

New Car Profiles

At our Auto Test Center, we drive more than 500,000 miles per year, putting vehicles through rigorous testing, and combine that with our exclusive reliability and owner-satisfaction survey data. The result: Detailed reviews you can trust. Comb through the 260 cars, minivans, SUVs, and trucks profiled here to stay ahead of the curve and choose your next vehicle with confidence. —Jonathan Linkov

GUIDE TO THE VEHICLE PROFILES

Recommended vehicles, identified by a check mark, are those that achieved a high Overall Score in their category. The score includes our testing, predicted reliability, owner satisfaction, and safety. The vehicle must also have scored adequately if included in National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety crash tests.

76 Overall Score is a composite score that incorporates road-test performance, latest results from the reliability and owner-satisfaction sections of CR's exclusive Auto Survey, and whether certain safety features are standard. If a range of numbers is given, it signifies that multiple versions of the vehicle or its powertrain were tested.

Price is the manufacturer's suggested retail price for the vehicle, not including any options or destination charges. An "E" indicates an estimated price.

Reliability is our forecast of how well a model is likely to hold up, based on the latest results from CR's exclusive Auto Survey.

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

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

MPG represents CR's assessment of a recently tested model's overall fuel or energy consumption, based on city and highway driving. A range of numbers for this score 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-consumption data.

Subaru Ascent

96 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, comparable to its rivals from Honda and Toyota. It takes some getting used to the rather jumpy initial take off, however. The Ascent's plush ride is extraordinary in how it mops up bumps, and yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proved ultimately secure at its handling limits. The cabin is quiet, and the captain's second-row seats are roomy and comfortable. Even the third row is usable. Controls are very user-friendly. Subaru's EyeSight suite of active safety features is standard.



PRICE \$31,995-\$44,695
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 93 MPG 22

Subaru BRZ

79 OVERALL SCORE
Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86 because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. The ride and elevated noise can be taxing, however.



PRICE \$25,795-\$30,140
RELIABILITY  SATISFACTION 
ROAD-TEST SCORE 79 MPG 30

Subaru Crosstrek ✓

87
OVERALL SCORE

The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It delivers good fuel economy, impressive ride comfort, and feels quiet and substantial compared with its peers. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission. This combination gets the job done, but it won't set a driver's heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. A plug-in hybrid version is new. The Crosstrek has secure handling, though it isn't particularly sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver assist system includes automatic emergency braking and lane departure warning with lane keeping assist. Other available safety features include blind spot warning and rear cross traffic warning.



PRICE \$21,895-\$34,995
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 87 MPG 29

Subaru Legacy ✓

88
OVERALL SCORE

The Legacy is one of the roomier, quieter, and more refined midsize sedans, which are attributes that help it remain as one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder is available, making the Legacy both quicker and quieter. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features such as forward collision warning, automatic emergency braking, lane departure, lane keeping, and sway warnings are standard.



PRICE \$22,545-\$31,545
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 89 MPG 26

Subaru Forester ✓

89
OVERALL SCORE

Over its various iterations, Subaru has had a winning formula with the Forester. This popular small SUV delivers a combination of roomy interior, excellent visibility, commendable fuel economy, simple controls, comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yielded 28 mpg overall, which is among the best in 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's also compatible with Android Auto and Apple CarPlay. The EyeSight suite of forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist is standard.



PRICE \$24,295-\$34,295
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 90 MPG 28

Subaru Outback ✓

81/83
OVERALL SCORE

An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are easy to use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV's, with a lower loading height to boot. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features including forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.



PRICE \$26,345-\$38,995
RELIABILITY ⬆ SATISFACTION ⬆
ROAD-TEST SCORE 82-85 MPG 22-24

Subaru Impreza ✓

76
OVERALL SCORE

The Impreza is a roomy compact that 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 a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. 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. We recommend getting Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward collision warning and automatic emergency braking.



PRICE \$18,595-\$25,690
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE 85 MPG 30

Subaru WRX

53
OVERALL SCORE

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including automatic emergency braking and lane departure warning, is optional. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



PRICE \$27,195-\$41,395
RELIABILITY ⬇ SATISFACTION ⬇
ROAD-TEST SCORE 75 MPG 26

