

## New SUVs Ratings

(as of February 2026)



CR Recommended	Make & Model	Overall Score	Ratings & Test Results				Highs	Lows
			Road Test Score	CR's Overall Mileage	Predicted Reliability	Predicted Owner Satisfaction		
✓	2026 Subaru Forester Hybrid	88	94	34 mpg	↑	↑	Excellent fuel economy, comfortable ride, roomy rear seat, unobstructed visibility, simple controls.	Long stopping distances.
✓	2026 Subaru Forester	86	94	29 mpg	↓	↑	Comfortable ride, excellent fuel economy, short stopping distances, airy outward views, roomy rear seat.	Feels underpowered.
✓	2025 Toyota RAV4 Plug-in Hybrid ⚡	86	87	34 mpg	↑	↑	Acceleration, fuel economy, part-time electric driving, ride, controls.	Long stopping distance, high pitch warning signal in Reverse.
✓	2025 Mazda CX-5	85	80	24 mpg	↑	↑	Rides comfortably, quiet cabin, responsive handling, nicer interior than the class norm.	So-so visibility to the rear corners, infotainment learning curve, fuel economy not a standout.
✓	2026 Kia Sportage Plug-in Hybrid ⚡	83	90	31 mpg	↓	↓	Can drive on electric power part-time, comfortable ride, responsive handling, roomy interior.	Battery-depleted fuel economy is worse than the regular Sportage Hybrid, confusing climate/audio controls.
✓	2026 Honda CR-V Hybrid	83	95	35 mpg	↑	↑	Fuel economy, hybrid powertrain, user-friendly controls, generous interior room, easy to get in and out.	Noisy Cabin
✓	2026 Hyundai Tucson Hybrid	83	96	35 mpg	↓	↑	Fuel economy, handling, braking, ride, roomy interior, controls.	Unintuitive gear selector.
✓	2026 Hyundai Tucson	82	86	26 mpg	↑	↓	Handling, ride, braking, roomy interior, controls, hybrid's performance and fuel economy.	Leisurely acceleration (non hybrid), unintuitive gear selector.
✓	2026 Kia Sportage Hybrid	82	87	36 mpg	↓	↑	Fuel economy, composed ride, roomy interior, easy to get in and out of.	Agility, braking, confusing climate/audio controls.
✓	2025 Toyota RAV4 Hybrid	81	83	37 mpg	↑	↑	Fuel economy.	Ride, fit and finish.
✓	2026 Mazda CX-50 Hybrid	80	92	37 mpg	↓	↑	Excellent fuel economy, long cruising range, can drive on electric power at low speeds, agile handling, nicely finished interior.	Unintuitive infotainment system.
✓	2026 Honda CR-V	80	90	26 mpg	↑	↑	Generous interior room, braking, simple controls, easy to get in and out of.	Slightly underpowered.
✓	2026 Kia Sportage	79	79	25 mpg	↑	↓	Fuel economy (Hybrid), composed ride, roomy interior, easy to get in and out of.	Lackluster acceleration (Regular model), agility (Hybrid), braking (Hybrid), confusing climate/audio controls.
✓	2026 Nissan Rogue	76	83	25 mpg	↓	↓	Access, controls, agility.	Annoying idle vibration, low dash air vents.
✓	2026 Hyundai Tucson Plug-in Hybrid ⚡	75	91	31 mpg	↓	↑	Can drive on electric power part-time, comfortable ride, responsive handling, roomy interior.	Battery-depleted fuel economy is worse than the regular Tucson Hybrid, unintuitive gear selector.
✓	2025 Toyota RAV4	75	76	27 mpg	↑	↓	Fuel economy.	Engine noise, ride, fit and finish.
✓	2026 Buick Envision	73	77	23 mpg	↑	↓	Ride, quietness, braking, infotainment system.	Gear selector, low dash vents, front wheelspin.
✓	2026 Mitsubishi Outlander Plug-in Hybrid ⚡	72	78	25 mpg	↓	↑	Can drive on electric power part-time, standard third-row seat, user-friendly controls.	Stiff ride, darty steering, fuel economy in hybrid mode isn't any better than the regular Outlander.
✓	2026 Ford Escape Hybrid	71	85	34 mpg	↓	↑	Agility, stopping distance, fuel economy.	No auto up windows on ST-Line trim
✓	2026 Mazda CX-50	68	80	24 mpg	↓	↓	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the engine, frustrating infotainment system.
	2026 Ford Escape Plug-in Hybrid	67	86	37 mpg	↓	↓	Handling agility, smooth transmission, very fuel-efficient, decent electric-only range.	Limited front seat adjustments. no available all-wheel drive.
✓	2026 Volkswagen Tiguan	67	82	24 mpg	↓	↓	Agile handling, comfortable seats in both rows, easy to get in and out of, high-end features for the price.	Overly firm ride, some unintuitive controls.
	2026 Ford Escape	64	74	26 mpg	↓	↓	Agility, stopping distance, fuel economy with hybrid.	No auto up windows on Active or ST-Line trims.
	2025 Dodge Hornet Plug-in Hybrid	58	71	29 mpg	↓	↑	Can drive on electric power part-time, fuel-efficient when running as a hybrid, quick acceleration	Stiff ride, loud cabin, unintuitive controls, awkward driving position, cheap interior, hampered visibility.
	2026 Jeep Compass	56	62	25 mpg	↓	↓	User-friendly controls.	Stiff ride, raspy-sounding engine; short on handling agility; mediocre stopping distances and brake-pedal feel; awkward driving position; compromised rear visibility.
	2025 Dodge Hornet	53	63	23 mpg	↓	↑	Quick acceleration	Stiff ride, loud cabin, unintuitive controls, awkward driving position, cheap interior, hampered visibility.
	2026 Chevrolet Equinox	50	79	25 mpg	↓	↓	Short stopping distances and a confidence-inspiring brake pedal feel, lots of features for the price.	Some unintuitive controls.
	2026 GMC Terrain	46	73	24 mpg	↓	↓	Comfortable ride, upscale cabin for the price.	Some unintuitive controls, fuel economy lags behind competitors.
	2026 Toyota RAV4	CR'S TAKE	NA	NA	NA	↓		
	2026 Toyota RAV4 Plug-in Hybrid	CR'S TAKE	NA	NA	NA	↑		
	2026 Mazda CX-5	CR'S TAKE	NA	NA	NA	↑		
	2026 Nissan Rogue Plug-in Hybrid	CR'S TAKE	NA	NA	NA	NA		
✓	2026 Mitsubishi Outlander	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.

#### What Our Ratings Symbols Mean



Go to [CR.org/newcarbuyingguide](https://www.crisp.org/newcarbuyingguide) for advice on whether you should buy or lease your next new car, and other car shopping tips.