

New Cars

(as of April 2021)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2021 Subaru Crosstrek	84	87	29	↑	↑	Ride, fuel economy, easy-to-use controls, braking.	Engine noise, seat short on lower-back support, plug-in hybrid only provides brief electric propulsion and battery robs cargo space.
✓	2021 Hyundai Kona	77	71	26	↑	↓	Agility, braking, controls.	Ride, noise, acceleration.
✓	2021 Mazda CX-30	75	64	27	↑	↑	Fit and finish, fuel economy.	Controls, engine noise, tight quarters, visibility.
✓	2021 Mazda CX-3	73	64	28	↑	↓	Agile handling makes it fun to drive, very fuel efficient, small footprint makes it easy to park, standard forward collision warning and automatic emergency braking with pedestrian detection.	Very snug cabin with tight rear seat and narrow driving position, it is loud.
✓	2021 Honda HR-V	71	66	29	↑	↓	Practical, with roomy seating and plenty of cargo space; very fuel efficient.	Stiff ride, loud inside, tinny feel, seats are insubstantial and short on support, feels underpowered.
	2021 Kia Seltos	63	72	28	↓	↓	Fuel economy, braking, controls, visibility.	Ride, noise, base trim lacks advanced safety features.
	2020 Nissan Rogue Sport	59	72	26	↓	↓	Practical with a modest footprint, relatively quiet for the class, fuel economy, straightforward controls, standard advanced safety features.	Slow acceleration, tight rear seat.
	2021 Chevrolet TrailBlazer	55	66	27	↓	↓	Interior room, mid-range torque, fuel economy, controls.	Rear and side visibility, agility, front-seat comfort.
	2021 Chevrolet Trax	48	55	25	↓	↓	Compact size makes it easy to park, decent rear seat room for its tiny dimensions.	It's underpowered, 25 mpg not competitive among peers, uncomfortable ride, minimal cabin amenities with a short options list, hampered visibility, unsupportive front seats, infuriating touch-screen infotainment system.
	2021 Ford EcoSport	45	61	24	↓	↓	Handling agility, easy to use controls, access.	Ride, noise, acceleration, cargo space, transmission, neither forward collision warning nor automatic emergency braking are available.
	2021 Jeep Renegade	37	56	24	↓	↓	Jeep's esteemed brand image, lots of upscale options available, Trailhawk version can tackle some off-roading, standard safety features.	Anemic engine and excessive idle vibration; nine-speed automatic is neither smooth nor responsive; stiff, jittery ride; restricted view out; uncomfortable front seats; unimpressive fuel economy.
	2020 Fiat 500X	31	50	23	↓	↓	Reminds you of Luigi from the movie "Cars," tight turning circle and compact dimensions make it easy to maneuver, upscale feature availability.	Stiff ride, transmission is neither smooth nor responsive, noisy, unsupportive front seats, hampered visibility, touchy brake pedal, idle vibration.
	2022 Volkswagen Taos	Not Tested	NA	NA	↓	↑		
	2021 Mitsubishi Outlander Sport	Not Tested	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 reflects 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 active safety features (forward collision warning, automatic emergency braking with pedestrian detection and at highway speeds, and blind spot warning), and, if available, results from government and insurance-industry crash tests.

Survey Results reflects findings

from CR's Annual Auto Surveys, completed by CR 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 329,000 vehicles.

Owner Satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again.

To determine the 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 responses, or when a model is all new or redesigned, we use our expert judgment based on brand track record and similar models.

Road-Test Results includes CR's test findings that we feel are the

most relevant. We buy and test more than 50 vehicles each year, driving them for thousands of miles and putting them through multiple 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 quick summary 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.

What Our Ratings Symbols Mean



Green Choice

This new designation, developed in collaboration with the Environmental Protection Agency, indicates which cars, SUVs, and minivans are among the top 20 percent cleanest-emitting cars. Green Choice vehicles are designated with a green leaf icon.



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