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New Cars

(as of January 2022)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2022 Subaru Forester	90	90	28	↑	↑	Fuel economy, great visibility, roomy interior, easy controls.	Engine noise.
✓	2022 Hyundai Tucson	89	86	26	↑	↑	Handling, ride, braking, roomy interior, controls, hybrid's performance and fuel economy.	Leisurely acceleration (non-hybrid).
✓	2022 Toyota RAV4 Prime ⚡	88	85	72	↑	↑	Acceleration, fuel economy, part-time electric driving, ride, controls.	Long stopping distance, high pitch warning signal in reverse.
✓	2022 Honda CR-V	84	82	28	↑	↓	Roomy interior, competitively priced and well-equipped, fuel economy, particularly in hybrid version.	Ride skews firm, fussy infotainment system on EX and higher trims.
✓	2022 Ford Bronco Sport	82	75	72	↑	↑	Agility, braking, user-friendly controls, character.	Engine vibration at low revs, limited driver's seat adjustments, ride.
✓	2022 Mazda CX-5	82	78	24	↑	↓	Rides comfortably, quiet cabin, responsive handling, nicer interior than the class norm, standard AWD.	So-so visibility to the rear corners, infotainment learning curve, fuel economy not a standout.
✓	2022 Chevrolet Equinox	74	78	25	↓	↓	Roomy interior, comfortable ride and quiet cabin, intuitive controls, easy-to-use infotainment system.	Drab interior, leisurely acceleration.
✓	2022 Kia Sportage	72	78	23	↓	↑	Easy-to-use controls, handy size with a roomy and versatile interior, sportier to drive than most competitors.	Hampered rear and side visibility.
✓	2022 Toyota RAV4	65	72	27	↓	↓	Fuel economy.	Engine noise, ride, fit and finish.
	2022 Nissan Rogue	63	80	25	↓	↓	Access, controls, agility, transmission.	Abrupt off the line, low dash vents.
	2022 Mitsubishi Eclipse Cross	57	61	24	↓	↓	Access, rear seat room, standard forward collision warning and automatic emergency braking with pedestrian detection.	Agility, visibility, front-seat comfort, acceleration, cargo space.
	2022 Mitsubishi Outlander	57	71	25	↓	↓	Standard third row, transmission, controls.	Ride, darty steering, wind noise, acceleration.
	2022 Ford Escape	55	73	26	↓	↓	Agility, stopping distance, fuel economy with standard 1.5-liter engine and hybrid, controls.	Engine vibration with the 1.5-liter, overly sensitive brake pedal (except hybrid), no auto up windows in SE.
	2022 Volkswagen Tiguan	55	84	25	↓	↓	Roomy interior, user-friendly controls, easy access, good visibility, fuel economy, optional third row within a modest footprint SUV.	Engine gets noisy when revved, acceleration trails competitors.
	2022 Jeep Cherokee	54	68	23	↓	↓	Space, controls, braking.	Sluggish initial acceleration with turbo engine, uncooperative transmission, ride, agility, engine noise.
	2022 Jeep Compass	45	56	24	↓	↓	The allure of the Jeep brand, easy-to-use controls.	Slow, noisy, rough riding, short on agility, uncomfortable rear seat.
	2023 Kia Sportage	Not Tested	NA	NA	↓	↑		
	2023 Mazda CX-50	Not Tested	NA	NA	↑	↑		
	2023 Nissan Ariya ⚡	Not Tested	NA	NA	↓	↑		
	2023 Subaru Solterra	Not Tested	NA	NA	↓	↑		
	2023 Toyota bZ4X	Not Tested	NA	NA	↓	↑		
	2022 GMC Terrain	Not Tested	NA	NA	↓	↓		
	2022 Hyundai Ioniq 5	Not Tested	NA	NA	↓	↑		
	2022 Kia EV6	Not Tested	NA	NA	↓	↑		
	2021 Volkswagen ID4 ⚡	In Test	NA	NA	↓	↑		

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 reflect the vehicle we tested and its engine displacement.

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

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

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 420,000 vehicles.

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

Road-Test Results include CR's test findings that we feel are the most relevant. We buy and test between 50 and 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. The results of these tests make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments; 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, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Highs and lows give a quicksummary of a model's notable strengths and weaknesses.

Why Some Vehicles Are Not Rated Certain models have been redesigned or extensively refreshed since our last test, or are new. All are scheduled to be included in future road tests. Models include the Kia Sportage, Mazda CX-50, Nissan Ariya, Subaru Solterra, Toyota bZ4X, GMC Terrain, Hyundai Ioniq 5, Kia EV6, and Volkswagen ID4.

What Our Ratings Symbols Mean



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