four-cylinder engine; the M40i is powered by a 382-hp turbo six-cylinder engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 to be thoroughly engaging to drive and would expect similar performance from the X4. FCW, AEB with pedestrian detection, BSW, and RCTW are standard, as is a 10.25-inch touch screen with navigation.



\$51,800-\$73,400

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE NA MPG NA

BMW Z4

74

OVERALL SCORE

The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo four-cylinder delivers punchy acceleration and an invigorating exhaust sound. The eight-speed automatic shifts with authority. Sadly, a manual transmission is not available. The Z4's handling is supple, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. FCW, and AEB with pedestrian detection, are standard. A 3.0-liter turbo six-cylinder is also available.



\$49,900-\$63,700

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 86 MPG 29

BMW X5/X6

90

OVERALL SCORE

The X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp, 3.0-liter turbo six-cylinder engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don't think there is any need 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. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW. The X6 is a sportier, coupelike version that is based on the X5.



\$59,400-\$105,900

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 98 MPG 23

Buick Enclave

62

OVERALL SCORE

Freshened for 2022, the large Buick Enclave has a revised exterior and standard active safety features. It 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, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, and connectivity features abound. The electronic gear selector takes some getting used to, but it's much better than the previous design. FCW, AEB with pedestrian detection, BSW, and RCTW are now standard.



\$42,800-\$57,100

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 87 MPG 18

Buick Encore

72

OVERALL SCORE

This subcompact SUV is outdated and overpriced. The Encore's little 1.4-liter turbocharged four-cylinder and six-speed automatic combine to deliver plodding acceleration and just 23 mpg overall in our tests. The small Encore is also expensive for what you get, which makes it a dubious value. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. On the positive side, the Encore has a relatively well-finished and quiet cabin, and it rides decently. In addition, the Buick's tidy size makes it easy to maneuver, and handling is sound. Updates for 2022 included a bit more power for the little turbocharged engine, now making 155 hp. Disappointingly, important active safety systems such as FCW, BSW, and RCTW are optional, while AEB with pedestrian detection isn't available at all.



\$24,600-\$25,220

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 69 MPG 23

Buick Encore GX ✓**69**

OVERALL SCORE

The Encore GX subcompact SUV has an airy interior, although the rear seat is tight, and doses of luxury are applied unevenly throughout. Controls are easy to use. A small 1.3-liter turbocharged three-cylinder is the sole engine option. Front-wheel-drive models employ a continuously variable transmission, while the all-wheel-drive versions get a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but that performance is accompanied by an engine that sounds gravelly and produces some vibrations, especially at low speeds. Handling is quite responsive and secure, but the ride skews firm. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA, with BSW and RCTW optional. Upscale options include a large sunroof and a head-up display.



\$24,200-\$30,400

RELIABILITY ↗ SATISFACTION ✓

ROAD-TEST SCORE 67 MPG 26

Cadillac Escalade**60**

OVERALL SCORE

The redesigned Escalade shares much with the similar Chevrolet Tahoe and Suburban, including the move to a contemporary independent rear suspension. But this super-roomy three-row SUV is much more luxurious and high-tech than its siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though fuel economy is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure. It rides comfortably, and the interior is very quiet. The plush, high-tech cabin includes a large infotainment display that's relatively easy to use. FCW, and AEB with pedestrian detection, come standard, but BSW and RCTW don't. A high-performance V version will be coming soon.



\$76,295-\$107,595

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE 80 MPG 16

Buick Envision ✓**84**

OVERALL SCORE

The second-generation Envision sits between the Encore GX and the three-row Enclave. It's a pleasant if unexciting luxury compact SUV that comes typically priced in the low \$40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Both front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to and is hard to operate without looking down. The Envision comes standard with FCW, AEB with pedestrian detection, BSW, and RCTW.



\$31,500-\$41,650

RELIABILITY ↗ SATISFACTION 1

ROAD-TEST SCORE 78 MPG 23

Cadillac Lyriq**NA**

OVERALL SCORE

Cadillac's first electric-only model will soon start to trickle into dealerships in rear-wheel-drive versions, with all-wheel-drive versions arriving later this year. While the Lyriq's overall dimensions are similar to those of the XT6 midsized SUV, the EV is lower, almost like a wagon. The 340-hp rear-drive model has a 100-kilowatt-hour battery that Cadillac estimates is good for at least 300 miles of range. The Lyriq will offer the latest version of the Super Cruise active driver assistance system.



\$58,795

RELIABILITY NA SATISFACTION NA

ROAD-TEST SCORE NA MPG eNA

Cadillac CT4**58**

OVERALL SCORE

The Cadillac CT4 replaced the ATS, slotting beneath the CT5. It drives well, with handling, braking, and steering that befit a well-honed sports sedan. The standard engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. The sporty CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. All trims are available in rear- and all-wheel-drive configurations. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. GM's Super Cruise active driving assistance system is available. The Blackwing version is a limited-production, track-ready rocket ship.



\$33,695-\$58,995

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 78 MPG 25

Cadillac XT4**50**

OVERALL SCORE

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side but on a par with most of the XT4's peers. Its handling is quite nimble. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. The infotainment system is easy to use, though the gear selector takes some getting used to. FCW, and AEB with pedestrian detection, are standard; BSW and RCTW are optional.



\$35,795-\$42,095

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 78 MPG 23

Cadillac CT5**57**

OVERALL SCORE

The CT5 drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbocharged four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbocharged V6. Both are paired with a 10-speed automatic transmission that tends to delay upshifting, in turn making the engine rev more than it needs to. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. Cadillac's Super Cruise partially automated driving system is also available.



\$37,295-\$83,995

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 78 MPG 24

Cadillac XT5 ✓**82**

OVERALL SCORE

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the gear selector has been improved over its original setup. FCW, and AEB with pedestrian detection, are standard; BSW and RCTW are standard on all the base model.



\$43,995-\$55,895

RELIABILITY ↗ SATISFACTION 1

ROAD-TEST SCORE 78 MPG 20

Cadillac XT6

69
OVERALL SCORE

Cadillac's three-row luxury midsized SUV has responsive handling and feels like a smaller vehicle than it is. The ride is comfortable but doesn't stand out in any way. We tested it with the then-standard 3.6-liter V6 and smooth nine-speed automatic transmission. This combination packs a lot of power for merging and passing. A 2.0-liter turbo engine is now standard, with the V6 optional. Front- and all-wheel drive are available. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury features, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. FCW, AEB with pedestrian detection, BSW, and RCTW are standard on all trims. Cadillac's Super Cruise partially automated driving system is also available.



\$48,595-\$58,295
RELIABILITY SATISFACTION
ROAD-TEST SCORE 82 MPG 18

Chevrolet Blazer ✓

82
OVERALL SCORE

Chevrolet's midsized SUV seats five passengers but is focused more on styling and luxury and less on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. For 2022, active safety features, including FCW, and AEB with pedestrian detection, are standard on all trims. BSW and RCTW are available on all but the base trim.



\$33,400-\$44,000
RELIABILITY SATISFACTION
ROAD-TEST SCORE 83 MPG 19

Chevrolet Bolt

62
OVERALL SCORE

A 2022 freshening of the Bolt EV improved the infotainment system and interior, and brought a version called the EUV that's slightly larger. The 200-hp electric motor that drives the front wheels used in the current Bolt carries over. The Bolt can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, and Chevrolet says 30 minutes of DC fast charging at public locations will add 100 miles of range. The interior is new, including more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. Active safety and driver assistance features, including FCW, AEB with pedestrian detection, LDW, and LKA, are now standard, while BSW, RCTW, and adaptive cruise control are optional.



\$31,500-\$34,700
RELIABILITY SATISFACTION
ROAD-TEST SCORE 78 MPGe 120

Chevrolet Bolt EUV

65
OVERALL SCORE

The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. Both the regular Bolt and the EUV share the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks desirable SUV-like attributes, such as available all-wheel drive and extra cargo space. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from nearly empty on a 240-volt connection, which is pretty typical for EVs. The EUV is the first non-Cadillac model to offer GM's Super Cruise active driver assistance system. FCW, AEB with pedestrian detection, LDW, and LKA come standard, but BSW and RCTW are optional on the base model.



\$33,500-\$38,000
RELIABILITY SATISFACTION
ROAD-TEST SCORE 80 MPGe 115

Chevrolet Camaro

62
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 on rough roads. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. There's also an extreme ZL1 version available, powered by a 650-hp, 6.2-liter supercharged V8 engine mated to a six-speed manual or an optional 10-speed automatic.



\$25,000-\$69,000
RELIABILITY SATISFACTION
ROAD-TEST SCORE 85 MPG 20

Chevrolet Colorado

44/45
OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are more refined and less utilitarian 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 somewhat choppy, but handling is responsive. Rear- and four-wheel-drive versions, along with extended-cab and crew-cab body styles, are available. A locking tailgate is standard. Inside are the latest electronics, including an easy-to-use infotainment system. The only available active safety features are FCW and LDW.



\$25,435-\$44,200
RELIABILITY SATISFACTION
ROAD-TEST SCORE 60-61 MPG 18-24

Chevrolet Corvette

57
OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 sitting under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph, a sprint that is accompanied by a glorious soundtrack. Handling agility is superlative, with immediate turn-in response and almost zero body roll, delivering a constant ear-to-ear grin on the driver. Yet the ride isn't punishing, thanks in part to our test car's optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered, however. The "frunk," or front trunk, is small, but the cargo area aft of the engine can accommodate the removable targa top and a soft-sided bag or two. BSW and RCTW are optional, but FCW and AEB aren't available.



\$60,900-\$79,850
RELIABILITY SATISFACTION
ROAD-TEST SCORE 97 MPG 19

Chevrolet Equinox ✓

74
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use. A refresh for 2022 included Chevrolet's latest infotainment system, which we found to be easy to use in other models. Wireless Android Auto and Apple CarPlay are also standard. Even though the interior has some cheap touches, the seats are quite comfortable. FCW, AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.



\$25,800-\$32,600
RELIABILITY SATISFACTION
ROAD-TEST SCORE 78 MPG 25

Chevrolet Malibu**55**

OVERALL SCORE

Chevrolet's Malibu is competitive among midsized sedans, with a quiet cabin and easy-to-use controls. In our tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is now standard. The uplevel engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets long-legged passengers stretch out. Recent updates included wireless Android Auto and Apple CarPlay connectivity.



\$23,400-\$33,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 80

MPG 29

Chevrolet Trailblazer**76**

OVERALL SCORE

Chevrolet resurrected the Trailblazer name for its subcompact SUV, which, sizewise, is positioned between the Trax and the Equinox. It shares a platform and powertrain with the Buick Encore GX. Unlike the GX, base models get a 1.2-liter three-cylinder turbo engine. All-wheel drive, along with a more powerful 155-hp, 1.3-liter engine and nine-speed automatic, is also offered. The 1.3-liter is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW, and AEB with pedestrian detection; BSW and RCTW are optional.



\$21,600-\$27,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 66

MPG 27

Chevrolet Silverado 1500**46**

OVERALL SCORE

The Chevrolet Silverado received an update for 2022 that brought a fresh interior, a new ZR2 off-road trim, and the Super Cruise active driver assistance system with trailering support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. FCW, and AEB with pedestrian detection, are now standard.



\$30,400-\$65,100

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 78

MPG 17-23

Chevrolet Traverse**83**

OVERALL SCORE

The Traverse has a quiet interior, a very comfortable ride, and responsive handling that make it a viable alternative to full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsized SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. The front seats and the second-row captain's chairs are comfortable, and the third row is roomy. An eight-passenger configuration with a second-row bench seat is available on lower trims. We like the intuitive infotainment system, but the manual sunroof shades are out of place in the \$50,000 Premier trim. For 2022, the Traverse got exterior and interior styling updates, along with standard FCW, AEB with pedestrian detection, LDW, LKA, a more user-friendly gear selector, and wireless Android Auto and Apple CarPlay.



\$33,700-\$53,400

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 95

MPG 20

Chevrolet Suburban**41**

OVERALL SCORE

GM brought this generation Suburban into the modern era by giving it an independent rear suspension, which improved ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable and smooth power. While the ride with the standard suspension is comfortable, the Premier trim's electromagnetic dampers provide a more composed ride. Handling is ponderous but secure. The enormous cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. FCW, and AEB with pedestrian detection, are standard, but BSW and RCTW are optional. Updates for 2022 included standard LDW and LKA.



\$51,600-\$76,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 76

MPG 16

Chevrolet Trax**61**

OVERALL SCORE

This bite-sized crossover is essentially a stripped-down Buick Encore. Available in front- or all-wheel drive, the outdated Trax is powered by a 1.4-liter turbo four-cylinder mated to a six-speed automatic, a combination that doesn't deliver impressive performance or frugal fuel economy. One consolation is that its compact dimensions make it easy to park in urban areas. The cabin is narrow, cramped, and low-rent, but at least the controls are easy to use. The pronounced engine noise and stiff ride don't help the experience, nor does the occasionally bumpy transmission. Typically priced in the mid-\$20,000s, a Trax LT AWD costs almost as much as larger, more substantial compact SUVs, including Chevrolet's own Trailblazer. It's disappointing that FCW, and AEB with pedestrian detection, aren't available, and that BSW and RCTW are just optional.



\$21,400-\$23,820

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 55

MPG 25

Chevrolet Tahoe**39**

OVERALL SCORE

Like the Suburban, the Tahoe gets an independent rear suspension that improves ride comfort, handling, and, as a result of better packaging, third-row room. This is a massive vehicle that's very functional, comfortable, and high-tech. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and together the powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, but it's steadier in the Premier trim because of its electromagnetic dampers. Handling feels ponderous but secure. The enormous cabin is eerily quiet for such a large vehicle. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. FCW, AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.



\$48,900-\$73,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 73

MPG 17

Chrysler 300**83**

OVERALL SCORE

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside there's plenty of space for five adults in the comfortable seats. The powerful 5.7-liter V8 gets 20 mpg overall. We prefer the 3.6-liter V6, which is plenty strong and got a decent 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is available only with the V6 engine. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car even though it costs thousands less than what luxury brands typically charge. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen within the gauge cluster. It's disappointing that FCW and AEB aren't standard, and that pedestrian detection isn't available.



\$31,770-\$41,575

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 83-84

MPG 20-22

Chrysler Pacifica

57
59
OVERALL SCORE

The Pacifica minivan is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Only the nonhybrid models are available with all-wheel drive. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available and has an electric range of about 30 miles. It gets 27 mpg when operating as a hybrid. The Pacifica uses the Uconnect infotainment system—one of the best available. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW.



\$37,095-\$56,000
RELIABILITY ↘ SATISFACTION ↗
ROAD-TEST SCORE 85-88 MPG 21-27

Dodge Challenger

63
OVERALL SCORE

The look may be old school, yet the Challenger is a modern, thrilling straight-line barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the manual transmission's stiff shifter and clutch detract from the overall driving experience, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Engine choices range from a mild V6 up to a 6.2-liter supercharged V8, but we think the best choice is the 5.7-liter V8. All-wheel drive is optional with the V6. A six-speed manual and an eight-speed automatic are available. FCW, BSW, and RCTW are just optional, and it's disappointing that AEB with pedestrian detection isn't even available.



\$30,075-\$84,080
RELIABILITY 1 SATISFACTION ↗
ROAD-TEST SCORE 70 MPG 20

Dodge Charger

78
80
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, which makes 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 V8 or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. FCW and AEB are optional, but pedestrian detection isn't available at all.



\$31,350-\$84,140
RELIABILITY ↗ SATISFACTION ↗
ROAD-TEST SCORE 82-85 MPG 20-22

Dodge Durango

59
OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the previous-generation Jeep Grand Cherokee but is longer and has 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 infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. FCW and AEB are optional. For 2022, BSW and RCTW are standard.



\$35,475-\$66,670
RELIABILITY ↘ SATISFACTION ↗
ROAD-TEST SCORE 83 MPG 18

Fiat 500X

37
OVERALL SCORE

The 500X is the only Fiat model left in the U.S. lineup. While its styling may be appealing, the more time spent with the 500X, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. A new 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. At least the interior has some flair. Available active safety features include FCW, AEB, and BSW.



\$26,275-\$31,455
RELIABILITY ↘ SATISFACTION ↗
ROAD-TEST SCORE 50 MPG 23

Ford Bronco

47
OVERALL SCORE

The resurrected Bronco comes in two- and four-door configurations, with a soft top and an available removable hardtop. All versions have four-wheel drive and removable doors. The 2.3-liter four-cylinder turbo is standard, and the 2.7-liter turbo V6 is powerful. Ride and handling are more refined than the Jeep Wrangler's. Wind noise is very pronounced even with the hard top, and stopping distances are long. The rustic-themed cabin features many fun details. Off-road ability is superb, thanks to a rear locking differential and plenty of ground clearance. A trail camera that projects your path on the infotainment screen is handy. The navigation system comes with trail maps powered by Ford's Sync 4 infotainment system. Standard active safety equipment includes FCW, and AEB with pedestrian detection.



\$29,300-\$48,475
RELIABILITY ↘ SATISFACTION ↗
ROAD-TEST SCORE 55 MPG 18

Ford Bronco Sport

82
OVERALL SCORE

The Bronco Sport, a small SUV based on the Escape, has been sprinkled with rugged styling cues. With its increased ground clearance, a more capable four-wheel-drive system, and shorter overhangs than the Escape's, the Bronco Sport is fit for mild off-roading. Most versions come with a 181-hp turbocharged three-cylinder engine that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system with its standard Android Auto and Apple CarPlay compatibility. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.



\$27,415-\$34,090
RELIABILITY ↗ SATISFACTION ↗
ROAD-TEST SCORE 75 MPG 25

Ford EcoSport

45
OVERALL SCORE

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



\$22,040-\$28,395
RELIABILITY ↘ SATISFACTION ↗
ROAD-TEST SCORE 61 MPG 24

Ford Edge **80**

OVERALL SCORE

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic transmission. This combination provides smooth, quiet acceleration. The high-performance ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. The Edge can rival some luxury SUVs with its quiet cabin, steady ride, and agile handling. Standard equipment includes Ford's Sync 4 infotainment system, which includes a large 12-inch touch screen and wireless Android Auto and Apple CarPlay connectivity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$35,395-\$44,195

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 84

MPG 22

Ford Escape**55**
/60

OVERALL SCORE

The Escape's standard 1.5-liter turbo three-cylinder engine returned 26 mpg overall in our tests. Although it provides sufficient oomph, the engine transmits an annoying vibration at low engine speeds. The hybrid version doesn't suffer from that problem and gets a very fuel-efficient 34 mpg overall. Additionally, a front-wheel-drive plug-in hybrid with a 37-mile electric range is available. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The ride has an underlying firmness, and handling is nimble and secure, but the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The front seats are a bit flat, but the rear seat is quite roomy when set to the rearmost position. All Escapes come standard with FCW, AEB with pedestrian detection, BSW, and RCTW.



\$26,010-\$38,785

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 73-82

MPG 26-34

Ford Expedition **73**

OVERALL SCORE

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbocharged V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A refresh for 2022 introduced Ford's latest Sync 4 infotainment system with either a standard 12-inch display or an optional 15.5-inch display like in the Mustang Mach-E. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and RCTW. Ford's BlueCruise active driving assistance system will be available.



\$50,110-\$81,815

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 73

MPG 16

Ford Explorer**47**

OVERALL SCORE

The Explorer is relatively agile and has a spacious cabin, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The infotainment system is very easy to use. The driving position is much improved, but the third-row seat is not as roomy as the one in the previous generation. A power liftgate is standard. The standard Ford Co-Pilot360 suite of active safety and driver assistance features includes FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.



\$33,245-\$55,610

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 78

MPG 21

Ford F-150**60**
/62

OVERALL SCORE

The workhorse F-150 is loaded with tech and active safety features. The cabin is very quiet, and the crew cabs we tested are superroomy. The popular 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The firm ride is steady and controlled, handling is responsive, and controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Both FCW, and AEB with pedestrian detection, are standard. Clever features include a foldaway gear selector that creates a flat workspace, a tailgate designed to serve as a workbench, and an optional built-in generator to power tools. The new all-electric F-150 Lightning will have an EPA-estimated 300-mile range. Ford's BlueCruise active driving assistance system is available.



\$29,990-\$77,760

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 75-79

MPG 19-20

Ford Maverick**NA**

OVERALL SCORE

The all-new 2022 Ford Maverick is the first-ever pickup truck to come standard as a hybrid. The base powertrain is a 191-hp, 2.5-liter hybrid four-cylinder linked to a continuously variable transmission and front-wheel drive. We got 34 mpg overall in our tests of the related Escape Hybrid. For more power, there is an available 250-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic and 4,000-pound tow capacity. It is available in front- and all-wheel drive. This small crew-cab pickup has just a 4.5-foot bed. Three trims, plus an off-road package, allow this truck to span from a thrifty, basic truck to a powerful, well-equipped model. The Maverick comes standard with FCW and AEB, while BSW, RCTW, and other systems are available.



\$19,995-\$25,860

RELIABILITY SATISFACTION 

ROAD-TEST SCORE NA

MPG NA

Ford Mustang**43**
/47

OVERALL SCORE

The Ford Mustang, especially in its V8-powered GT form, combines a thrilling driving experience with everyday livability. And that V8 delivers a throaty and satisfying engine and exhaust sound. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power-recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included revised powertrains and additional high-tech options. High-performance options include the Mach 1 and Shelby GT500. Active safety systems, such as FCW, AEB with pedestrian detection, and BSW, are standard on all but the Shelby GT500.



\$27,205-\$73,465

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 76-84

MPG 19-25

Ford Mustang Mach-E **82**

OVERALL SCORE

The Mustang Mach-E is Ford's first designed-from-the-ground-up electric vehicle. It draws some styling cues from the iconic Mustang muscle car, but the Mach-E is a five-passenger SUV with useful cargo room, and it's available with all-wheel drive. The extended-range battery version with all-wheel drive has a 270-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 88-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. A 15.5-inch vertical touch screen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es come with FCW, AEB with pedestrian detection, BSW, and RCTW, and the BlueCruise active driving assistance system is available.



\$43,895-\$61,995

RELIABILITY SATISFACTION 

ROAD-TEST SCORE 78

MPGe 90

Ford Ranger ✓

62

OVERALL SCORE

The Ranger midsized pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds its engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. FCW and AEB are standard. BSW and RCTW are optional on the base XL trim but standard on others.



\$25,500-\$39,465

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 55 MPG 20

Genesis GV70

64

OVERALL SCORE

The GV70 more than holds its own in the compact luxury SUV segment as a legitimate competitor to the Audi Q5 and BMW X3.



\$41,000-\$52,600

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 82 MPG 24

Genesis G70 ✓

73

OVERALL SCORE

The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, even though its acceleration time is among the slowest in the class on paper. We got 23 mpg in our all-wheel-drive version, which isn't particularly good, either. 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, stopping distances are long. The car is quiet, and the interior is well-assembled. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the back seat. A new 10.25-inch touch-screen infotainment system was part of a freshening for 2022. FCW, AEB with pedestrian detection, and BSW are standard.



\$37,525-\$54,500

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 74 MPG 23

Genesis GV80

47

OVERALL SCORE

The GV80 is a midsized SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the redesigned G80 sedan. It's quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter is more of a treat for its effortless power, but it's not particularly fuel-efficient. Rear- and all-wheel-drive versions are available. The GV80 has sharp steering and feels taut and agile through corners. The interior is finely crafted, but the infotainment system's controller dial is very tricky to use. A third-row seat is available, but it's tiny. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW with rear automatic braking.



\$49,700-\$75,200

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 81 MPG 18

Genesis G80

68

OVERALL SCORE

The Genesis G80 is a worthy competitor to the Audi A6, BMW 5 Series, and Mercedes-Benz E-Class. It's offered with either rear- or all-wheel drive. The standard engine is a responsive, turbocharged 300-hp, 2.5-liter four-cylinder. Combined with a slick-shifting eight-speed automatic, this duo returned just a so-so 24 mpg overall in our tests. There's also a punchy 375-hp, 3.5-liter turbo V6. An electric version is in the works. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable front and rear. However, the infotainment system is overcomplicated, and the unintuitive gear selector is tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$48,000-\$63,450

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 89 MPG 18

GMC Acadia ✓

70

OVERALL SCORE

The Acadia is a very pleasant three-row SUV, particularly in the upscale Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned just 19 mpg overall in our tests. A turbocharged four-cylinder is standard. Both engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. FCW, AEB, BSW, and RCTW are standard for 2022.



\$34,800-\$48,600

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 80 MPG 19

Genesis G90

69

OVERALL SCORE

The G90 flagship sedan embodies stress-free luxury at a competitive price. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is 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 but slightly understated cabin is decked out in soft materials and trimmed in wood and chrome. The ride is cushy and cosseting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the back seat is really the place to be. Those in the back seat even get controls in the rear armrest to manage audio and climate settings. A complete suite of active safety features is standard, including FCW, AEB, and BSW. A 2023 redesign is around the corner.



\$73,950-\$80,200

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 89 MPG 18

GMC Canyon

44/45

OVERALL SCORE

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

refined and less utilitarian than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the optional four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode that keeps the truck in the right gear for the situation, rather than upshifting for fuel-economy improvements. A four-cylinder gasoline engine is also available. The ride is somewhat choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, and a locking tailgate is a new option. These small trucks offer optional FCW but no AEB or BSW. An off-road AT4 model is available.



\$26,800-\$45,000

RELIABILITY  SATISFACTION 

ROAD-TEST SCORE 60-61 MPG 18-24

GMC Hummer EV**NA**

OVERALL SCORE

The all-new electric Hummer SUV and pickup truck promises an off-road-ready truck with sports-car quick acceleration.

The nameplate's revival is led by the five-seat, four-door pickup truck. Its 5-foot pickup bed features a power tonneau cover and multifunction tailgate. Both vehicles have removable glass roof panels to create an open-air driving experience. Among the features is the ability to "crab walk" (move diagonally), up to 18 cameras for negotiating trails, and available Super Cruise driver assistance. First out of the gate is the full-featured Edition 1 pickup truck boasting 1,000 hp and promising 350-plus miles of range. The SUV follows a year later, with top output being about 830 hp. Over the following two years, other less expensive versions of each will be offered with reduced power and range.



\$79,995-\$112,595

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

GMC Sierra 1500**47**

OVERALL SCORE

The Sierra's 2022 update includes a fresh interior, new trim levels, more safety features, and the availability of Super Cruise driver assistance. Power delivery is smooth and responsive, and our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine. A 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards that can shift back to help you reach the bed. Top trim levels have a 6.2-liter V8 mated to a 10-speed automatic. FCW, AEB with pedestrian detection, and BSW are now standard.



\$31,200-\$78,700

RELIABILITY ↘

SATISFACTION 1

ROAD-TEST SCORE 78

MPG 17-23

GMC Terrain**NA**

OVERALL SCORE

The Terrain was freshened for 2022 with exterior updates and a new outdoorsy AT4 version. It 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 standard engine is a lackluster 1.5-liter turbo four-cylinder mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system is one of the easier ones to use. FCW, and AEB with pedestrian detection, are standard; BSW is optional.



\$27,900-\$36,600

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE NA

MPG NA

GMC Yukon**39**

OVERALL SCORE

The recently redesigned Yukon entered the modern era with an independent rear suspension that improved ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version with its standard magnetic ride suspension. Handling is rather ponderous but secure. The enormous cabin is eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky gear selector. It's a big step to get into the Yukon, and the tall hood cuts forward visibility. FCW, and AEB with pedestrian detection, are standard, but BSW is optional.



\$52,100-\$73,000

RELIABILITY ↘

SATISFACTION 1

ROAD-TEST SCORE 73

MPG 17

GMC Yukon XL**40**

OVERALL SCORE

Like its slightly smaller sibling, the massive Yukon XL gets an independent rear suspension that improves ride comfort, handling, and, as a result of better packaging, third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission, and that powertrain supplies plenty of predictable and smooth power. The ride with the standard suspension is comfortable, but the Denali trim's electromagnetic suspension dampers provide a more composed ride. Handling is relatively ponderous but safe. The enormous cabin is quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. FCW, and AEB with pedestrian detection, are standard, but BSW is optional.



\$54,800-\$75,700

RELIABILITY ↘

SATISFACTION ↗

ROAD-TEST SCORE 75

MPG 16

Honda Accord ✓**87/88**

OVERALL SCORE

The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version gets a 192-hp, 1.5-liter four-cylinder engine mated to a continuously variable transmission, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. The Hybrid gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The infotainment system includes easy-to-use knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard active safety features include FCW, and AEB with pedestrian detection, while BSW is optional.



\$26,120-\$38,050

RELIABILITY ↗

SATISFACTION ↗

ROAD-TEST SCORE 89

MPG 31-47

Honda Civic ✓**70**

OVERALL SCORE

The 11th generation Civic features a less cluttered interior and a simpler infotainment system. The standard 2.0-liter four-cylinder is adequate and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and is quieter, and uses a more powerful 1.5-liter turbo engine, but it's considerably more expensive. The cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The touch-screen infotainment system is very easy to use. While FCW, AEB with pedestrian detection, LDW, and LKA are standard, it's unfortunate that BSW and RCTW are available only on the two top trims. The sporty Si version comes only with a six-speed manual transmission and a 200-hp turbo engine.



\$22,350-\$29,850

RELIABILITY 1

SATISFACTION ↗

ROAD-TEST SCORE 71

MPG 33

Honda CR-V ✓**82/84**

OVERALL SCORE

The CR-V is one of the better small SUVs, thanks to its roomy cabin, good fuel economy, and sure-footed handling. The 190-hp, 1.5-liter turbo engine provides ample power even without flooring the throttle. The continuously variable transmission is largely unobtrusive. Fuel economy is impressive at 28 mpg overall for the regular engine, while the Hybrid version gets 35 mpg overall. Although the ride has a firm edge, it isn't offensive and doesn't cause discomfort. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very roomy, particularly the rear seat, and access is easy. Note that the seats in the base LX are less supportive. EX and higher trims get a more comprehensive infotainment system. While FCW, and AEB with pedestrian detection, are standard, BSW comes only on the EX and higher trims.



\$26,400-\$37,400

RELIABILITY ↗

SATISFACTION 1

ROAD-TEST SCORE 80-82

MPG 28-35

Honda HR-V

62

OVERALL SCORE
Based on the discontinued Fit subcompact, the HR-V has a versatile, cargo-friendly rear seat with bottoms that can flip up to reveal the second-row floor, or with backs that fold 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. The EX is the better choice because it comes with FCW and AEB, along with Android Auto and Apple CarPlay compatibility. A redesign is imminent.



\$21,870-\$28,170
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 66 MPG 29

Honda Pilot

76

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. The nine-speed automatic transmission is standard. We found the ride to be comfortable, but the handling is ungainly. The touch-screen infotainment system is frustrating to use because it's a far reach away and is slow to respond to touch commands. The push-button gear selector takes getting used to. All Pilots come standard with FCW, AEB, BSW, and RCTW.



\$37,580-\$51,370
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 80 MPG 20

Honda Insight

80

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 delivers. Based on the previous-generation Civic sedan, the Insight has the same strengths and weaknesses. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But the Insight suffers from a very low stance, which makes it tough to get in and out of the cabin. The driver's seat is short on lower-back support, and the controls are somewhat tricky, including the push-button gear selector. The car can loaf around on electric power alone at very low speeds, but the cabin gets loud when the gas engine awakens as more power is needed. Standard active safety features now include FCW, AEB, and RCTW.



\$25,760-\$29,790
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 73 MPG 54

Honda Ridgeline

82

OVERALL SCORE
Honda's smart pickup got a mild freshening for 2021 that brought revised styling, an updated infotainment system, and standard all-wheel drive. Built on the same platform as the Pilot SUV, the Ridgeline is unlike most trucks in that it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests, the best of any nondiesel pickup. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is tricky to use, but it's compatible with Android Auto and Apple CarPlay. FCW and AEB are standard, but BSW is optional.



\$37,640-\$45,070
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 83 MPG 20

Honda Odyssey

78

OVERALL SCORE
The Odyssey blends refinement, quietness, convenience, and decent fuel economy in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to. The optional 8-inch infotainment touch screen is slow to respond and can be distracting. A recent freshening included standard active safety features on all trims, plus a rear-seat reminder system to prevent children from being left behind when the van is parked. BSW and RCTW are standard on all except the base trim.



\$33,040-\$48,770
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 85 MPG 22

Hyundai Accent

61

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 match or even surpass that, including its Elantra stablemate. The engine sounds coarse under hard acceleration. The stiff ride doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support, and the back seat is tight. Active safety features come only on the top Limited trim, which is priced like a compact car, further undermining the reason to buy this subcompact.



\$16,645-\$19,600
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 64 MPG 33

Honda Passport

76

OVERALL SCORE
The Passport is a shorter, five-seat version of Honda's Pilot SUV. They share the same underlying design and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. We measured 21 mpg overall. The midsized Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot's ride, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. Standard active safety features include FCW, AEB, BSW, and RCTW.



\$37,870-\$45,430
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 79 MPG 21

Hyundai Elantra

74/76

OVERALL SCORE
The redesigned Elantra got a slightly roomier interior and a more sophisticated infotainment system. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and commendable fuel economy for the compact class. Handling is nimble, but the ride is a bit stiff and the engine can get noisy. We also tested the hybrid version, which not only achieved an impressive 48 mpg overall but also has a smoother ride and quieter cabin. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access a bit awkward. The infotainment system is easy to use and features wireless Android Auto and Apple CarPlay connectivity. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A sporty 276-hp turbo N is new for 2022.



\$19,850-\$33,400
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 76-79 MPG 33-48

Hyundai Ioniq ✓**70**

OVERALL SCORE



The Ioniq hybrid evokes the silhouette and hatchback configuration of the Toyota Prius, and it matches it as a fuel sipper, returning 52 mpg overall in our tests. Power comes from a 1.6-liter four-cylinder engine paired with electric drive for a combined 139 hp. The six-speed dual-clutch automatic isn't the smoothest, and the car is somewhat loud, but it's not a deal breaker. Handling is rather clumsy, and the ride is a bit stiff. Hyundai gave the Ioniq better tires and an upgraded brake system for 2021, which improved stopping distances considerably over the 2017 version. Android Auto and Apple CarPlay compatibility is standard. Plug-in and electric versions of the Ioniq are also available. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, LDW, and LKA. BSW and RCTW are available on the higher trims.

\$23,600-\$33,250

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 75

MPGe 52

Hyundai Nexo**NA**

OVERALL SCORE



Available only in California, the Nexo hydrogen fuel-cell vehicle is a front-wheel-drive SUV with a 161-hp electric motor. Three hydrogen tanks with a total capacity of 14 pounds provide a 380-mile driving range and can be refilled in about 5 minutes. The Nexo has effortless power, a comfortable ride, a quiet cabin, and responsive handling. A few driver assistance features come on the top trim, including blind spot monitors that relay a video image of the car's flanks onto the instrument panel. The Nexo also has the ability to park itself and be summoned from a parking space. However, there are few hydrogen fueling stations outside of urban areas in California. Hyundai provides owners with a prepaid card with a quota of fill-ups. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

\$59,435-\$62,885

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Hyundai Ioniq 5**NA**

OVERALL SCORE



Don't confuse the Ioniq 5 with the regular Ioniq. The new Ioniq 5 is an electric vehicle from the ground up and is related to Kia's upcoming EV6. It's a tall hatchback with a very roomy cabin. The EPA-estimated maximum range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery, and 256 miles for the dual-motor, all-wheel-drive version. Charging times can be quick in public DC fast-charging venues, thanks to 400- and 800-volt architecture that allows a maximum of 235-kilowatt charging power. We found that the Ioniq 5 has quick acceleration and is agile, quiet, and comfortable. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as seats, headliner, door trim, and flooring, use eco-friendly materials.

\$43,650-\$54,500

RELIABILITY ✓

SATISFACTION ↗

ROAD-TEST SCORE NA

MPG NA

Hyundai Palisade ✓**87**

OVERALL SCORE

**Hyundai Kona** ✓**66**

OVERALL SCORE



The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Toyota C-HR, and others. The base 2.0-liter engine and six-speed automatic transmission are adequate around town but can feel sluggish at times. We got 26 mpg with it in our Kona with the optional all-wheel drive. The uplevel 1.6-liter turbo is more powerful, but power delivery is neither as smooth nor as predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Standard active safety features include FCW, and AEB with pedestrian detection. BSW and RCTW are standard on all but the base trim. New for 2022 is a high performance 280-hp, 2.0-liter four-cylinder turbo N version.

\$21,150-\$42,500

RELIABILITY 1

SATISFACTION 1

ROAD-TEST SCORE 71

MPG 26

Hyundai Santa Cruz**59**

OVERALL SCORE

**Hyundai Kona Electric****61**

OVERALL SCORE



The Kona Electric is better than the conventional version, though it's significantly more expensive. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has a push-button gear selector that is challenging to use at a glance. Standard safety features include FCW, AEB, BSW, and RCTW. The Kona Electric is available in limited states. Pedestrian detection is standard for 2022.

\$34,000-\$42,500

RELIABILITY ✓

SATISFACTION ✓

ROAD-TEST SCORE 76

MPGe 120

Hyundai Santa Fe**58**

OVERALL SCORE



The Santa Fe fits above the Tucson and below the larger, three-row Palisade. The standard 191-hp, 2.5-liter four-cylinder is a bit weak and noisy. The optional 2.5-liter turbo is much more powerful but is mated to a dual-clutch automatic that has some low-speed vibrations. A hybrid version comes with a 1.6-liter turbo engine and got 30 mpg overall in our tests. We think it's the best version to get. It also rides more comfortably than the nonhybrid Santa Fe. The cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. A 261-hp plug-in hybrid with 30 miles of electric range and a rugged XRT trim are new.

\$27,200-\$45,360

RELIABILITY ✓

SATISFACTION 1

ROAD-TEST SCORE 76-86

MPG 24-30

Hyundai Sonata ✓

80
83
OVERALL SCORE

The coupelike Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. We got an excellent 44 mpg overall from the hybrid version but found that its six-speed transmission has rough shifts. All versions have responsive handling but a rather stiff ride. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard 8-inch touch screen is easy to use. A larger screen comes on high-end versions, but it lacks a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic transmission. FCW, and AEB with pedestrian detection, are standard, while BSW is standard on all trims except the base.



\$24,150-\$34,750
RELIABILITY 8 SATISFACTION 1
ROAD-TEST SCORE 76-81 MPG 31-44

Hyundai Tucson ✓

89
93
OVERALL SCORE

The redesigned fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic transmission, the Tucson accelerates leisurely. The hybrid's pairing of a 1.6-liter turbo engine and electric assist puts out a combined 226 hp and got 35 mpg overall in our tests. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. Standard active safety features include FCW, AEB with pedestrian detection, BSW, LDW, and LKA.



\$25,350-\$42,550
RELIABILITY 8 SATISFACTION 8
ROAD-TEST SCORE 86-92 MPG 26-35

Hyundai Veloster

NA
OVERALL SCORE

The Veloster hatchback has an unusual three-door configuration, with a right-side rear door that allows easier access to the back seat. The unexciting base 2.0-liter and sporty 1.6-liter turbo engines are dropped for 2022. Only the track-ready high-performance N trim, with a 2.0-liter turbo engine and upgraded suspension, steering, and brakes, is available. The discontinued R-Spec trim, with the 1.6-liter turbo engine that we tested with the slick six-speed manual transmission, was nimble and exhibited tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The controls are easy to use, including the color touch-screen infotainment display. FCW and AEB are standard.



\$32,500-\$34,000
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE NA MPG NA

Hyundai Venue ✓

61
OVERALL SCORE

The tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks. All-wheel drive is not offered. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. Android Auto and Apple CarPlay compatibility come standard, as does an 8-inch touch screen. The Venue includes some key active safety features as standard equipment, including FCW and AEB. BSW and RCTW come on all trims except the base SE.



\$18,900-\$22,150
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 61 MPG 32

Infiniti Q50 ✓

87
OVERALL SCORE

The Q50 is a luxury sports sedan, available in rear- and all-wheel drive. The 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the Q50 quick. But it's to the detriment of fuel economy, which is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti's dual-touch-screen infotainment system is slow and cumbersome to use, requiring multiple steps and extra distraction for simple tasks. A 400-hp turbo V6 is also available, as is a Q60 coupe version. For 2022, BSW, RCTW, and LDW are standard in addition to FCW and AEB, but pedestrian detection is not offered. Standard wireless Apple CarPlay was also added.



\$42,100-\$57,950
RELIABILITY 8 SATISFACTION 1
ROAD-TEST SCORE 85 MPG 22

Infiniti QX50 ✓

72
OVERALL SCORE

The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX in its lane, and maintain and adjust speed according to traffic. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$39,000-\$56,950
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE 77 MPG 22

Infiniti QX55

NA
OVERALL SCORE

This derivative of the QX50 has a sloped roof that gives it a coupelike appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and continuously variable transmission as the QX50. Output is unchanged at 268 hp. This combination is portrayed as an optimization of performance and fuel economy, but our experience was far from that in the QX50 we tested. Every QX55 is equipped with all-wheel drive. The dual-screen infotainment system is compatible with Android Auto and wireless Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard. The optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic.



\$46,500-\$57,050
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE NA MPG NA

Infiniti QX60

NA
OVERALL SCORE

The 2022 redesign has transformed the QX60 into a sleek, refined vehicle. Based on the Nissan Pathfinder, this three-row SUV has a modern look inside and out. The 295-hp V6 and nine-speed automatic supply plenty of power, but the stop/start fuel-saving feature is not the smoothest. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touch screen is fairly easy to navigate. Many functions are handled via the screen or a central knob. Seven-passenger seating is standard. Standard active safety systems include FCW, AEB with pedestrian detection, LDW, and BSW. The ProPilot Assist system uses the adaptive cruise control and steering assistance systems together to reduce stress while driving in congested highway traffic.



\$46,850-\$63,250
RELIABILITY 1 SATISFACTION 1
ROAD-TEST SCORE NA MPG NA

Infiniti QX80**58**

OVERALL SCORE

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A refresh for 2022 included a more modern infotainment system with wireless Apple CarPlay and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. FCW, AEB with pedestrian detection, BSW, RCTW, and a rear-seat reminder system are standard.



\$70,600-\$84,850

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 68 MPG 15

Jaguar XF**NA**

OVERALL SCORE

The XF is arguably the most agile midsized luxury sedan. It's taut and nimble, with lively steering, yet its ride is supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought updated interior and exterior styling, but now the only engine available is a 2.0-liter turbo four-cylinder. The supercharged 3.0-liter V6 is discontinued. The eight-speed automatic shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. Jaguar's latest Pivi Pro infotainment system has replaced the XF's old, slow, and distracting system. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$45,300-\$51,000

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE NA MPG NA

Jaguar E-Pace**51**

OVERALL SCORE

The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It either accelerates with a sudden burst or feels lethargic and slow to move along. Fuel economy of 21 mpg overall is abysmal. Agile handling and sharp steering make the little Jag fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touch-screen infotainment system has been updated with Jaguar's latest Pivi Pro system. Android Auto and Apple CarPlay compatibility is standard. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. FCW and AEB are standard, while BSW is standard on all but the base trim.



\$40,995-\$49,995

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 69 MPG 21

Jeep Cherokee**54**

OVERALL SCORE

The Cherokee SUV has a turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. It also returned just 23 mpg overall. 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. FCW, AEB, and BSW are standard.



\$27,995-\$37,945

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 68 MPG 23

Jaguar F-Pace**51**

OVERALL SCORE

Jaguar's compact SUV shares its rear-wheel-drive platform with the XF sedan. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a turbocharged 3.0-liter six-cylinder engine that's quick but has an omnipresent engine drone that quickly becomes tiring. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs. Although the driving experience is lively, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include FCW, and AEB with pedestrian detection.



\$50,900-\$86,600

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 72 MPG 20

Jeep Compass**45**

OVERALL SCORE

The Compass is not competitive with its peers. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. Power comes from a 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. The nine-speed automatic is neither smooth nor responsive. Handling isn't agile, though the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. Interior and exterior styling have been refreshed for 2022, and the infotainment system has been updated to the latest Uconnect system with either an 8.4-inch or a 10.1-inch screen size. Active safety features such as FCW, AEB with pedestrian detection, BSW, and RCTW also became standard. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions.



\$26,020-\$32,420

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 56 MPG 24

Jaguar I-Pace**59**

OVERALL SCORE

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



\$69,900

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE 82 MPGe 76

Jeep Gladiator**38**

OVERALL SCORE

The longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike most compact pickups, it uses coil springs in the rear suspension, which makes the ride comparatively refined. Handling, however, is a bit clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. A 3.0-liter V6 diesel engine is optional, and full-time four-wheel drive is available on all trim lines. Available active safety features include FCW, AEB, and BSW.



\$35,315-\$47,260

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE 52 MPG 18

Jeep Grand Cherokee

NA

OVERALL SCORE

The 2022 redesigned Grand Cherokee is slightly larger than the previous version. Its core powertrains carry over: a 3.6-liter V6 and a 5.7-liter V8. The new 4xe plug-in hybrid version uses a 2.0-liter turbocharged four-cylinder, coupled with an electric drive, and provides 25 miles of electric-only range. All engines are matched to an eight-speed automatic transmission. Center stage is a Uconnect 5 infotainment system with wireless Android Auto and Apple CarPlay. There is an optional screen for the front passenger, and available rear-seat entertainment. AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, LKA, and adaptive cruise control are all standard. Note that the previous-generation Grand Cherokee is still on sale.



\$39,390-\$63,365

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Jeep Wrangler

28

OVERALL SCORE

The Wrangler remains true to the off-roading icon's heritage. The essential Wrangler hallmarks remain, with body-on-frame construction and solid axles. It is available in two- and four-door configurations. The multitude of options can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available and has more than adequate power. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. FCW, AEB, BSW, and RCTW are optional. A 4xe plug-in hybrid and a powerful 6.4-liter V8 Rubicon 392 version are also available.



\$29,725-\$74,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 36

MPG 18

Jeep Grand Cherokee L

63

OVERALL SCORE

The Grand Cherokee L is Jeep's midsized three-row SUV based on the redesigned Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately when descending hills. The ride has an underlying firmness but is composed over undulations. Body roll is well-contained in corners, but the steering is too light. Seating configurations are either for six or seven passengers, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.



\$38,890-\$60,865

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 75

MPG 19

Kia Carnival

79

OVERALL SCORE

Kia's replacement for the Sedona minivan brings major upgrades in terms of active safety, amenities, and connectivity. The Carnival is powered by a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. Unlike the Sienna and Chrysler Pacifica, the Carnival isn't available with all-wheel drive. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the heavy second-row seats for maximum cargo capacity. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.



\$32,300-\$46,300

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 89

MPG 21

Jeep Renegade

42

OVERALL SCORE

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. Active safety features, including FCW and AEB, are standard on all trims except for the Trailhawk.



\$22,495-\$29,995

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 56

MPG NA

Kia EV6

NA

OVERALL SCORE

The EV6 is Kia's first car designed from the ground up to be electric. Sized like a Ford Mustang Mach-E, the EV6 is mechanically related to the Hyundai Ioniq 5. It's offered in rear- and all-wheel-drive versions, and with different power outputs. EPA-estimated ranges are 310 miles for the long-range, rear-wheel drive and 274 miles for the all-wheel drive. The EV6 is compatible with 400- and 800-volt fast-charging stations in public places, enabling it to go from 10 to 80 percent charge in 18 minutes, according to Kia. A neat feature: It is capable of powering other equipment or serving as an emergency power source for your home. A comprehensive assortment of active safety features, including FCW, AEB with pedestrian detection, BSW, RCTW, LKA, and a direct driver monitoring system, is available.



\$40,900-\$55,900

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Jeep Wagoneer

NA

OVERALL SCORE

Jeep brought back a storied nameplate for its new full-sized SUV. The Wagoneer and the more premium Grand Wagoneer are distinguished by powertrain, equipment, and trim details. The Wagoneer uses a 392-hp, 5.7-liter V8, and the Grand Wagoneer has a 471-hp, 6.4-liter V8. Each is mated to an eight-speed automatic transmission. The Wagoneer has standard rear-wheel drive and is EPA-rated at 18 mpg, while the Grand Wagoneer has standard four-wheel drive and is rated at just 15 mpg. The more premium-priced Grand Wagoneer looks to set a high standard for comfort and convenience features, with large infotainment screens, generous wood trim, and available audiophile-grade stereo. Both models come with a solid roster of standard active safety features, including FCW, AEB with pedestrian detection, and BSW.



\$58,845-\$76,845

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Kia Forte

39

OVERALL SCORE

The Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and excess noise. The engine pulls adequately, and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. But the automatic climate control is an unexpected feature, and the infotainment system is simple and easy to use. It's commendable that FCW and AEB are standard. A sportier GT model with a turbocharged engine is also available.



\$19,090-\$24,490

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 67

MPG 34

Kia K5 ✓**76**

The K5 replaced the Optima sedan and shares its platform with the Hyundai Sonata. A 1.6-liter turbo engine is standard, and it delivers ample power and commendable fuel economy. We got 32 mpg overall in our tests. The ride is more comfortable than the Sonata's, and handling is secure. The roomy cabin has a traditional layout, with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility—others require a cable. Standard active safety features include FCW, AEB with pedestrian detection, a direct driver monitoring system, and a rear-seat reminder, but BSW comes only on LXS and higher trims. All-wheel drive is available on some trims.

**\$23,690-\$31,090**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 32

Kia Seltos**43**

OVERALL SCORE

The Kia Seltos slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The uplevel 1.6-liter turbocharged four-cylinder engine suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. For 2022, FCW, AEB with pedestrian detection, LDW, and LKA are standard, as is a rear-seat reminder. BSW and RCTW come standard on all but the lower trims.

**\$22,590-\$28,090**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 72

MPG 28

Kia Niro ✓**65**

Kia's five-passenger Niro hybrid marries good fuel economy with cargo versatility. The 1.6-liter four-cylinder engine and electric drive unit put out a combined 139 hp. This combo is mated to a six-speed dual-clutch automatic transmission. We got 43 mpg overall, which is good but not as impressive as the fuel economy of the Hyundai Ioniq or Toyota Prius. A plug-in hybrid and an EV version with a 239-mile range are 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 do. Recent updates included new headlights, a standard 8-inch touch screen, and various exterior styling details. Available active safety features include AEB and BSW.

**\$24,690-\$44,650**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 65

MPG 43

Kia Sorento**46**

OVERALL SCORE

Kia redesigned its Sorento SUV for 2021, with new engines and an available hybrid version. Three rows of seating come standard in either six- or seven-passenger configurations. The base four-cylinder engine is neither quick nor quiet, but the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes some low-speed vibrations. The 1.6-liter turbo hybrid version is pleasantly powerful, beyond an initial delay off the line. All-wheel drive can be had with either gas engine, as well as the hybrid. The plug-in hybrid comes with standard all-wheel drive. Handling is responsive, but the ride is rather stiff. Standard active safety features include AEB with pedestrian detection and FCW. BSW and RCTW are standard on all but the base trim.

**\$29,490-\$47,890**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 83

MPG 25

Kia Niro EV ✓**88**

The Kia Niro EV gets around without gasoline, but it doesn't compromise on comfort or practicality. Its interior is well-appointed, and its elevated seat height and roomy cargo area give the five-passenger, front-drive Niro the versatility of a small SUV. It has a 239-mile range, which means the Niro EV will outrun some electric cars that cost tens of thousands more. The Niro shares its electric drive with the Hyundai Kona Electric. Like its corporate siblings, it has a 64-kilowatt-hour battery that takes about 10 hours to charge from almost empty using a 240-volt connector. Acceleration is smooth, instant, and silent. We think this EV is more rewarding to drive than the hybrid and plug-in hybrid versions of the Niro. Active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, and RCTW.

**\$39,990-\$44,650**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 81

MPGe 112

Kia Soul**51**

OVERALL SCORE

The Kia Soul blends personality and versatility with its familiar boxy shape and cheerful character. The Soul has a continuously variable transmission that contributes to good fuel economy. Handling is nimble. But the ride is notably stiff, and engine noise is pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touch screen. Android Auto and Apple CarPlay compatibility is standard. FCW and AEB are standard on all trims except the base LX.

**\$19,290-\$27,890**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 76

MPG 28

Kia Rio**53**

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 nicer compact cars achieve or surpass 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 predictable, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get active safety features. But the S trim is close to the price of a compact car, which is another reason not to buy the Rio. Recent changes included a new 1.6-liter four-cylinder engine, which is paired with a continuously variable transmission.

**\$16,150-\$17,090**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 61

MPG 33

Kia Sportage ✓**72**

OVERALL SCORE

The stylish Sportage is a mildly sporty small SUV. While the 2.4-liter four-cylinder and smooth six-speed automatic provide adequate acceleration, its 23 mpg overall is not particularly good. The SX trim gets a more powerful turbo four-cylinder. Though the ride is a touch firm, it's composed and handling is responsive. The controls, including the touch-screen infotainment system, are easy to use. Note that visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy, and passengers benefit from a flat floor. Standard active safety features include FCW, and AEB with pedestrian detection. BSW and RCTW are standard on all except the base trim. A redesigned Sportage will arrive later this year.

**\$24,090-\$35,250**

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 78

MPG 23

Kia Stinger ✓

70
OVERALL SCORE

Kia branched out into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a bit unsettled. Two engines are offered: a punchy 3.3-liter turbo V6 and a 2.5-liter turbo four-cylinder that is new for 2022. The car sits low, which—combined with the coupelike styling—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 to be a long reach to the touch screen. Standard active safety features include FCW, AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA.



\$36,090-\$53,490
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 75 MPG 23

Kia Telluride ✓

97
OVERALL SCORE

Kia's Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander. It shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic transmission. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.



\$33,090-\$44,890
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 97 MPG 21

Land Rover Defender

49
OVERALL SCORE

The Defender SUV evokes the original classic but in a modern form. It comes with a choice of a turbo four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door, and a number of seating configurations, from five to seven passengers, are available. A comprehensive list of off-road-ready features includes selectable modes to help traverse a variety of terrains. With the six-cylinder, acceleration is plentiful. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, and the interior ambience evokes a safari expedition. The new infotainment system is slow and distracting to use. At least it's compatible with Android Auto and Apple CarPlay. FCW, AEB, BSW, and RCTW are standard. Adaptive cruise control is optional.



\$48,700-\$114,400
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 61 MPG 18

Land Rover Discovery

51
OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the optional six-cylinder turbo engine produces plenty of power and the eight-speed automatic transmission shifts smoothly. A 2.0-liter turbo four-cylinder is the standard engine. Though the optional air suspension makes the ride steady, the Discovery is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. 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. A recent mild freshening brought an updated infotainment system, more standard equipment, and a supposedly improved second-row seat. FCW, AEB, BSW, and RCTW are standard.



\$55,000-\$70,300
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 71 MPG 17

Land Rover Discovery Sport

45
OVERALL SCORE

Land Rover's entry into the luxury compact SUV market segment struggles against its peers and even nonluxury 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 Discovery Sport proved to be capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To the SUV's credit, its rear seat is roomy. AEB with pedestrian detection and FCW are standard.



\$43,200-\$48,500
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 58 MPG 21

Land Rover Range Rover

NA
OVERALL SCORE

The next-generation 2022 Land Rover Range Rover continues its legacy of a regal, ultraluxury SUV that pushes boundaries, with new tech and an elegant design. The Range Rover will be offered in four-, five-, and seven-seat configurations, marking the first time it has been available with a third row. It's expected to go on sale this spring with a mild-hybrid inline-six and a twin-turbocharged V8, but a plug-in hybrid (with a 48-mile electric-only range) and a full-electric version will follow. A standard all-wheel steering system can add stability while driving and should deliver the tightest turning circle of any Land Rover. Special SV versions add further opulence. Standard active safety equipment includes FCW, AEB with pedestrian detection, BSW, and LKA.



\$93,800-\$215,200
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE NA MPG NA

Land Rover Range Rover Evoque

45
OVERALL SCORE

The Evoque is more about style than function. Sure, it wears the prestigious Range Rover logo, but the SUV is frustrating on several levels. There is a pronounced initial delay when accelerating from a rolling stop, then the power comes on too abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it to be convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble, the front seats are comfortable, and fit and finish is impressive. AEB with pedestrian detection and FCW are standard. BSW and RCTW are standard on all except the base trim.



\$44,700-\$55,000
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 58 MPG 20

Land Rover Range Rover Sport

53
OVERALL SCORE

The Sport has a level of interior plushness similar to that of the stately previous-generation Range Rover it is based on; it focuses more on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. An inline six-cylinder engine is standard. A supercharged V8 engine is also available. An eight-speed automatic is standard. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy, and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Second-row room is generous, but the optional third-row seat is tiny. A plug-in hybrid version with 19 miles of electric range is also available.



\$70,900-\$132,600
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 72 MPG 18

Land Rover Range Rover Velar

54

OVERALL SCORE

The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport than on Land Rover's traditional off-road prowess. With the 2021 freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is a bit stiff. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touch screens. But the bottom one, which houses the climate controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. FCW, AEB with pedestrian detection, and BSW are standard.



\$58,300-\$78,900

RELIABILITY ✓ SATISFACTION ✓

ROAD-TEST SCORE 76 MPG 21

Lexus ES ✓

83

OVERALL SCORE

This comfortable and refined sedan has a quiet, plush interior that's well-put-together. The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The four-cylinder ES 250 comes standard with all-wheel drive. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. The touchpad controller for interacting with the infotainment system is fussy and distracting. A mild 2022 freshening brought an easier-to-use touch screen. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW.



\$40,800-\$51,080

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE 84 MPG 25

Lexus GX ✓

81

OVERALL SCORE

Although long in the tooth, the GX 460 is very quiet and quick, yet it's highly capable off-road and can tow 6,500 pounds. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. AEB with pedestrian detection and FCW are standard. All 2022 models come with a rear-seat reminder.



\$55,625-\$65,135

RELIABILITY ✓ SATISFACTION 1

ROAD-TEST SCORE 70 MPG 27

Lexus IS ✓

70

OVERALL SCORE

The recent update to the IS luxury sports sedan brought only modest improvements. Rear-wheel-drive versions come with a 241-hp turbocharged four-cylinder engine, while all-wheel-drive models have a polished but thirsty V6 with 260 hp. Handling is fairly nimble but not all that sporty, and the ride is a bit jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved, thanks to a touch-enabled screen. An all-new IS 500 F Sport debuts for 2022, powered by a 472-hp, 5.0-liter V8 engine. A complete roster of standard active driver assistance features includes FCW, AEB with pedestrian and daytime bicycle detection, BSW, RCTW, LDW, and LKA.



\$38,775-\$67,400

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 69 MPG 22

Lexus LC

NA

OVERALL SCORE

The Lexus LC 500, available in coupe and convertible body styles, is the luxury brand's halo car. The 5.0-liter V8 engine generates 471 hp, and it feels muscular and sounds melodious. Power is sent to the rear wheels through a 10-speed automatic transmission. 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. Handling is agile, and the ride isn't too taxing. Interior quality is top-notch. The controls are unintuitive, including the concealed opening and closing controls for the convertible soft top, but at least operating the roof can be done when the car is moving—up to about 30 mph. The token rear seat is good for a purse or small dog. Updates for 2022 included minor suspension tuning. FCW, AEB, and BSW are standard.



\$94,125-\$102,175

RELIABILITY 1 SATISFACTION ✓

ROAD-TEST SCORE NA MPG NA

Lexus LS

66

OVERALL SCORE

The current 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. 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 because of some hesitation at low speeds. 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, and it can take several steps to perform simple tasks. Lexus Safety System+ 2.5 is standard on the 2022 model.



\$76,000-\$78,600

RELIABILITY 1 SATISFACTION ✓

ROAD-TEST SCORE 72 MPG 20

Lexus LX

NA

OVERALL SCORE

The redesigned 2022 Lexus LX 600 wraps the next-generation Toyota Land Cruiser in an upscale package, with a powerful turbocharged V6 engine, safari-ready off-road capability, and enough luxury amenities to justify its lofty price. It is powered by a 409-hp, 3.5-liter twin-turbo V6 engine matched to a 10-speed automatic transmission. It is still a traditional body-on-frame design with a solid rear axle. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. Standard active safety and driver assistance features include FCW, AEB, LKA, LDW, and adaptive cruise control, among others.



\$88,245-\$127,345

RELIABILITY 1 SATISFACTION ✓

ROAD-TEST SCORE NA MPG NA

Lexus NX

NA

OVERALL SCORE

The exterior of the redesigned 2022 NX looks much like the previous model, but beneath the familiar outer skin is a raft of improvements. The cabin is completely transformed, with a more modern instrument panel, a larger infotainment screen, and more elbow room, as well as electronic door latches and a rather confusing gear selector. The 2.4-turbo engine is responsive, a gas-sipping hybrid is also available, and the top-of-the-line plug-in hybrid is very quick. A 9.8-inch infotainment screen and wireless phone connectivity are standard, and a 14-inch screen is available. Both use Lexus' new multimedia touch-screen interface. An optional 10-inch head-up display is new. The standard Lexus Safety System+ 3.0 suite of active driver assistance features includes FCW, AEB with pedestrian detection, BSW, and RCTW.



\$37,950-\$56,900

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 2.0-liter turbo four-cylinder or a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 472-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels, and it makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a tiny rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that is used to interact with the infotainment screen. FCW, AEB, BSW, and RCTW are standard.



\$43,545-\$102,170

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Lexus RX

81/83

OVERALL SCORE

Through the years, the RX has received various updates that have brought suspension tweaks and improvements to the infotainment system. It now has Android Auto and Apple CarPlay compatibility. The awkward mouse controller is replaced with an awkward touchpad, but thankfully the SUV also gained a touch screen. The 3.5-liter V6 delivers a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall in our tests. Ride comfort is plush, whether buyers get the base car on 18-inch tires or one of the more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. Inside, the RX is very quiet and well-finished. The three-row L version has more cargo space and a very tight third-row seat. FCW, AEB, BSW, and RCTW are standard.



\$45,570-\$57,660

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 77-80

MPG 22-29

Lexus UX

71

OVERALL SCORE

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



\$33,150-\$40,390

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 71

MPG 19

Lincoln Aviator

46

OVERALL SCORE

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and RCTW.



\$50,550-\$87,905

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 19

Lincoln Corsair

56

OVERALL SCORE

The Corsair is a pleasant compact luxury SUV. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is responsive and secure. The front seats aren't ideal because of their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Standard active safety features include FCW, AEB with pedestrian detection, and BSW. Note that adaptive cruise control is a separate option. A plug-in hybrid model with roughly 25 miles of electric range is also available.



\$36,105-\$50,330

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 23

Lincoln Nautilus

65

OVERALL SCORE

The Nautilus is available with either a 2.0-liter four-cylinder turbo or a powerful 2.7-liter V6 turbo that delivers effortless acceleration. An eight-speed automatic is standard. The SUV has a comfortable ride, a quiet cabin, and agile handling. The swanky cabin has been updated with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The only knock against this SUV is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking. The new transmission should slightly improve the unimpressive 18 mpg overall that we measured in the MKX (the old name for the SUV) we tested. Lincoln has added several active safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines that a collision can't be avoided by braking alone.



\$42,500-\$65,090

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 18

Lincoln Navigator

63

OVERALL SCORE

This more luxurious version of the Ford Expedition is quiet, elegant-looking, and full of high-tech features. At low speeds there is a bit of a rocking feeling, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large body-on-frame SUV. The twin-turbo V6 is paired with a 10-speed automatic. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper passengers with heated seats, a variety of connectivity features, and a hospitable third row. FCW, AEB with pedestrian detection, and BSW are standard. A refresh for 2022 includes the latest Sync 4 infotainment system, plus more driver assistance features.



\$78,710-\$106,025

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 65

MPG 16

Lucid Air

NA

OVERALL SCORE

The luxurious Air electric sedan is the first model to be offered by Lucid Motors, a Silicon Valley startup. The rollout starts with a pricey, fully loaded Dream Edition. The dual-motor versions have 1,111 and 800 hp. The single-motor version will have about 620 hp. The EPA range for the version with the maximum range is 520 miles. A base Air is available with 480 hp and a 406-mile range. The 900-volt electric system enables rapid charging capable of taking on 300 miles of range in just 20 minutes. The roomy cabin is distinguished by a massive, curved 34-inch floating display ahead of the driver and a center console screen that can retract. The suite of active safety features is augmented by Lidar, an advanced laser-based radar system.



\$77,400-\$169,000

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Maserati Ghibli**53**

OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own distinct, sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. A V8 comes on the Trofeo version. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear seat is cramped. 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. BSW, AEB, FCW and LKA are standard.



\$76,200-\$110,600

RELIABILITY ✓

SATISFACTION ✓

ROAD-TEST SCORE 71

MPG 19

Maserati Levante**NA**

OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. BSW is standard, and FCW and AEB are optional.



\$79,400-\$153,100

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPG NA

Mazda CX-30 ✓**70**

OVERALL SCORE

Based on the Mazda3, the CX-30 is priced and sized below the CX-5 SUV. The base engine is a 2.5-liter four-cylinder matched to a six-speed automatic transmission. All-wheel drive is standard in 2022. In everyday driving, acceleration feels tepid; wringing out more power requires a heavy foot on the accelerator. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. FCW and AEB are standard.



\$22,200-\$34,400

RELIABILITY ✓

SATISFACTION 1

ROAD-TEST SCORE 64

MPG 27

Mazda CX-5 ✓**82**

OVERALL SCORE

The CX-5 is one of the best small SUVs. For 2022 it got a mild freshening that includes transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg overall is good but not a standout. All-wheel drive is now standard. 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. But there is a learning curve to mastering the infotainment system. Rear and side visibility is a bit compromised. FCW, AEB with pedestrian detection, BSW, and RCTW are standard. High-end versions have a more powerful turbocharged engine.



\$25,900-\$38,650

RELIABILITY ✓

SATISFACTION 1

ROAD-TEST SCORE 78

MPG 24

Mazda CX-50**NA**

OVERALL SCORE

Based on a platform shared with the CX-30, the all-new 2023 CX-50 looks like a more rugged version of the CX-5 and Mazda's other SUVs. It features standard all-wheel drive, increased ground clearance, and an off-road driving mode that should broaden its appeal as an alternative to the Subaru Forester. Initially, two 2.5-liter four-cylinder engines—nonturbo and turbo versions, both mated to a six-speed automatic transmission—will be available. A hybrid (and possibly a plug-in hybrid) will come later. The CX-50 has a sleeker, less cluttered cabin than the CX-5, with a good-sized infotainment display screen that protrudes from the upper dashboard,



\$29,000-\$37,000

RELIABILITY ✓

SATISFACTION ✓

ROAD-TEST SCORE NA

MPG NA

Mazda CX-9 ✓**84**

OVERALL SCORE

This stylish, three-row SUV is quite engaging to drive, thanks to nimble handling that makes it feel like a smaller vehicle.

Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is very quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captain's chairs instead of a bench. The third row is predictably tight. Mazda's infotainment system takes time to master. Fortunately, Android Auto and Apple CarPlay compatibility is standard. FCW, AEB with pedestrian detection, and BSW are standard. For 2022, all CX-9s come in all-wheel drive.



\$35,280-\$47,210

RELIABILITY ✓

SATISFACTION 1

ROAD-TEST SCORE 79

MPG 22

Mazda MX-30**NA**

OVERALL SCORE

The MX-30 is the initial offering in a series of electrified Mazda models. Initially, the MX-30 will be powered by a 143-hp electric motor driving the front wheels and teamed with a 35.5-kilowatt-hour lithium-ion battery. With such a small battery, the EPA-estimated range is a scant 100 miles. That would have been competitive a decade ago, but it's not in today's EV market. A plug-in hybrid with a rotary engine is expected as well. The most visually distinct elements are the rear-hinged back doors, sharply raked rear roof pillars, and contrasting-color roof. Sales initially begin in California. The MX-30 comes with a suite of standard active safety features.



\$33,470-\$36,480

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Mazda MX-5 Miata ✓**85**

OVERALL SCORE

The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. The Miata accelerates quickly when revved yet manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional automatic works well, it dilutes the driving experience compared with the manual transmission. 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. FCW, AEB, and BSW are standard.



\$26,830-\$35,050

RELIABILITY ✓

SATISFACTION ✓

ROAD-TEST SCORE 80

MPG 34

Mazda3

69

OVERALL SCORE

The Mazda3 is offered in sedan and hatchback forms. In our tests, the optional 2.5-liter four-cylinder engine and six-speed automatic worked well together. The base engine is a 2.0-liter, and the uplevel engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. The interior is nicely furnished and features an infotainment system that drivers interact with exclusively through a rotary knob. However, we found the system to be fussy and distracting to use. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and it absorbs impacts well, though the turbo version has a stiffer ride. The cabin is relatively quiet and nicely finished, but the rear seat is snug. FCW and AEB are standard, and BSW is optional.



\$20,800-\$34,400

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

75

MPG

30

Mercedes-Benz A-Class

55

OVERALL SCORE

Mercedes' least expensive entry comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder that's mated to a seven-speed dual-clutch automatic. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is nimble, but the ride is too stiff. The front seats are comfortable, but the rear seat is tight. Fit and finish throughout the cabin is very good. The infotainment system features multiple ways for drivers to interact with it. However, it's very distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel, as well as the too-sensitive touchpad on the center console. FCW, AEB with pedestrian detection, and BSW are standard.



\$33,950-\$35,950

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

64

MPG

27

Mercedes-Benz C-Class

NA

OVERALL SCORE

The C-Class is redesigned for 2022. A new 2.0-liter turbocharged four-cylinder engine gets a 48-volt mild-hybrid setup that promises better fuel economy and quicker acceleration. An interior upgrade puts the latest version of Mercedes-Benz's MBUX infotainment system front and center on a screen that's almost a foot wide. Augmented video for navigation, built-in dash cameras, and integrated toll transponders are optional, but niceties such as heated seats come standard. The redesigned exterior gives the C-Class a more aggressive look. Existing active safety and driver convenience features were upgraded, too. All-wheel drive is optional. The C300 sedan is supposed to go on sale in early 2022, with coupe and convertible versions to follow.



\$43,550-\$59,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

NA

MPG

NA

Mercedes-Benz CLA

55

OVERALL SCORE

The Mercedes-Benz CLA fits above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter four-cylinder turbocharged engine. Like the A220, it has a dual-clutch seven-speed automatic transmission. Acceleration feels a bit hesitant in around-town driving, but the engine's decent power is delivered more smoothly at higher speeds. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found Mercedes' most recent MBUX infotainment system to be quite tricky to use. FCW, AEB with pedestrian detection, and BSW are standard.



\$38,200-\$55,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

65

MPG

27

Mercedes-Benz CLS

NA

OVERALL SCORE

Mercedes-Benz pioneered the modern four-door coupe segment with the original CLS almost 15 years ago. The CLS continues to rely on the same recipe: a sleek, low-slung sports sedan with some compromised visibility and cabin access in the name of style. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. A freshening for 2022 made the sole engine choice a 362-hp turbocharged inline six-cylinder coupled with a nine-speed automatic transmission and all-wheel drive. Standard active safety systems include FCW, AEB, and BSW. Buyers will have to pay for an optional package to get active steering and adaptive cruise control.



\$72,950

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

NA

MPG

NA

Mercedes-Benz E-Class

68

OVERALL SCORE

The E-Class is nimble and fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 2.0-liter turbo four-cylinder engine and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks, which can be distracting. When using steering-wheel controls, it's easy to end up inadvertently changing a display or an audio selection. The seats are extremely comfortable, and there is an optional massage feature. Fit and finish is meticulous. FCW, AEB with pedestrian detection, and BSW are standard.



\$54,950-\$113,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

85

MPG

24

Mercedes-Benz EQS

NA

OVERALL SCORE

The EQS, a large luxury all-electric sedan, is Mercedes-Benz's new flagship. It is available in two powertrains, the rear-wheel-drive 450+ with a single electric motor that cranks out 329 hp, and the high-end 580 4Matic that outputs 516 hp through a motor on each axle. Both versions have a 108-kilowatt-hour battery pack and EPA-estimated ranges of 350 miles for the rear-wheel drive and 340 miles for the all-wheel drive. The massive MBUX infotainment system uses three screens, and comes with all the latest technology and features. In addition to standard active safety features, such as AEB, BSW, and RCTW, the EQS goes further to protect occupants by inflating the seat's side bolster to move the driver or passenger a few extra inches away from the point of an impending impact.



\$102,910-\$119,110

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

NA

MPGe

NA

Mercedes-Benz GLA

61

OVERALL SCORE

The current GLA is markedly better than the cramped, stiff-riding original. Power comes from the same 221-hp turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch automatic. It's a quick car despite some initial hesitation from a rolling stop. Front-wheel drive is standard; all-wheel drive is optional. Fuel economy is commendable. The roofline is sleeker than the GLB's, and visibility to the rear and sides suffers as a result. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting. FCW, AEB with pedestrian detection, and BSW are standard.



\$36,400-\$54,950

RELIABILITY

SATISFACTION

ROAD-TEST SCORE

74

MPG

27

Mercedes-Benz GLB**65**

OVERALL SCORE

The Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. The GLB is boxier than those SUVs, with a square, upright stance that aids in visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder powertrain is more responsive than it is in its A-Class and CLA platform mates. It posts a respectable 26 mpg overall in our tests. The GLB feels light on its feet and responsive in corners. The ride is firm but steady and controlled. The cabin is well-finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. FCW, AEB with pedestrian detection, and BSW are standard.



\$38,600-\$49,950

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 81

MPG 26

Mercedes-Benz GLC**78**

OVERALL SCORE

The Mercedes-Benz GLC is a capable and pleasant luxury compact SUV, but the control layout and infotainment system are not intuitive to use. The base engine is a 255-hp turbocharged four-cylinder mated to a nine-speed automatic transmission that supplies ample motivation. Driving the GLC is quite enjoyable, thanks to its comfortable ride and athletic handling. The tastefully appointed cabin is very quiet and richly furnished with wood and chrome touches. The front seats are super-comfortable and supportive. The rear seat is a bit snug. High-performance AMG versions are also available, as is a coupe-like version with reduced visibility and cargo room. FCW, AEB with pedestrian detection, and BSW are standard.



\$43,850-\$66,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 79

MPG 22

Mercedes-Benz GLE**45**

OVERALL SCORE

The GLE is very quiet and impeccably finished inside, and has excellent seats. The uplevel GLE 450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has one large panel that contains screens for the instrument panel and infotainment system. Audio, phone, navigation, and some comfort settings can be changed through the touch screen, the touchpad, or the touch-sensitive controls on the steering wheel. We found the system to be complex and extremely distracting to use, even with the ability to use voice commands. FCW and AEB are standard. The GLE 63 S gets a 603-hp, 4.0-liter V8 turbo engine.



\$55,700-\$79,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 80

MPG 20

Mercedes-Benz GLS**48**

OVERALL SCORE

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter six-cylinder turbo provides plenty of smooth and effortless power. An even more powerful turbocharged V8 is available. The ride is composed, and handling is responsive for such a luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting because many common tasks require a few steps. When using steering-wheel controls, it's easy to end up changing a display or an audio selection. Standard active safety features include FCW, AEB, BSW, and RCTW.



\$77,200-\$160,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 86

MPG 20

Mercedes-Benz S-Class**NA**

OVERALL SCORE

The recently redesigned S-Class sedan continues to deliver a hushed cabin, impeccable fit and finish, and effortless thrust. The ride is composed but less plush than it was. The standard engine is a 3.0-liter inline-six, and the uplevel choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic transmission and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, bellying its size. The new infotainment system is complicated to use. The slick head-up display features augmented reality. Safety innovations include the ability to raise the ride height to better protect passengers during a side impact.



\$111,350-\$117,950

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Mini Cooper**65**

OVERALL SCORE

The Mini hardtop is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps the power to 301 hp and gets a firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. AEB with pedestrian detection and FCW are standard, but BSW is not available. An all-electric version with a 110-mile estimated range is also available.



\$22,900-\$44,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 80

MPG 30

Mini Cooper Countryman**83**

OVERALL SCORE

The SUV-like Countryman offers a rather rough 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. A seven-speed dual-clutch automatic recently replaced the conventional automatic. The roomy Countryman features a surprisingly comfortable back seat. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-sourced iDrive infotainment system has a learning curve but ultimately proves to be logical. FCW, AEB with pedestrian detection, and LDW are standard, but BSW isn't available at all.



\$29,100-\$41,500

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 82

MPG 25

Mitsubishi Eclipse Cross**57**

OVERALL SCORE

The coupelike Eclipse Cross got a freshening for 2022, but that didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, the touchpad previously used to interact with the convoluted infotainment system is gone, and conventional volume and tune knobs make it more user-friendly. The touch screen is easier to navigate. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. Front- and all-wheel drive are available. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. AEB with pedestrian detection and FCW are now standard.



\$23,695-\$29,295

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 61

MPG 24

Nissan Maxima ✓**79**

OVERALL SCORE

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



\$37,240-\$42,550

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 81

MPG 25

Nissan Rogue Sport ✓**77**

OVERALL SCORE

Measuring almost a foot shorter than the Rogue, the Rogue Sport is a less expensive, more compact SUV. The sole powertrain is a 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests, we got 26 mpg overall, which doesn't stand out in the class. The powertrain is pleasant though not particularly powerful. The Sport handles responsively and has a comfortable ride for a subcompact SUV, 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. FCW, AEB, and BSW are standard.



\$24,260-\$30,390

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 72

MPG 26

Nissan Murano ✓**81**

OVERALL SCORE

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility is hindered, however. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes FCW, AEB with pedestrian detection, BSW, RCTW, and rear automatic braking.



\$32,910-\$46,160

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 77

MPG 21

Nissan Sentra ✓**77**

OVERALL SCORE

The current Sentra is a complete transformation compared with the previous model. It shed its dowdy look and overall driving mediocrities to become one of the best sedans in its class. The engine and transmission are a pleasant combination that provides unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. All trims have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes FCW, AEB with pedestrian detection, and BSW.



\$19,510-\$22,100

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 81

MPG 32

Nissan Pathfinder**65**

OVERALL SCORE

The redesigned three-row Pathfinder has a squared-off exterior, the latest infotainment technology, and an option for second-row captain's chairs with a removable center console. Overall, it's a significant improvement over its bland, clumsy predecessor. The 3.5-liter V6 now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion. The ride is steady, if a bit stiff-legged, but handling is responsive for a midsized SUV. The controls are easy to use, thanks to physical buttons and knobs for commonly used climate and infotainment functions. The electronic gear selector will take getting used to, but we found it fairly easy to use. FCW, AEB with pedestrian detection, and BSW are standard. Nissan's optional ProPilot Assist driver assistance system combines adaptive cruise control and lane centering assist.



\$33,410-\$48,090

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 85

MPG 21

Nissan Titan**55**

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's. The light-duty Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touch-screen infotainment system. Standard active safety features include FCW, AEB, BSW, and RCTW.



\$36,950-\$59,680

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 70

MPG 16

Nissan Rogue**63**

OVERALL SCORE

The Rogue is powered by a 181-hp, 2.5-liter four-cylinder engine that's teamed with a CVT, providing smooth though unexciting acceleration. Its 25 mpg overall is decent for an all-wheel-drive SUV, but it trails the class leaders by a few miles per gallon. A 201-hp, 1.5-liter turbo three-cylinder is new and is supposedly more responsive and frugal. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space and material quality have improved, and the controls are easy to use, but the electronic gear selector may require some familiarity. A new Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. Standard active safety and driver assistance systems include FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.



\$26,700-\$37,980

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 80

MPG 25

Nissan Versa ✓**62**

OVERALL SCORE

Although it's more stylish after a recent redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. The high point over most of its competitors is that important active safety features, such as FCW and AEB, are standard. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who buy the Versa should get the SV for its BSW and Android Auto and Apple CarPlay compatibility.



\$15,080-\$18,490

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 61

MPG 32

Nissan Z



OVERALL SCORE The redesigned 2023 Nissan Z sports car has the classic long, sloped hood and wide rear flanks that evoke the early versions of this storied nameplate. The rear-drive Z has a 400-hp, 3.0-liter turbocharged twin-turbo V6, marking a significant increase of 50 hp over the previous 370Z's output. That fiery power plant can be paired with a choice of six-speed manual or nine-speed automatic transmission with paddle shifters. Nissan is keeping it simple by making the active safety features standard on all trims. This includes FCW, AEB with pedestrian detection, BSW, RCTW, and LDW.



\$40,000-\$50,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Polestar 2



OVERALL SCORE The Polestar 2 is a tall hatchback from Volvo's electric-vehicle sub-brand. It's based on the XC40 SUV and is Volvo's first pure EV. Its 78-kilowatt-hour battery has an EPA-rated range of 249 miles for the dual-motor AWD version, which is not impressive by today's standards. A less expensive front-drive version with a longer range is also available. It takes over 10 hours to charge the battery from near empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting because of the convoluted menu structure. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW.



\$45,900-\$64,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 72

MPGe 89

Porsche 718 Boxster



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



\$62,600-\$100,100

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 95

MPG NA

Porsche 718 Cayman



OVERALL SCORE The 718 Cayman is essentially a 718 Boxster with a fixed roof. The base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed, dual-clutch automatic transmission. Both of the four-cylinder turbocharged engines are responsive and energetic. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not unduly punishing for a sports car, but it's not ideal for a long trip. The "frunk," or front trunk, and hatchback provide a surprising amount of storage space. The GT4 model is powered by a 414-hp, 4.0-liter six-cylinder and features firmer suspension tuning. FCW and BSW are only optional. Other important active safety features, such as AEB, are not available.



\$60,500-\$101,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Porsche 911



OVERALL SCORE The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- and all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Porsche purists will rejoice at the fact that the new 911 still offers a seven-speed manual transmission, but it's only in the Carrera S. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is quite refined, and the seats are super-comfortable. A tiny rear seat and a "frunk," or front trunk, offer a touch of practicality. Infotainment updates included a 10.9-inch touch screen with Apple CarPlay compatibility. FCW and AEB are standard, while adaptive cruise control with stop-and-go traffic capability is optional.



\$101,200-\$219,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Porsche Cayenne



OVERALL SCORE The Cayenne luxury SUV drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. A coupe body style and two hybrids—including the Turbo S E-Hybrid model, which pairs a 4.0-liter twin-turbo V8 engine and an electric motor for a total of 670 hp—are also available. FCW and AEB are standard; BSW and a surround-view camera system are optional.



\$69,000-\$180,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 87

MPG 21

Porsche Macan



OVERALL SCORE The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbocharged four-cylinder and V6 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, fit and finish, and attention to detail are 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. Unlike in most of its competitors, FCW, AEB, and BSW are only optional.



\$54,900-\$79,900

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 19

Porsche Panamera



OVERALL SCORE The large four-door Panamera luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration.

New turbocharged V6 and V8 engines provide plenty of motivation, and three hybrid powertrains with varying degrees of power are offered. An optional air suspension and active 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 interior features a large touch screen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. Disappointingly, important active safety features are only optional.



\$88,400-\$200,200

RELIABILITY

SATISFACTION

ROAD-TEST SCORE NA

MPG NA

Porsche Taycan**61**

OVERALL SCORE

Porsche's low-slung four-door EV is quick, agile, and very enjoyable to drive, and rides comfortably. The 4S Plus version's EPA-rated range is 227 miles. Charging time is long on a 240-volt connector, taking 11 hours for the larger 93-kilowatt-hour battery. The front seats are very comfortable; the rear is a bit tight. Visibility to the rear and sides is hindered by the sloping roof and bulging fenders. There's a decently sized rear trunk and a small "frunk," or front trunk. The touch-screen-based controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. Interior ambience is less impressive than it is in other Porsche models. A less expensive RWD version is available, as are wagon versions. AEB with pedestrian detection and FCW are standard.



\$82,700-\$187,600

RELIABILITY ✓

SATISFACTION ↗

ROAD-TEST SCORE 86

MPGe 77

Subaru Ascent**60**

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. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captains' seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very user-friendly. The standard EyeSight system includes FCW, and AEB with pedestrian detection. All models come with a second- and third-row seat-belt reminder alert.



\$32,295-\$45,445

RELIABILITY ✓

SATISFACTION 1

ROAD-TEST SCORE 93

MPG 22

Ram 1500 ✓**75**

OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall with the 5.7, and in our tests of the 3.0-liter V6 diesel, we saw 23 mpg overall. 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. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touch screen. A TRX version comes with a 702-hp, 6.2-liter supercharged V8 and off-road-ready suspension and tires. Active safety features, such as FCW, AEB with pedestrian detection, and BSW, are optional.



\$35,200-\$75,680

RELIABILITY 1

SATISFACTION ↗

ROAD-TEST SCORE 83

MPG 17-23

Rivian R1S**NA**

OVERALL SCORE

This American startup company is launching an upscale three-row electric SUV. Starting at \$70,000 before any available tax credits, the R1S is priced like a luxury SUV. It has an EPA-rated range of 316 miles. But Rivian says a longer-range version, as well as a 250-mile model, will be available, thanks to multiple battery options. Rivian also claims 0-to-60-mph acceleration in a brisk 3 seconds, and traction that adjusts to road conditions, useful for snow or off-road excursions. The interior is uncluttered, and the seats use synthetic leather. A "frunk," or front trunk, adds cargo space. Active safety and driver assistance systems are standard. The initial units are trickling out of the factory, with employees getting the first batch, and Rivian promises that production will ramp up this year.



\$70,000-\$77,500

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Rivian R1T**NA**

OVERALL SCORE

Rivian just launched its upscale electric pickup truck, called the R1T. It is claimed to be quick and capable for off-road excursions. Starting at \$67,500 before any available tax credits, the R1T is a five-passenger crew-cab model that's priced like high-end trucks from Ford, GM, and Ram. The R1T has an EPA-rated range of 314 miles. But multiple battery sizes are planned; Rivian says they'll provide from 250 to more than 400 miles of range. The interior is uncluttered and high-tech, and uses synthetic materials. The truck benefits from a "frunk," or front trunk, and a transverse tunnel between the bed and cab for added storage. Active safety and driver assistance systems are standard. The initial units are trickling out of the factory, with employees getting the first batch, and Rivian promises that production will ramp up this year.



\$67,500-\$75,000

RELIABILITY NA

SATISFACTION NA

ROAD-TEST SCORE NA

MPGe NA

Subaru BRZ**NA**

OVERALL SCORE

Adhering to the same basic formula as its predecessor, the redesigned BRZ is all about affordable, accessible driving fun. It's a four-seat coupe that's designed to be just as engaging on the road as it is on a race track. A low center of gravity, standard six-speed manual transmission, and new 2.4-liter, 228-hp naturally aspirated four-cylinder engine powering the rear wheels contribute to the BRZ's ethos of balance over outright speed. A standard touch screen with Android Auto and Apple CarPlay compatibility, a usable trunk, and a tiny rear seat add a dash of practicality to this sporty car. In addition to the new engine, other changes included updated exterior styling, a digital gauge cluster, and suspension and chassis tweaks. Subaru's EyeSight suite of active safety features is available on versions with the automatic transmission.



\$27,995-\$32,295

RELIABILITY 1

SATISFACTION ↗

ROAD-TEST SCORE NA

MPG NA

Subaru Crosstrek ✓**83** / **86**

OVERALL SCORE

The Crosstrek delivers very good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is among the best for small SUVs. A more powerful 2.5-liter is available and has stronger acceleration. A plug-in hybrid with a 17-mile mostly electric range and 33 mpg when operating as a regular hybrid is also available. But such slim mileage improvement and the price premium don't make it a good value over the regular Crosstrek. The seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. AEB with pedestrian detection and FCW are standard with the automatic transmission but aren't offered with the manual. BSW and RCTW are optional.



\$22,445-\$35,645

RELIABILITY ↗

SATISFACTION ↗

ROAD-TEST SCORE 82-87

MPG 29-33

Subaru Forester ✓**90**

OVERALL SCORE

Over its various iterations, the Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in its class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The new off-road-oriented Wilderness version has an optimized suspension with higher ground clearance. AEB with pedestrian detection and FCW are standard.



\$25,195-\$35,295

RELIABILITY ↗

SATISFACTION ↗

ROAD-TEST SCORE 90

MPG 28

Subaru Impreza ✓

81

OVERALL SCORE This roomy compact 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 an unobtrusive continuously variable transmission. 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. Though the EyeSight system, which includes AEB with pedestrian detection and FCW, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and RCTW are part of an option package, but they aren't available on the base trim.



\$18,795-\$26,395

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **85**

MPG **30**

Tesla Model 3 ✓

79

OVERALL SCORE

The Model 3 has swift acceleration and remarkably agile handling. Though the front seats are comfortable, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The controls are very distracting because even simple tasks, such as adjusting the mirrors, must be performed using the large center-mounted touch screen. The Autopilot system 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. There is no proper BSW; instead, images of nearby cars are displayed on the center screen, which diverts the driver's attention.



\$44,990-\$58,990

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **82**

MPGe **134**

Subaru Legacy ✓

87

OVERALL SCORE The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty.

This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen requires users to wade into menus to perform some common tasks, and it can be slow to respond to inputs. Standard active safety features include AEB with pedestrian detection and FCW, but BSW and RCTW are optional.



\$22,995-\$36,195

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **89**

MPG **28**

Tesla Model S

60

OVERALL SCORE

The fully electric Model S has an estimated driving range of more than 400 miles. Charge times are long compared with fueling a gas car, but the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the "frunk," or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster—a poor substitute.



\$94,990-\$129,990

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **88**

MPGe **120**

Subaru Outback ✓

85

OVERALL SCORE Subaru's Outback is a smart alternative to an SUV. Although lower than a typical SUV, the Outback can easily haul long items.

The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration.

The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and it's slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. A new Wilderness model joins the line for 2022, highlighted by a special suspension with higher ground clearance. All versions get standard AEB with pedestrian detection and FCW. BSW and RCTW are optional.



\$26,945-\$39,945

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **91**

MPG **24**

Tesla Model X

41

OVERALL SCORE

The fully electric Model X is more showy than practical. It features rear falcon-wing doors that open up and out of the way. But these massive powered doors take their time to open and close. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captains' chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise are not befitting the high price. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. FCW and AEB are standard.



\$104,990-\$126,490

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **72**

MPGe **102**

Subaru WRX

NA

OVERALL SCORE The redesigned 2022 Subaru WRX sticks close to the established "rally car for the street" formula. It features a new 2.4-liter

turbocharged flat-four engine, with a modest power increase to 271 hp, and a choice of a six-speed manual or a continuously variable transmission. Suspension and steering changes, along with a stiffer body structure, are claimed to improve ride and handling. The updated interior includes a large center screen used for infotainment, climate, and phone functions, but it is not the most intuitive system. A new top-level GT trim brings Recaro front seats, adjustable suspension, and further driver assistance features. Only versions with the automatic transmission come with FCW, AEB with pedestrian detection, LDW, and lane centering assist.



\$27,495-\$41,945

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **NA**

MPG **NA**

Tesla Model Y

59

OVERALL SCORE

This electric SUV is essentially an SUV version of the Model 3, sharing key underpinnings, equipment, and features. Like its sibling the Model Y is quick and agile, with handling that draws comparisons to sports cars. But it also has the same distracting control layout and a similarly stiff ride. The AWD Long Range version has an EPA-estimated 330-mile range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla's wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. It has no proper BSW; instead, images of nearby cars are displayed on the center screen, which diverts the driver's attention.



\$58,990-\$63,990

RELIABILITY

SATISFACTION

ROAD-TEST SCORE **90**

MPGe **122**

Toyota 4Runner**61**

OVERALL SCORE

It's tough enough for off-roading, but the 4Runner falls short of most competitors. The powerful 4.0-liter V6 is rough-sounding and thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs, along with standard Android Auto and Apple CarPlay compatibility. A tiny third-row seat is optional, and the power-retractable rear window is handy. FCW and AEB are standard, and BSW and RCTW are standard on higher trims.



\$37,605-\$52,420

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE 55 MPG 18

Toyota Avalon**90**

OVERALL SCORE

Toyota's flagship sedan is in its final year. The Avalon is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The uplevel 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid has a 2.5-liter four-cylinder that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is even plusher than in 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's touch screen is easy to use, and Android Auto and Apple CarPlay compatibility is standard. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$36,375-\$43,650

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE 93 MPG 42

Toyota Camry**84/86**

OVERALL SCORE

In the world of midsized sedans, the Camry ranks among the best, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic transmission that suffers from rough shifts. The frugal hybrid version gets 47 mpg overall. Android Auto and Apple CarPlay compatibility is standard. AEB with pedestrian detection and FCW come standard, but BSW and RCTW are optional.



\$25,395-\$35,820

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE 86-89 MPG 32-47

Toyota C-HR**58**

OVERALL SCORE

The C-HR has nimble handling but also has more notable deficiencies than strengths. Unlike in other subcompact SUVs, all-wheel drive isn't available. Visibility is horrendous, and the tortoise-slow C-HR takes more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. FCW and AEB are standard, and BSW and RCTW are standard on all except the base trim. Android Auto and Apple CarPlay compatibility is standard.



\$23,880-\$26,900

RELIABILITY ↗ SATISFACTION ↘

ROAD-TEST SCORE 64 MPG 29

Toyota Corolla**73**

OVERALL SCORE

The Corolla sedan is fuel-efficient, but the current styling, with its lower stance and curvier body, has compromised the rear-seat room and made it harder to get in and out. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine provide leisurely acceleration, and the continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder comes on the higher trim lines and on the hatchback. Toyota improved the Corolla's handling agility without sacrificing ride quality. The controls are easy to use, and Android Auto and Apple CarPlay compatibility is standard. FCW and AEB are standard. BSW and RCTW are available.



\$20,175-\$28,460

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE 68-69 MPG 33-48

Toyota Corolla Cross**NA**

OVERALL SCORE

The all-new Toyota Corolla Cross fits in the gap between the Toyota C-HR and RAV4. It can be had with either front- or all-wheel drive. The sole powertrain is a 169-hp, 2.0-liter four-cylinder matched to a continuously variable transmission. This pseudo-wagon feels slow and is loud, mostly because of engine noise. Ride and handling are sound but unremarkable. The stripped-down interior has easy-to-use controls and a decently roomy rear seat. A hybrid version may be added to the lineup down the road. The list of standard safety equipment includes FCW, AEB with pedestrian detection, LDW, and LKA, but BSW and RCTW are standard only on the LE and XLE trims.



\$22,195-\$27,625

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE NA MPG NA

Toyota GR86**NA**

OVERALL SCORE

Toyota has again partnered with Subaru for this second-generation, entry-level sports car. Dubbed GR86 this time, the low-slung coupe uses a Subaru-sourced 2.4-liter four-cylinder engine with more horsepower and torque than the outgoing model has. The extra verve adds to the driving enjoyment. Handling is superb, proving to be a delight on a track. The intimate cabin features numerous enhancements, such as upgraded seats and infotainment system, that make it more pleasant. Both six-speed manual and automatic transmissions are offered. This is an enthusiast-focused car for someone who prizes handling and value above all else. The automatic version uses Subaru's EyeSight Driver Assist Technology for active driver assistance systems.



\$27,700-\$31,800

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE NA MPG NA

Toyota Highlander**87/88**

OVERALL SCORE

The redesigned fourth-generation Highlander retains its qualities of a comfortable ride and a smooth powertrain. Handling is sound and secure. Interior fit and finish is upgraded, particularly in higher-trim versions. The smooth and punchy 295-hp V6 packs a lot of reserve power and gets a competitive 22 mpg overall. The hybrid version is less powerful but gets an excellent 35 mpg. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. The controls are easy to use, and Android Auto and Apple CarPlay compatibility is standard. The Toyota Safety Sense 2.5 suite includes standard AEB with pedestrian detection and FCW. BSW and RCTW are standard on all versions except the base trim.



\$35,405-\$51,160

RELIABILITY ↗ SATISFACTION ↗

ROAD-TEST SCORE 84-86 MPG 22-35

Toyota Mirai

NA

OVERALL SCORE
Redesigned for 2021, the Mirai fuel-cell vehicle became a larger, more powerful, and more luxurious five-passenger sedan that is based on a rear-wheel-drive Lexus platform. It's essentially an electric car that produces its power onboard without needing to be plugged in. It takes a few minutes to fill the Mirai's tanks with hydrogen, as opposed to hours of charging for a typical electric car, but hydrogen stations are scarce outside of urban areas in California. The EPA's estimated range is 402 miles. The second-generation Mirai adds several safety and tech features. Its starting price is \$49,500, about \$9,000 less than the last-generation model. Buyers, or those who opt to lease, get \$15,000 of complimentary hydrogen fill-ups for three years. The Mirai is currently for sale in California only.



\$49,500-\$66,000

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

Toyota Prius

79

OVERALL SCORE
In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The car can drive solely on electric power, usually up to about 25 mph, but the engine tends to moan when it kicks in. The Prius Prime is a plug-in version of the Prius. The Prius' seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Hatchback versatility is a plus. All-wheel drive is optional. Android Auto and Apple CarPlay compatibility is available. AEB with pedestrian detection and FCW are standard.



\$24,625-\$32,920

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

Toyota Prius Prime

79

OVERALL SCORE
This plug-in Prius can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and when quick acceleration is needed. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in electric mode, the Prime operates much like the regular Prius, automatically alternating between electric and gas power, returning 50 mpg overall, which is slightly less than the regular Prius unless you maximize the electric power by charging often. The large touch screen on the Limited model is unintuitive to use; the smaller standard screen is far better. The compliant ride and responsive handling are similar to those of the regular Prius. Standard active safety features include AEB with pedestrian detection and FCW. BSW and RCTW are available only on the top trim.



\$28,220-\$34,000

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

Toyota RAV4

65/68

OVERALL SCORE
The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The more rugged styling compromises interior space compared with the previous generation. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate-control knobs, are easy to use, and Android Auto and Apple CarPlay compatibility is standard. AEB with pedestrian detection and FCW are standard, and BSW is standard on all except the base trim.



\$26,525-\$37,575

RELIABILITY ↠ **SATISFACTION** ↠
ROAD-TEST SCORE 72-78 **MPG** 27-37

Toyota RAV4 Prime

88

OVERALL SCORE
The RAV4 Prime is a plug-in hybrid version of the RAV4 that comes with standard all-wheel drive. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes it feel very quick. In most situations, the added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 40 miles on electric power alone, and it got 34 mpg overall in hybrid mode. It takes almost 5 hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. It also qualifies for the federal \$7,500 electric-vehicle tax incentive. All RAV4 Primes come standard with FCW, AEB with pedestrian detection, BSW, and RCTW.



\$39,800-\$43,125

RELIABILITY ↗ **SATISFACTION** ↗
ROAD-TEST SCORE 85 **MPG** 34

Toyota Sequoia

69

OVERALL SCORE
The big, three-row Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system, along with standard Android Auto and Apple CarPlay compatibility. Standard active safety features include FCW, AEB with pedestrian detection, BSW, and RCTW. Toyota recently announced an all-new Sequoia for the 2023 model year.



\$50,500-\$69,775

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

Toyota Sienna

79

OVERALL SCORE
The Sienna comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder engine. Front-wheel drive is standard, and all-wheel drive is optional. Fuel economy is superb, at 36 mpg overall. A long cruising range of over 600 miles is a bonus. It can glide on electric power at very low speeds, but when more power is needed, the gas engine gets noisy. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touch screen is easy to use, though some controls are a far reach away. Android Auto and Apple CarPlay are standard. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$34,710-\$50,910

RELIABILITY ↠ **SATISFACTION** ↗
ROAD-TEST SCORE 80 **MPG** 36

Toyota Supra

83

OVERALL SCORE
The Supra is a focused sports car that relies on the BMW Z4 platform and many of its components but features a coupe body instead of a convertible. The 3.0-liter turbo six-cylinder engine is rated at 381 hp; a turbo four-cylinder power plant is also available. A slick eight-speed automatic transmission routes power back to the rear wheels. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited by the bulging hood and tiny windows. The BMW iDrive infotainment system takes some getting used to but is logical. AEB with pedestrian detection and FCW are standard; BSW is optional.



\$43,290-\$63,280

RELIABILITY ↠ **SATISFACTION** ↗
ROAD-TEST SCORE 91 **MPG** 27

Toyota Tacoma**51**

OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our 4WD V6 Tacoma delivered a good 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. FCW and AEB are standard; BSW and RCTW are optional. Toyota's most recent freshening brought thicker glass to suppress noise, the availability of a power driver's seat, and, finally, Android Auto and Apple CarPlay compatibility.



\$26,700-\$48,840

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 42 MPG 19

Toyota Tundra**NA**

OVERALL SCORE

The redesigned 2022 Tundra has new powertrains and coil springs for the rear suspension, a generous towing capacity, a rich roster of safety features, and a contemporary multimedia system. The Tundra doesn't offer a V8, instead coming with a choice of two twin-turbocharged 3.5-liter V6 engines: a 389-hp standard engine and a 437-hp hybrid. Both engines are paired with a 10-speed automatic transmission. The maximum tow capacity is 12,000 pounds, with a maximum payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. The Toyota Safety Sense 2.5 suite is standard on every Tundra trim level, with FCW, AEB with pedestrian detection, LDW, adaptive cruise control, and a rear-seat reminder. The hybrid version is scheduled to go on sale this spring.



\$35,950-\$61,020

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE NA MPG NA

Toyota Venza**83**

OVERALL SCORE

The Venza name returns to Toyota's lineup, applied to a hybrid SUV positioned between the RAV4 and the Highlander. The Venza is a pleasant enough vehicle, but other than an excellent 37 mpg overall, it doesn't stand out in the midsized segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with FCW, AEB with pedestrian detection, and BSW.



\$32,890-\$40,380

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 75 MPG 37

Volkswagen Arteon**82**

OVERALL SCORE

Our testers praised this practical, sporty, and well-appointed hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and AWD is optional. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touch screen and the physical buttons and knob for the climate and audio systems. A low roofline makes the car a bit of a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. For 2022, the engine gets a horsepower bump, and the eight-speed automatic is swapped with a seven-speed dual-clutch automatic. FCW, AEB, and BSW are standard.



\$40,445-\$49,065

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 91 MPG 24

Volkswagen Atlas**72**

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 third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well-laid-out, with clear gauges and 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. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000 pounds. FCW, AEB, BSW, and RCTW are standard.



\$33,900-\$51,070

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 84 MPG 20

Volkswagen Atlas Cross Sport**70**

OVERALL SCORE

The Cross Sport is an edgier take on the Atlas three-row SUV. The five-passenger Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas, but it trades the third row and some cargo space for a coupelike roofline. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately; there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. FCW, AEB, and BSW are standard.



\$33,200-\$50,370

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 81 MPG 21

Volkswagen GTI**NA**

OVERALL SCORE

The redesigned 2022 GTI is a fun-to-drive yet sophisticated alternative to sports coupes. The new GTI brings sharpened handling, more power, and the next level of connectivity and infotainment. Available as a four-door, the GTI's 2.0-liter turbo produces 241 hp and pulls strongly whether you get the manual or the automated dual-clutch transmission. The car is fun to drive, thanks to its immediate throttle response, sharp steering, a slick shifter, and an invigorating exhaust sound. The cabin is well-finished, and most versions come with plaid upholstery—a nice historic nod to the original GTI. Unfortunately, Volkswagen gave up on its user-friendly controls in favor of a very distracting control layout. FCW, AEB, BSW, and RCTW are standard. Those seeking more power and cornering capability should consider the all-wheel-drive Golf R.



\$29,545-\$38,795

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE NA MPG NA

Volkswagen ID.4**59**

OVERALL SCORE

The ID.4 is Volkswagen's first-ever long-range EV. The rear-drive version has a 201-hp rear motor, with an EPA-estimated range of 260 miles. The Pro S has 295 hp from two motors that drive all four wheels, and an EPA-estimated 240-mile driving range. We tested the latter and found its range prediction to be quite accurate. Acceleration is quick, the ride is comfortable, and the cabin is quiet except for an annoying whine at low speeds. The ID.4 is nimble but not sporty. The cabin is nicely finished, and the rear seat is generous, as is cargo capacity. Most of the controls are unintuitive, and the slow-to-respond infotainment system is far too distracting. The car gains about 20 miles' worth of range per hour of charging when plugged into a 240-volt connector. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$39,995-\$48,175

RELIABILITY 1 SATISFACTION 1

ROAD-TEST SCORE 83 MPGe 93

Volkswagen Jetta

73

OVERALL SCORE

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic transmission is new for 2022 and is shared with the new Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Standard active safety features include AEB, FCW, and BSW. A sportier GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.



\$20,195-\$27,795

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 78

MPG 34

Volkswagen Taos

55

OVERALL SCORE

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic transmission on AWD versions, delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble, and the ride is firm yet refined. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof, are available. The IQ Drive suite of active safety features is available on every Taos trim, and includes FCW, AEB, BSW, and adaptive cruise control.



\$23,295-\$33,345

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 74

MPG 26

Volkswagen Tiguan

55

OVERALL SCORE

The Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately 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 little engine noise when revved. Updates for 2022 included a new infotainment system with available wireless Apple CarPlay and Android Auto. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.



\$26,295-\$36,970

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 25

Volvo S60

57

OVERALL SCORE

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes as either front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road. The S60 comes standard with AEB that has the ability to recognize and respond to pedestrians and cyclists. BSW and RCTW are standard. The V60 Cross Country is a raised wagon version of the S60.



\$39,250-\$64,800

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 71

MPG 26

Volvo S90

58

OVERALL SCORE

Though ornate inside, the S90 falls short of the refinement expected of a midsized luxury sedan because of the stiff ride and gruff-sounding engine. The standard engine is a 250-hp turbocharged four-cylinder. The 316-hp turbocharged T6—we measured 23 mpg overall in that one—is discontinued. All-wheel drive is standard, and a plug-in hybrid is available. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves to be frustrating to use. AEB, with pedestrian and large animal detection, is standard. Volvo's optional driver assistance system combines steering assistance and adaptive cruise control, and it can reduce stress on a congested highway. The V90 Cross Country is a wagon version of the S90.



\$52,850-\$62,050

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 73

MPG 23

Volvo XC40

71

OVERALL SCORE

The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes with all-wheel drive 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. 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. Standard active safety systems include FCW, AEB with pedestrian detection, BSW, and RCTW. Volvo's optional driver assistance system combines adaptive cruise control and LKA. An all-electric Recharge model is available.



\$35,100-\$58,150

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 71

MPG 24

Volvo XC60

78

OVERALL SCORE

Volvo's 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 standard 2.0-liter turbocharged four-cylinder engine, known as B5, is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A more powerful 295-hp version comes in the B6. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's active safety system includes standard AEB with pedestrian detection, BSW, and RCTW.



\$42,650-\$70,000

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 79

MPG 23

Volvo XC90

56

OVERALL SCORE

This is a nicely appointed three-row SUV, but it suffers from a bumpy ride and bafbling 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 engine, 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. The third row is tight, however. Audio, phone, and navigation functions are controlled through a touch-screen infotainment system that's frustrating to use. FCW, AEB, BSW, and RCTW are standard.



\$50,900-\$72,600

RELIABILITY

SATISFACTION

ROAD-TEST SCORE 84

MPG 20

USED CARS YOU CAN COUNT ON



2015
HONDA CR-V

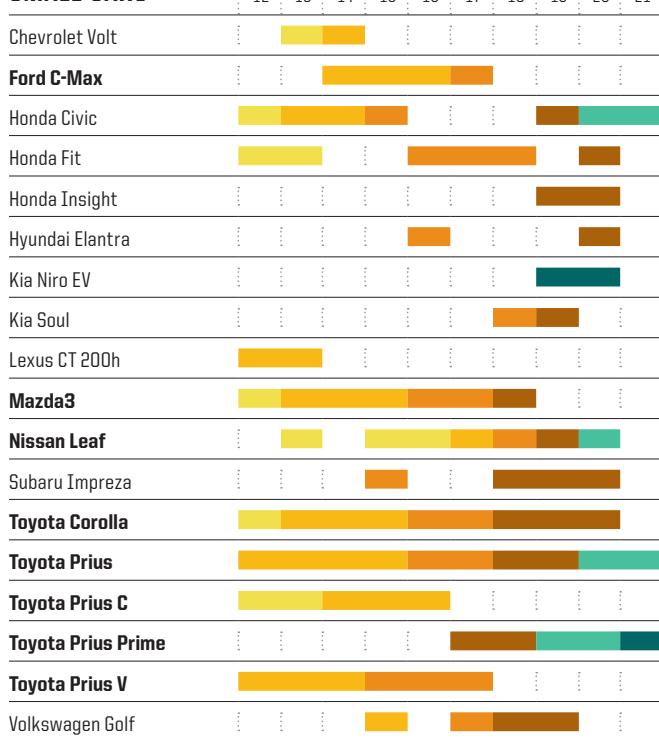
THE PRE-OWNED CARS, minivans, SUVs, and pickup trucks on the following pages have proved to be reliable choices, according to CR's Annual Auto Surveys. To help steer you away from real trouble, we've also included a list of the most problem-plagued used cars based on feedback from owners. Remember that it's wise to have a certified mechanic inspect a used vehicle before you buy it to reduce the chance of unpleasant surprises.

BY JONATHAN LINKOV

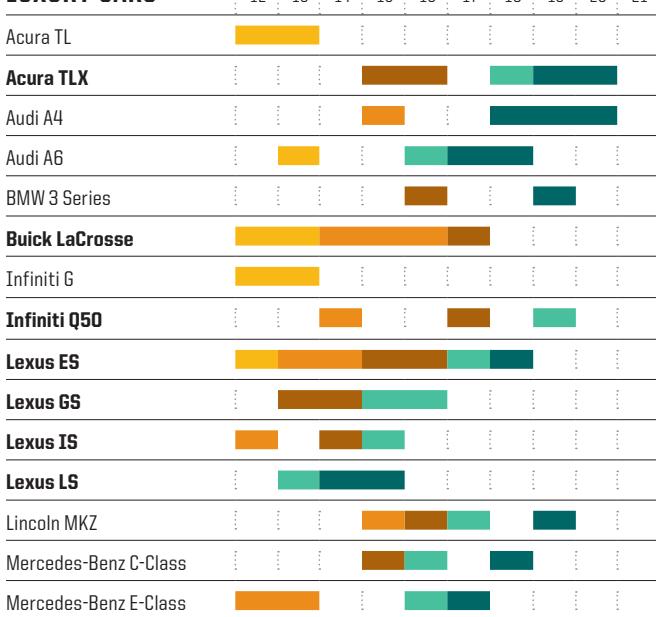
BEST USED CARS

HERE ARE THE MOST RELIABLE 2012 to 2021 models so that you can find the best vehicle your budget allows. These vehicles come standard with electronic stability control (ESC), a key safety feature. The ones highlighted in **BOLD** performed well in CR tests when new and have multiple years of better-than-average reliability.

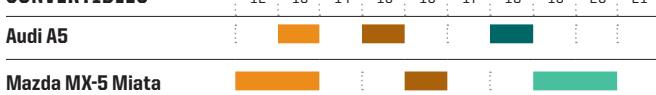
SMALL CARS



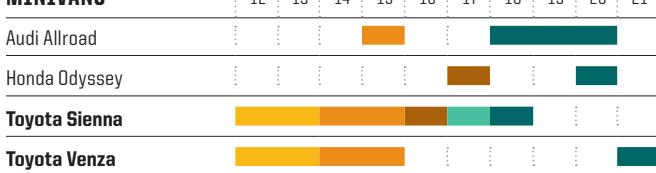
LUXURY CARS



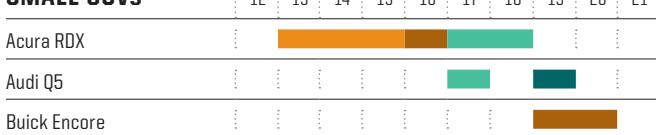
SPORTS CARS/CONVERTIBLES



WAGONS & MINIVANS



SMALL SUVs



PRICES

- \$5,000-\$10,000 ■ \$20,000-\$25,000
- \$10,000-\$15,000 ■ \$25,000-\$30,000
- \$15,000-\$20,000 ■ \$30,000-\$40,000

SMALL SUVs

Continued

	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Buick Envision
Cadillac XT5
Honda CR-V
Honda HR-V
Hyundai Tucson
Lexus NX
Lincoln MKC
Mazda CX-5
Mercedes-Benz GLC
Nissan Rogue
Nissan Rogue Sport
Subaru Crosstrek
Subaru Forester
Toyota RAV4
Volvo XC60

MIDSIZED & LARGE SUVs

	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Acura MDX
Chevrolet Blazer
Ford Edge
Honda Passport
Honda Pilot
Hyundai Santa Fe
Kia Telluride
Lexus GX
Lexus RX
Mazda CX-9
Nissan Murano
Subaru Outback
Toyota 4Runner
Toyota Highlander

PICKUP TRUCKS

	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Ford Ranger
Honda Ridgeline
Nissan Frontier
Toyota Tacoma
Toyota Tundra

WORST USED CARS

THESE 121 VEHICLES (cars, minivans, sports cars, SUVs, and pickup trucks) have much-worse-than-average reliability, based on responses from our Annual Auto Surveys.

ACURA

F-150	'17-'18
F-250	'18
F-350	'15, '19

AUDI

A3	'17
A4	'12
A6	'12
Q5	'12-'13
Q7	'17, '21
Q8	'19
E-Tron	'19

BMW

2 Series	'18
3 Series	'12
4 Series	'17, '21
5 Series	'12, '14
X1	'14
X3	'13-'14
X5	'13-'14

BUICK

Enclave	'12, '20-'21
Encore	'14-'16, '18

CADILLAC

SRX	'14
XT4	'19
XT5	'17

CHEVROLET

Bolt	'19, '21
Colorado	'17-'19, '21
Corvette	'15, '19, '21
Cruze	'12-'14, '16
Equinox	'12
Impala	'17
Malibu	'13-'14
Silverado 1500	'15-'21
Silverado 2500HD	'18-'19

CHRYSLER

Pacifica	'17-'18, '21
Town & Country	'14

DODGE

Durango	'14-'15
Grand Caravan	'14, '17

FIAT

500	'12-'13
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FORD

Escape	'13, '18, '20
Expedition	'15-'18
Explorer	'16, '18-'21

Expedition	'15-'18
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Explorer	'16, '18-'21
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Expedition	'15-'18
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Explorer	'16, '18-'21
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GENESIS

G80	'19
GV80	'21

HONDA

Civic	'18
Fit	'15

Odyssey	'19
Pilot	'17

Sierra	'17-'19, '21
Sierra 2500HD	'18-'19

Terrain	'12
Yukon	'15-'19, '21

Yukon XL	'15-'17
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INFINITI

Q50	'14-'16
QX50	'19

MAZDA

3	'19
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MERCEDES-BENZ

C-Class	'20
E-Class	'20

MINI

Cooper	'12-'13, '16, '19
Cooper Clubman	'12-'13, '16, '19

NISSAN

Altima	'16
Pathfinder	'13-'15

PORSCHE

Cayenne	'16
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RAM

1500	'15
1500 Classic	'19

HYUNDAI

Accent	'12-'13
Elantra GT	'17

SUBARU

Ascent	'19-'20
Impreza	'13

TESLA

Model S	'14, '20
Model X	'17-'18, '20

TOYOTA

Tacoma	'19
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VOLKSWAGEN

Atlas	'18
Beetle	'19

GTI

GTI	'15
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JETTA

Jetta	'12, '20
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TIGUAN

Tiguan	'16, '19-'21
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VOLVO

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RECALLS

To stay informed about recalls for your vehicles, readers with membership can use our free Car Recall Tracker at CR.org/more.

Automakers issue recalls to fix safety defects. Recalls don't factor into our used-car picks or reliability data because the problems have been identified and repairs are available free of charge. But you should check for recalls on any car you plan to purchase and at least once a year for the car you drive. That's especially important for used cars, which can be sold to a new owner with "open" recalls that have not yet been fixed.



▲ NISSAN ROGUE

Nissan is recalling 688,946 Rogue SUVs from the 2014-2016 model years for a fire risk. If water and salt collect in the driver's footwell, it could corrode an electrical connector and cause power windows and seats to become inoperable, drain the battery, and potentially cause a fire. **WHAT TO DO:** Nissan is still working on a solution for the problem but expects to have one by this spring. The automaker will contact owners as soon as a fix is ready. Call Nissan at 800-867-7669. NHTSA's campaign number for this recall is 22V-024; Nissan's number is R21B9.

AUDI SUVs, SEDANS & COUPES

Audi is recalling 208,332 Audi A4 (2017-2020), A5 (2018-2020), RS5 (2018-2019), S4 (2018-2020), and S5 (2018-2020) cars because the passenger airbags may be disabled. If this happens, it could increase the risk of injury in a crash. The problem is due to a potential fault in the cable

that connects the seat heater to the Passenger Occupant Detection System (PODS).

WHAT TO DO: Dealers will replace the connecting cable and either the heating mat or entire seat cover, free of charge. Owners will be notified by letter. Call Audi at 800-253-2834 for details. NHTSA's campaign number for this recall is 21V-874; Audi's is 74E3. This recall is an expansion of recall 19V-547 (74D9). Owners of vehicles repaired after that recall will need to return to a dealership for the new remedy.

FORD FUSION

Ford Motor Company is recalling 199,085 Ford Fusion and Lincoln MKZ (2014-2015) and Ford Mustang (2015) cars that have ever been registered or sold in Alabama, Florida, Georgia, Hawaii, Louisiana, Mississippi, North Carolina, South Carolina, Texas, and Virginia. The brake lights may shine continuously, even when the brakes aren't applied, and it may also be possible to start the engine or shift the car out of Park without

pressing the brake pedal. The problem is caused by a faulty part called a brake pedal stop bumper. On vehicles sold or operated primarily in southern coastal states and Hawaii, this part can detach after several years of use due to corrosion.

WHAT TO DO: Owners will be notified by mail and instructed to take their vehicle to a dealer for replacement of the brake pedal and clutch pedal bumpers at no charge. NHTSA's campaign number for this recall is 22V-011; Ford's number is 22S02. Call Ford at 866-436-7332 for more details.

TOYOTA CAMRY

Toyota is recalling 227,490 Camry 2018-2019 sedans because drivers may suddenly lose braking assist. The problem is due to a faulty part in the braking system's vacuum pump. Although the vehicle's brakes will still work, they may require increased force to engage, which could lead to a crash.

WHAT TO DO: Toyota will repair or replace the vacuum pump free, if necessary. Call Toyota at 800-331-4331. NHTSA's campaign number for this recall is 21V-890.



▲ HYUNDAI SEDANS & SUVs

Hyundai is recalling 26,413 Sonata and Elantra 2021 sedans and Santa Fe 2020-2021 SUVs because their windshields may not adhere properly and could detach in a crash, risking injury to occupants. Owners may notice water leaking through the windshield or excessive wind

noise while driving the vehicle. **WHAT TO DO:** Dealers will reinstall the windshields free of charge. Call Hyundai at 855-371-9460. NHTSA's campaign number is 21V-000; Hyundai's number for this safety campaign is 216.

SUBARU CARS & SUVs

Subaru is recalling 198,255 Ascent (2019-2020) and Legacy and Outback (2020) vehicles because their transmissions may fail. A software problem may cause the transmission's drive chain to engage before it's properly secured. As a result, the chain could slip and break. If this happens, the vehicle will suddenly lose power.

WHAT TO DO: Dealers will reprogram the Transmission Control Unit (TCU), review data for chain slippage, inspect the transmission's parts, and replace the transmission if there's evidence of slippage or damage. All of the work will be done free of charge. The remedy is expected to be available in April. Call Subaru at 844-373-6614. NHTSA's campaign number is 21V-955; Subaru's number is WRK-21. This recall also applies to vehicles that were part of recall 19V-855.

MERCEDES-BENZ

Mercedes-Benz is recalling 38,312 AMG GLB35 (2021), A220 (2019-2020), and GLB250 (2020) vehicles because the front axle carrier may corrode prematurely. The carrier itself as well as its connection to other vehicle components may fail. If this happens, it may affect steering without warning.

WHAT TO DO: Dealers will check the potentially affected parts and replace them if necessary. Call Mercedes-Benz at 877-496-3691. NHTSA's campaign number for this recall is 21V-990.

MOST & LEAST

RELIABLE

CARS



2022 NISSAN
ROGUE SPORT

BUYING A VEHICLE that's prone to problems can make short drives and long trips stressful events, as you fixate on car troubles that could leave you and your family stranded. To help you find models you can depend on, CR's auto experts analyzed responses to our Annual Auto Surveys, where we ask members to report problems with their vehicles in

17 key trouble areas, such as with brakes or the engine. In our latest surveys, we collected data on more than 300,000 vehicles covering member experiences over the previous 12 months. The following charts, based on the data, can help guide you to car choices that are more likely to be trouble-free.

BY JONATHAN LINKOV

HOW TO READ OUR RELIABILITY CHARTS

New Model Prediction This is our projection of how reliable a 2022 or early 2023 model is likely to be. It is determined using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that

time. If the model was redesigned in 2021 or 2020, we might make a reliability determination based on just one or two years' worth of data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model was discontinued.

Overall Reliability (Used Cars)

This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year in the 17 trouble

spots, as reported by our members. Serious issues, such as major engine and transmission, engine cooling, and drive system categories, can be more expensive to repair and are given extra weight in our scoring.

Trouble Spots Models that score a ☒ are not necessarily unreliable, but they suffer a higher rate of problems than the average model. Similarly, models that score a Ⓐ are not necessarily trouble-free, but they have relatively few issues compared with other models of the same year.

Newer vehicles should have few, if any, problems and score all Ⓐ. In some cases, a model may score Ⓐ and ☒ in most categories, but the verdict is a ● or lower because it still has more issues than the average model overall.

An empty column indicates the model wasn't sold that year; a column of asterisks (*) indicates that there is insufficient data for that year. Redesigned or newly introduced model years are noted with the model year appearing inside a gray box.

THE 17 TROUBLE SPOTS WE ANALYZE

Engine, Major Engine or electric drive motor rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, electric drive motor malfunction.

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 gauge/sender, fuel injection system, fuel pump, problems filling the tank.

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 plug and wire failure, auto stop/start, electric vehicle charging.

Climate System Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion),

power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.

Exhaust Muffler, pipes, catalytic converter, exhaust manifold, leaks.

Paint/Trim Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

Noises/Leaks Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.

Body Hardware Windows, locks and latches, tailgate, hatch or

trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defects.

Power Equipment and Accessories Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights.

In-Car Electronics

Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement.

THE WAY WE CALCULATE OUR TROUBLE-SPOT RATINGS

This chart shows the average problem rates reported for all vehicles in a given model year, based on data from CR's Annual Auto Surveys. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer issues than the average vehicle for the same year. For example, in 2017, 2 percent of vehicles, on average, had power equipment problems. The 2017 Mazda6 (page 95) scores a Ⓐ (Much Better Than Average) because 0 percent of Mazda6s had a problem in this area. In 2016, the average rate of problems with the suspension was 1 percent. However, because 3.3 percent of 2016 Mazda CX-3s were reported to have a problem in this category, the car scored a ☒ (Much Worse Than Average).

Average Problem Rates

	'14	'15	'16	'17	'18	'19	'20	'21
Engine, Major	2	1	1	1	1	<1	<1	<1
Engine, Minor	2	2	1	1	1	<1	<1	<1
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1
Transmission, Major	1	1	1	1	1	<1	<1	<1
Transmission, Minor	1	1	1	1	1	1	<1	<1
Drive System	1	1	1	1	1	1	<1	<1
Fuel System	2	2	1	1	1	1	<1	<1
Electrical	1	1	1	1	<1	<1	<1	<1
Climate System	3	2	2	1	1	1	1	<1
Suspension	3	2	1	1	1	1	1	<1
Brakes	3	2	2	2	1	1	1	<1
Exhaust	1	<1	<1	<1	<1	<1	<1	<1
Paint/Trim	1	1	1	1	1	1	1	<1
Noises/Leaks	2	2	2	2	2	1	1	1
Body Hardware	1	1	1	1	1	1	1	<1
Power Equipment	2	3	2	2	2	2	1	1
In-Car Electronics	4	3	3	3	3	3	3	2

RELIABILITY • ACURA - CHEVROLET

New Model Prediction ►		Acura MDX					▲	Acura RDX					!	Acura TLX					↗	Audi A3					!	Audi A4					↗											
		'14	'15	'16	'17	'18	'19	'20	'21	'22	'14	'15	'16	'17	'18	'19	'20	'21	'14	'15	'16	'17	'18	'19	'20	'21	'14	'15	'16	'17	'18	'19	'20	'21	'14	'15	'16	'17	'18	'19	'20	'21
Overall Reliability		!	▲	▲	▲	▲	✖	✖	▲	▲	!	▲	▲	▲	✖	✖	!	▲	▲	*	✖	✖	▲	▲	▲	*	*	*	!	▲	▲	✖	✖	▲	▲	!						
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		✖	✖	✖	✖	✖	✖	✖	✖	✖	!	✖	✖	✖	✖	✖	✖	✖	✖	✖	*	✖	✖	✖	✖	✖	*	*	✖	✖	✖	✖	✖	✖	✖							

RELIABILITY • CHEVROLET - GENESIS

RELIABILITY • KIA - NISSAN

New Model Prediction ▶	Kia Soul		▼	Kia Sportage		!	Kia Telluride		▲	Lexus ES		▲	Lexus GS												
	'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21	'14	'15	'16	'17	'18	'19	'20	'21
Overall Reliability	✗	!	!	!	!	!	!	!	*	*	*	✗	!	!	!	!	!	!	!	!	!	!	!	!	!
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	✗	✗	✗	✗	✗	✗	✗	✗	*	*	*	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	!	!	!	!

RELIABILITY • NISSAN - TOYOTA

New Model Prediction ►	Nissan Frontier		▼	Nissan Leaf		▲	Nissan Maxima		▲	Nissan Murano		▲	Nissan Pathfinder		▼																				
	'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21
Overall Reliability	▲	▲	▲	▲	▲	▲	●	●	*	*	▲	▲	▲	▲	▲	▲	*	*	▲	▲	▲	*	*	*	*	*	▼	▼	*	●	▲	*	*		
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	●	●	●	●	●	●	●	●	*	*	●	●	●	●	●	●	*	*	●	●	●	*	*	*	*	●	●	*	●	●	*	*			

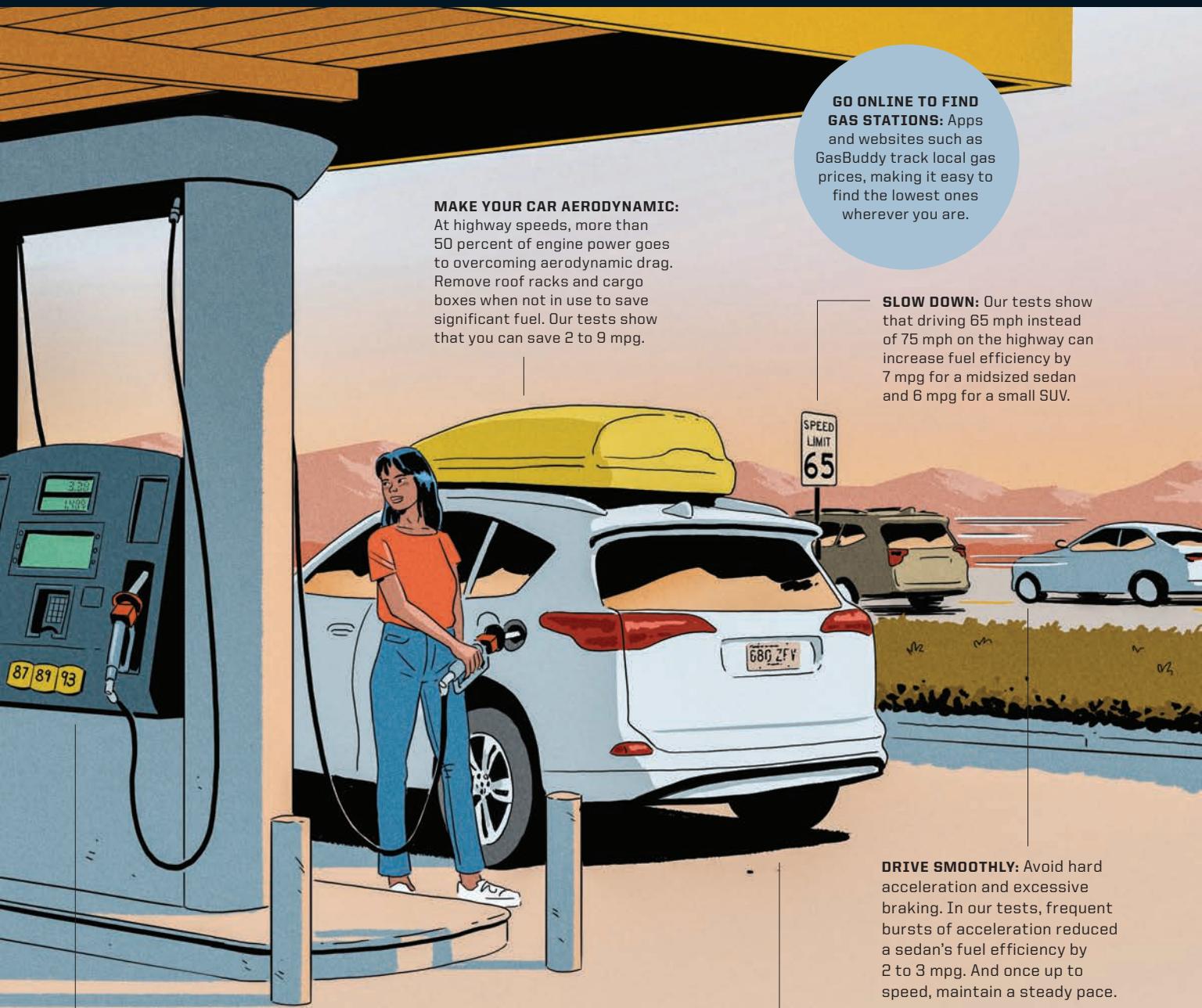
RELIABILITY • TOYOTA - VOLVO

New Model Prediction ►	Volvo S60		▼	Volvo XC40		!	Volvo XC60		▲	Volvo XC70		Volvo XC90		▼													
	'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21		'14	'15	'16	'17	'18	'19	'20	'21	
Overall Reliability	*	▼	!	!	!	!	▼	*		!	▲	!	*	!	!	!	!	*	!	!	!	*	*	!	!	!	
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	*	▼	!	!	!	!	!	*		!	!	!	!	!	!	!	!	*	!	!	!	*	*	!	!	!	

HOW TO STRETCH A TANK OF GAS

The average price of regular gasoline has surged 39 percent from a year ago. Save yourself some cash at the pump with these proven ways to improve fuel economy.

BY JEFF S. BARTLETT



MAKE YOUR CAR AERODYNAMIC:

At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Remove roof racks and cargo boxes when not in use to save significant fuel. Our tests show that you can save 2 to 9 mpg.

GO ONLINE TO FIND GAS STATIONS: Apps and websites such as GasBuddy track local gas prices, making it easy to find the lowest ones wherever you are.

SLOW DOWN: Our tests show that driving 65 mph instead of 75 mph on the highway can increase fuel efficiency by 7 mpg for a midsized sedan and 6 mpg for a small SUV.

DON'T BUY PREMIUM: You don't need it unless the car's owner's manual (or fuel filler door) says it's required. Many cars say premium gas is recommended, which means it's optional.

CHECK TIRE PRESSURE: Tires lose about 1 psi a month, and low tire pressure can affect fuel economy adversely. You can find the recommended psi on your car's doorjamb sticker.

DRIVE SMOOTHLY: Avoid hard acceleration and excessive braking. In our tests, frequent bursts of acceleration reduced a sedan's fuel efficiency by 2 to 3 mpg. And once up to speed, maintain a steady pace.

The Road to a Fair Deal for All Car Buyers

From researching and buying to owning and driving, **there's no better source for trusted car information than Consumer Reports.** Get ratings, receive recall alerts, locate a repair shop, and even find tires—all with our extensive car coverage, tools, and benefits.

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