

New SUVs Ratings & Reliability

(as of May 2025)

 CR GREEN CHOICE



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	Make & Model	Overall Score	Ratings & Test Results				Highs	Lows
CR Recommended			Road Test Score	CR's Overall Mileage	Predicted Reliability	Predicted Owner Satisfaction		
✔	2025 Subaru Forester	93	92	29 mpg	⬆	⬆	Comfortable ride, excellent fuel economy, short stopping distances, airy outward views, roomy rear seat.	Feels underpowered.
✔	2025 Toyota RAV4 Plug-in Hybrid	88	88	34 mpg	⬆	⬆	Acceleration, fuel economy, part-time electric driving, ride, controls.	Long stopping distance, high pitch warning signal in Reverse.
✔	2025 Hyundai Tucson Plug-in Hybrid	83	93	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 Honda CR-V Hybrid	83	93	35 mpg	⬆	⬆	Fuel economy, hybrid powertrain, user-friendly controls, generous interior room, easy to get in and out.	Noisy cabin.
✔	2025 Hyundai Tucson Hybrid	82	94	35 mpg	⬆	⬆	Fuel economy, handling, braking, ride, roomy interior, controls.	Unintuitive gear selector.
✔	2025 Toyota RAV4 Hybrid	81	80	37 mpg	⬆	⬆	Fuel economy.	Ride, fit and finish.
✔	2025 Kia Sportage Plug-in Hybrid	80	92	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.
✔	2025 Honda CR-V	79	88	26 mpg	⬆	⬆	Generous interior room, braking, simple controls, easy to get in and out of.	Slightly underpowered.
✔	2025 Mazda CX-5	78	77	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.
✔	2025 Toyota RAV4	76	73	27 mpg	⬆	⬆	Fuel economy.	Engine noise, ride, fit and finish.
✔	2025 Hyundai Tucson	76	84	26 mpg	⬆	⬇	Handling, ride, braking, roomy interior, controls, hybrid's performance and fuel economy.	Leisurely acceleration (non hybrid).
✔	2025 Nissan Rogue	75	81	25 mpg	⬆	⬇	Access, controls, agility.	Annoying idle vibration, low dash air vents.
✔	2025 Kia Sportage	75	77	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.
✔	2024 Volkswagen Tiguan	74	84	25 mpg	⬆	⬇	Roomy interior, user friendly controls, easy access, good visibility, optional third row within a modest footprint SUV.	Engine gets noisy when revved, acceleration trails competitors.
✔	2025 Kia Sportage Hybrid	74	85	36 mpg	⬆	⬆	Fuel economy, composed ride, roomy interior, easy to get in and out of.	Agility, braking, confusing climate/audio controls.
✔	2025 Buick Envision	73	77	23 mpg	⬆	⬆	Ride, quietness, braking, infotainment system.	Gear selector, low dash vents, front wheelspin.
✔	2025 Ford Escape Plug-in Hybrid	71	87	37 mpg	⬆	⬆	Handling agility, smooth transmission, very fuel-efficient, decent electric-only range.	Limited front seat adjustments. no available all-wheel drive.
✔	2025 Ford Escape	70	71	26 mpg	⬆	⬇	Agility, stopping distance, fuel economy with hybrid.	No auto up windows on Active or ST-Line trims.
✔	2025 Mitsubishi Outlander Plug-in Hybrid	69	79	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.
✔	2025 Mazda CX-50	68	78	24 mpg	⬆	⬇	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the engine, frustrating infotainment system.
	2025 Mitsubishi Outlander	63	71	25 mpg	⬆	⬆	Standard third row, straightford controls, there is a plug-in hybrid version.	Stiff ride, darty steering, wind noise at highway speeds, leisurely acceleration.
	2025 Dodge Hornet Plug-in Hybrid	55	70	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.
	2025 Ford Escape Hybrid	54	82	34 mpg	⬇	⬇	Agility, stopping distance, fuel economy.	No auto up windows on ST-Line trim
	2025 Dodge Hornet	48	59	23 mpg	⬇	⬆	Quick acceleration	Stiff ride, loud cabin, unintuitive controls, awkward driving position, cheap interior, hampered visibility.
	2025 Chevrolet Equinox	IN TEST	NA	NA	⬆	⬆		
	2025 GMC Terrain	IN TEST	NA	NA	⬆	⬆		
	2025 Jeep Compass	IN TEST	NA	NA	⬇	⬇		
	2025 Mazda CX-50	IN TEST	NA	NA	⬆	⬆		
	2025 Subaru Forester Hybrid	CR Take	NA	NA	⬆	⬆		
	2025 Volkswagen Tiguan	CR Take	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 freshened since our last test, or are new. All are scheduled to be included in future road tests. Models include the Chevrolet Equinox, GMC Terrain, Jeep Compass, Mazda CX-50, Subaru Forester Hybrid and Volkswagen Tiguan

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