2026 AUTO ISSUE

CR Consumer Reports®

MARCH + APRIL 2026

495 MODELS RATED/ REVIEWED

HYUNDAI PALISADE

MAZDA3

BEST & WORST

Cars, Trucks & SUVs

Our 10 Top Picks!

Great New Cars Under $35K

Pay Less for Your Insurance

+

Safest New Cars

Page 28

FORD F-150 HYBRID

Make + Model	Overall Score	Price	Survey Results		Road-Test Results											
		As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	CR range, miles (E=EPA electric range)	Seat comfort, front/rear	Usability	Noise	Ride comfort	Fit + finish	Routine handling	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Safety verdict
CARS: LUXURY MIDSIZED/LARGE *Continued*																
Lexus LS 3.4T	65	$103,899	Fair	Better	67	20	425	Best / Better	Worst	Best	Better	Best	Better	6.0	136	Better
Mercedes-Benz E-Class 2.0T	63	$77,740	Worse	Fair	87	28	485	Best / Better	Worse	Best	Better	Best	Better	6.7	124	Better
CARS: ELECTRIC																
✓ Tesla Model 3	78	$48,380	Fair	Better	83	NA	334	Best / Fair	Worst	Better	Fair	Better	Better	4.3	123	Better
✓ Hyundai Ioniq 6	77	$52,975	Fair	Better	84	NA	265	Better / Better	Fair	Best	Better	Better	Better	4.6	130	Best
Kia Niro EV	64	$42,595	Fair	Fair	72	NA	239	Better / Better	Better	Better	Better	Fair	Better	7.1	128	Better
Fiat 500e	39	$34,095	Worse	Fair	46	NA	145	Fair / Worst	Worse	Fair	Worse	Worse	Better	8.1	128	Better
CARS: LUXURY ELECTRIC																
✓ BMW i5	85	$91,695	Fair	Best	93	NA	295	Best / Better	Worse	Best	Best	Best	Better	3.5	125	Better
✓ BMW i4	84	$73,245	Fair	Better	89	NA	318	Best / Worse	Fair	Best	Better	Best	Best	3.5	129	Better
✓ Porsche Taycan	76	$128,520	Fair	Better	86	NA	295[E]	Best / Fair	Worse	Best	Better	Better	Best	4.0	130	Better
Tesla Model S	69	$92,690	Fair	Better	82	NA	366	Better / Fair	Worst	Best	Better	Better	Fair	3.2	125	Better
Mercedes-Benz EQE	66	$80,210	Worse	Better	83	NA	332	Better / Fair	Worse	Best	Best	Better	Better	5.5	121	Better
Mercedes-Benz EQS	65	$135,875	Worse	Better	87	NA	380	Best / Better	Worst	Best	Best	Best	Better	4.0	133	Better
Lucid Air	64	$128,550	Worse	Better	92	NA	396[E]	Better / Best	Worst	Better	Better	Best	Best	3.5	120	Better
SPORTS CARS: 2-SEAT																
✓ Chevrolet Corvette 6.2L	91	$77,680	Better	Best	97	19	360	Better / NA	Fair	Fair	Fair	Best	Best	3.4	113	Better
✓ Toyota Supra 3.0T	86	$56,115	Better	Better	91	27	365	Better / NA	Fair	Worse	Worse	Better	Best	4.6	115	Fair
✓ BMW Z4 2.0T	79	$59,195	Fair	Better	86	29	395	Best / NA	Fair	Worse	Worst	Best	Best	6.1	111	Fair
✓ Nissan Z 3.0T	77	$52,125	Fair	Better	80	24	400	Fair / NA	Better	Worse	Worse	Better	Best	5.1	121	Fair
✓ Mazda MX-5 Miata 2.0L	76	$32,715	Fair	Better	80	34	400	Fair / NA	Fair	Worst	Worse	Fair	Best	6.7	124	Fair
SPORTS CARS: 4/5-SEAT																
✓ Subaru BRZ 2.4L	86	$32,115	Better	Better	89	27	360	Better / Worst	Best	Worse	Fair	Fair	Best	6.3	117	Fair
✓ BMW 2 Series 2.0T	83	$39,595	Better	Better	85	31	425	Best / Worst	Fair	Better	Fair	Better	Best	6.4	128	Better
✓ Subaru WRX 2.4T	83	$38,920	Better	Better	84	25	420	Better / Fair	Better	Worse	Worse	Fair	Best	5.8	124	Better
✓ Toyota GR86 2.4L	82	$32,206	Better	Better	85	28	375	Better / Worst	Best	Worse	Worse	Fair	Best	6.3	119	Fair
✓ Volkswagen Golf GTI 2.0T	77	$36,539	Fair	Better	85	28	365	Better / Fair	Worse	Better	Fair	Better	Best	6.4	127	Better
✓ Mini Cooper 2.0T	73	$36,995	Better	Best	76	33	380	Better / Worst	Worst	Fair	Worse	Better	Best	6.5	123	Better
✓ Honda Civic Si 1.5T	73	$31,400	Better	Better	74	32	390	Better / Better	Best	Worse	Worse	Better	Best	7.3	134	Best
✓ Ford Mustang GT 5.0L	72	$55,200	Fair	Better	76	20	325	Better / Worst	Fair	Fair	Fair	Better	Best	4.6	129	Fair
Hyundai Ioniq 5 N	64	$68,270	Worse	Better	95	NA	236	Better / Better	Better	Better	Fair	Better	Best	3.3	119	Better
MINIVANS																
✓ Kia Carnival Hybrid 1.6T+H	82	$44,855	Better	Better	87	31	580	Better / Better	Better	Better	Better	Better	Fair	8.5	136	Better
✓ Toyota Sienna 2.5H	80	$43,570	Fair	Better	88	36	650	Better / Best	Better	Better	Better	Fair	Fair	8.2	148	Fair

Worse — Fair — Better | ✓ CR RECOMMENDED | CR GREEN CHOICE

Cadillac Optiq
$52,895–$55,595

66 EV OVERALL SCORE

ROAD-TEST SCORE **79** | RANGE **292** MILES

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Optiq has a 300-hp dual-motor powertrain with an 85-kWh battery, and went 292 miles in our 70-mph highway-range test. Home charging is relatively quick, thanks in part to an 11.5-kW onboard charger. Quick and quiet, the Optiq rides comfortably and handles responsively. The dash houses a 33-inch display that encompasses instrument panel and infotainment system functions. While there are physical buttons for many controls, Android Auto and Apple CarPlay are not available. The Optiq has a comprehensive suite of standard safety and driving assistance features, including the Super Cruise hands-free driving system.

Cadillac Vistiq
$77,395–$96,495

69 EV OVERALL SCORE

ROAD-TEST SCORE **88** | RANGE **292** MILES

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Vistiq three-row electric SUV went 292 miles in our 70-mph highway-range test. Its 615 hp from two electric motors makes the Vistiq quick yet also quiet. It has an 11.5-kW onboard charger for relatively speedy home charging of its 102-kWh battery, and a robust 190-kW max acceptance rate at DC fast chargers. The air suspension keeps the SUV settled and controlled, and helps give it responsive handling. Regen braking can be applied using a paddle on the steering wheel. Controls are a bit convoluted, with several functions taking multiple steps, and Android Auto and Apple CarPlay aren't available. GM's Super Cruise system is standard.

Cadillac XT5
$44,300–$62,100

63 GAS OVERALL SCORE

ROAD-TEST SCORE **77** | GAS **20** MPG

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

Cadillac's XT5 luxury SUV is powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the turbo four-cylinder feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious feel. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. BSW and RCTW are not available on the base trim.

Chevrolet Blazer
$34,200–$46,400

70 GAS OVERALL SCORE

ROAD-TEST SCORE **81** | GAS **19** MPG

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The five-passenger Blazer emphasizes styling and comfort over utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy drops to just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rear visibility is restricted because of the sloping roofline and thick rear roof pillars. A 10-inch center infotainment screen comes standard, and adaptive cruise control is now more widely available. BSW and RCTW are unavailable on the base trim.

Chevrolet Blazer EV
$44,600–$60,600

50 EV OVERALL SCORE

ROAD-TEST SCORE **70** | RANGE **278** MILES

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Blazer EV shares its platform with the Cadillac Lyriq. The AWD version we tested managed a respectable 278 miles in our 70-mph highway-range test. It has an 11.5-kW onboard charger that facilitates relatively quick home charging (about 10 hours on 240 volts). But its 150-kW DC fast charger acceptance rate isn't anything special. A FWD version is available. Power delivery is smooth and linear, but the ride is stiff and handling isn't particularly agile. We like that it has conventional door handles and a rear wiper. The large infotainment screen integrates Google maps and voice assistant, but Android Auto and Apple CarPlay are not available.

Chevrolet Colorado
$32,400–$50,500

53 GAS OVERALL SCORE

ROAD-TEST SCORE **71** | GAS **19** MPG

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Colorado midsized pickup comes only in a crew-cab, short-bed configuration with a 310-hp turbo four-cylinder paired with an eight-speed automatic. The engine packs a healthy midrange punch, but there are noticeable vibrations at low revs, and it sounds unrefined when pushed hard. Rear- and four-wheel drive are offered. Ride comfort is relatively refined for a pickup, and handling is reasonably responsive. The front seat and driving position are significantly improved from previous versions. Unfortunately, the rear seat is quite cramped, and the step-in height is high. On the other hand, most controls are easy to use.

Chevrolet Corvette
$70,000–$226,400

91 GAS OVERALL SCORE

ROAD-TEST SCORE **97** | GAS **19** MPG

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Corvette's mid-mounted, 495-hp, 6.2-liter V8 is coupled to a rapid-shifting eight-speed, dual-clutch automatic. It took just 3.4 seconds to sprint from 0 to 60 mph in our tests. Handling agility is superlative, with immediate turn-in response and almost zero body roll. Yet the ride is tolerable with the optional adaptive suspension. Rear and side visibility, as well as cabin access, are severely hampered. The cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. Other versions include the AWD E-Ray hybrid, 670-hp Z06, 1,064-hp ZR1, and 1,250-hp ZR1X. BSW and RCTW are optional.

Chevrolet Equinox
$28,700–$35,600

50 GAS OVERALL SCORE

ROAD-TEST SCORE **79** | GAS **25** MPG

RELIABILITY | OWNER SATISFACTION | SAFETY VERDICT

The Equinox has a pleasant powertrain and decent handling, but some of the controls are unintuitive to use. The result is that it doesn't stand out in the crowded small SUV segment. The 1.5-liter turbo four-cylinder feels energetic in everyday driving but doesn't have much power in reserve. The eight-speed automatic works well most of the time, barring some bumpy shifts. We managed 25 mpg overall for the AWD model we tested, which trails the class leaders. The ride is mostly comfortable, handling is responsive but not sporty, and stopping distances are competitive. The front seats are reasonably comfortable, and the rear seat is spacious.

WORSE — BETTER | CR RECOMMENDED

New Model Prediction ▸	BMW X1	BMW X3	BMW X5	Buick Enclave	Buick Encore	Buick E
	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '2
Overall Reliability	ⓘ ⌃ ⌃⌃ ⌃⌃ * ⓘ ⓘ ⌃	⌄ ⌄ ⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ	ⓘ ⌄ ⌄ ⓘ ⌃⌃ ⓘ ⌃ ⌃	⌄ ⌄ ⌃ ⌃ ⌃⌃ ⓘ ⌄	⌄ ⓘ ⓘ ⓘ ⓘ	⌄
Engine, Major	⌃⌃ * * * * ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄ ⌄ ⓘ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⓘ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃⌃ * * ⓘ	⌄
Engine, Minor	⌄⌄ * * * * ⌃⌃ ⓘ ⌃⌃	⌄⌄ ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * * ⌃⌃	⌄
Engine, Cooling	⌃⌃ * * * * ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * * ⌃⌃	⌄
Transmission, Major	⌃⌃ * * * * ⌄ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌄⌄	⌃⌃ ⌃⌃ * * ⌃⌃	⌃⌃
Transmission, Minor	⌃⌃ * * * * ⌃⌃ ⓘ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃	⌄ ⌄ ⓘ ⌃⌃ ⌃⌃ ⌃ ⌃⌃	⌃⌃ ⌃⌃ * * ⌃⌃	⌄
Drive System	⌄⌄ * * * * ⌃⌃ ⌃⌃ ⌃⌃	⌄ ⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌄ ⌄ ⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃	⌃ ⓘ ⌃⌃ ⌄⌄ ⌄ ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌃⌃ * * ⌃⌃	⌃⌃
Electric Motor						
EV Battery						
EV Charging						
Build Quality	⌄⌄ * * * * ⌄ ⓘ ⌃⌃	ⓘ ⌄⌄ ⌃ ⌄ ⌃ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌃⌃ ⌃ ⌃⌃ ⓘ ⓘ ⌃	⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌄⌄ ⌃⌃	⌄⌄ ⌄⌄ * * ⌄⌄	⌄⌄
Fuel System	⌃⌃ * * * * ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃⌃ ⌃ ⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄ * * ⌃⌃	⌃⌃
Electrical System	⌃⌃ * * * * ⌃⌃ ⓘ ⌃⌃	⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃⌃ * * ⌃⌃	⌃⌃
Climate System	⌃⌃ * * * * ⌃⌃ ⌃⌃ ⓘ	⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ ⌄⌄ ⌄ ⌃ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃	⌄⌄ ⌄⌄ * * ⌃⌃	⌄
Suspension	⌃⌃ * * * * ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌄⌄ ⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃ ⌃⌃	⌄ ⌄ ⌄ ⌄ ⌃ ⌄⌄ ⌃⌃ ⌃⌃	ⓘ ⌃⌃ ⌃⌃ ⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * * ⌃⌃	⌃⌃
Brakes	⌄ * * * * ⓘ ⓘ ⌃⌃	ⓘ ⓘ ⌃⌃ ⌄⌄ ⌄ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃ ⌄⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌄⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * * ⌃⌃	⌃⌃
In-Car Electronics	⌃⌃ * * * * ⌄ ⌄⌄ ⓘ	⌃ ⌃ ⓘ ⓘ ⌃ ⌃⌃ ⌃⌃ ⓘ	⌃ ⌄⌄ ⌄ ⌃ ⌃⌃ ⌃⌃ ⓘ ⓘ	ⓘ ⌃⌃ ⌃ ⌃⌃ ⓘ ⓘ ⌃ ⌄⌄	⌃ ⌃ * * ⌃⌃	⌃

New Model Prediction ▸	Buick Envision	Cadillac Lyriq	Cadillac XT5	Chevrolet Blazer	Chevrolet Bolt	Chevrolet Colorado
	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20
Overall Reliability	⌃ ⓘ ⌃⌃ ⓘ ⌄ ⌃ ⌃ ⌄	⌄ ⌄ ⌄	ⓘ ⌄ ⌄ ⌄ ⌃ ⌄ ⌄	⌄ ⌄ ⌄ ⓘ ⌃ ⌄ ⓘ	ⓘ ⓘ ⌄ ⌄ ⓘ ⌃	ⓘ ⌄ ⌄
Engine, Major	* ⌃⌃ ⌃⌃ ⓘ ⓘ ⌃⌃ ⌃⌃ ⌃⌃		⌄ ⌄ ⌄ ⌄ ⓘ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * ⌄ ⌃⌃ ⌃⌃ ⌃⌃		ⓘ ⌄ ⌄
Engine, Minor	* ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ ⌃⌃		⌃⌃ ⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄ * ⌃⌃ ⌄ ⌃⌃ ⌃⌃		ⓘ ⌄ ⌄
Engine, Cooling	* ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃		⌃⌃ ⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄ * ⌃⌃ ⌃⌃ ⌃⌃		⌃⌃ ⌄ ⌃
Transmission, Major	* ⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃		⌃⌃ ⌃ ⌄ ⌃⌃ ⌃⌃ ⌄ ⌄	⌄⌄ ⌄ * ⌃⌃ ⌃⌃ ⌄⌄ ⌃⌃		⌄⌄ ⌄⌄ ⌄
Transmission, Minor	* ⌃⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃		⌃⌃ ⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌄	⌄⌄ ⌄ * ⌃⌃ ⌃⌃ ⌄⌄ ⌃⌃		⌄⌄ ⌃⌃ ⌄
Drive System	* ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	* ⌃⌃ *	⌄⌄ ⌄ ⓘ ⌄ ⌃⌃ ⌃⌃ ⌄	⌃⌃ ⌄ * ⌃⌃ ⓘ ⌃⌃	⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⓘ ⓘ
Electric Motor		* ⌃⌃ *			ⓘ ⌃⌃ ⓘ ⌃⌃ ⌃⌃	
EV Battery		* ⌄ *			⌃ ⌄⌄ ⌄⌄ ⌄⌄ ⌃	
EV Charging		* ⌄ *			⌃⌃ ⓘ ⌃⌃ ⌃ ⌃⌃	
Build Quality	* ⌄ ⌃ ⓘ ⌄ ⌃⌃ ⌃ ⓘ	* ⌄ *	⌄ ⌃⌃ ⌃ ⌃ ⌄ ⓘ ⌃ ⌄⌄	ⓘ ⌃⌃ * ⌃⌃ ⌃ ⌃⌃	⌄⌄ ⌃⌃ ⌃ ⌃⌃ ⌄ ⌃⌃	⌄ ⌄ ⌃
Fuel System	* ⌃⌃ ⌃⌃ ⌄⌄ ⌄⌄ ⌄⌄ ⌃⌃ ⌃⌃		⌃⌃ ⌃⌃ ⓘ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ * ⌃⌃ ⓘ ⌃⌃		ⓘ ⌄ ⌄⌄ ⓘ
Electrical System	* ⌃⌃ ⌃⌃ ⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃		⌄ ⌃ ⌄ ⓘ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ * ⌄ ⌃⌃ ⌃⌃ ⌃⌃		⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃
Climate System	* ⌄ ⌃⌃ ⌃ ⌃ ⌃⌃ ⌃⌃ ⓘ	* ⌄ *	⌄ ⌄⌄ ⌄⌄ ⌄ ⌃⌃ ⓘ ⌃⌃	⌄⌄ ⌄⌄ * ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃ ⌃⌃ ⌃ ⌃⌃	⌄ ⌃ ⌃ ⌃⌃
Suspension	* ⌃⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⓘ	* ⌃⌃ *	⌃⌃ ⌃⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌄⌄ * ⌄ ⌃⌃ ⌃⌃	⌃ ⓘ ⓘ ⌄ ⌄	⌃⌃ ⌃ ⌃ ⌃⌃
Brakes	* ⌃ ⓘ ⌄⌄ ⌄⌄ ⌃⌃ ⌃⌃	* ⌃⌃ *	ⓘ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ ⌃⌃	⌄ ⌄ * ⓘ ⌃⌃ ⌃⌃	⌄⌄ ⌃ ⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌄ ⌄⌄
In-Car Electronics	* ⌃ ⓘ ⌃⌃ ⓘ ⓘ ⌄⌄ ⌄⌄	* ⌄⌄ *	⌃⌃ ⓘ ⌃⌃ ⌄ ⓘ ⌃ ⓘ	⌄⌄ ⌄⌄ * ⌃ ⓘ ⌃⌃ ⓘ	⌄ ⓘ ⌃ ⌄ ⌄ ⌃	ⓘ ⌄ ⌄⌄ ⌃

New Model Prediction ▸	Chevrolet Corvette	Chevrolet Equinox	Chevrolet Silverado 1500	Chevrolet Suburban	Chevrolet Tahoe	Chevrolet Trailblazer
	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21 '22 '23 '24 '25	'18 '19 '20 '21
Overall Reliability	⌃ ⌃⌃ ⌃ ⌃ ⌄ ⌃⌃ ⌃⌃ ⌄	ⓘ ⌃ ⓘ ⓘ ⌃ ⌃ ⌃ ⌄⌄	⌄ ⌄ ⌄ ⌄ ⌄ ⌄ ⌄ ⌃	⌄ ⌄ ⌄ ⌄⌄ ⌄ ⌄ ⌄	⌄ ⌄ ⌄ ⌄⌄ ⌄ ⌄ ⌄	⌄
Engine, Major	* ⌃⌃ * ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃⌃ ⓘ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌄⌄ ⌃ ⌄⌄ ⌄⌄ ⌄ ⌃	⌃ ⌄⌄ ⓘ ⌄⌄ ⌄⌄ ⓘ ⌄ ⌄	⌃ ⌄⌄ ⓘ ⌄⌄ ⌄⌄ ⓘ ⌄ ⌄	*
Engine, Minor	* ⌄⌄ * ⌃⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌄⌄ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	*
Engine, Cooling	* ⌃⌃ * ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	*
Transmission, Major	* ⌃⌃ * ⌃ ⓘ ⌃⌃ ⌃⌃ ⌄⌄	⌃⌃ ⌃ ⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄ ⌄ ⌄ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌄ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌄ ⌃⌃ ⌃⌃	*
Transmission, Minor	* ⌃ * ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌄⌄	⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃ ⌃ ⌃⌃ ⌃⌃	⌃ ⓘ ⌃ ⌃⌃ ⓘ ⌃ ⌃ ⌃	⌃ ⓘ ⌃ ⌃⌃ ⓘ ⌃ ⌃ ⌃	*
Drive System	* ⌃⌃ * ⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃⌃ ⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ	⌄⌄ ⌄ ⌃ ⓘ ⌃⌃ ⌃ ⌃	⌃ ⓘ ⌄ ⌃ ⌄ ⓘ ⌃⌃ ⌃⌃	⌃ ⓘ ⌄ ⌃ ⌄⌄ ⓘ ⌃⌃ ⌃⌃	*
Electric Motor						
EV Battery						
EV Charging						
Build Quality	* ⌃⌃ * ⌃ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⓘ	⌄⌄ ⌄⌄ ⌄⌄ ⌃ ⌃ ⓘ ⓘ ⌃⌃	⌄⌄ ⓘ ⌄⌄ ⓘ ⌄⌄ ⌃ ⌃ ⌄	⌄⌄ ⓘ ⌄⌄ ⓘ ⌄⌄ ⌃ ⌃ ⌄	*
Fuel System	* ⌃⌃ * ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃ ⌃ ⌄⌄ ⓘ ⌄⌄ ⓘ ⌃	ⓘ ⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌄ ⌃⌃	⌃⌃ ⌃⌃ ⌃ ⌄⌄ ⌃⌃ ⌄⌄ ⓘ ⌃⌃	⌃⌃ ⌃⌃ ⌃ ⌄⌄ ⌃⌃ ⌄⌄ ⓘ ⌃⌃	*
Electrical System	* ⌃ * ⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌃⌃ ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃	⌃⌃ ⓘ ⌃⌃ ⌃ ⌄⌄ ⌃ ⓘ ⌃⌃	⌃⌃ ⓘ ⌃⌃ ⌃ ⌄⌄ ⌃ ⓘ ⌃⌃	*
Climate System	* ⌃⌃ * ⌃⌃ ⌄⌄ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃ ⓘ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	ⓘ ⌃ ⌃⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃	ⓘ ⌄⌄ ⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃⌃	ⓘ ⌄⌄ ⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃⌃	*
Suspension	* ⌃⌃ * ⌄ ⌃⌃ ⌃⌃ ⌃⌃	⌃ ⌃⌃ ⌃ ⌃⌃ ⌃⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌃ ⓘ ⓘ ⌃⌃ ⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄⌄ ⌄⌄ ⌃ ⌃⌃ ⌃⌃	*
Brakes	* ⌃⌃ * ⌃⌃ ⌃ ⌃⌃ ⌃	⌄ ⓘ ⌃⌃ ⌃⌃ ⌃ ⌃ ⌃⌃	⌄⌄ ⌄⌄ ⌄⌄ ⓘ ⌃ ⌃⌃ ⌃⌃	⌃ ⌄⌄ ⌄⌄ ⓘ ⌃⌃ ⌃ ⌃⌃	⌃ ⌄⌄ ⌄⌄ ⓘ ⌃⌃ ⌃ ⌃⌃	*
In-Car Electronics	* ⌄ * ⌃⌃ ⓘ ⓘ ⌃⌃ ⓘ	ⓘ ⌃ ⌃ ⌃⌃ ⌃ ⌃ ⌃⌃ ⌄⌄	⌄⌄ ⌄ ⌃ ⌃ ⌄ ⌄ ⌄ ⌄	⌃⌃ ⓘ ⌃ ⌃ ⓘ ⌄ ⓘ ⌄⌄	⌃⌃ ⓘ ⌃ ⌃ ⓘ ⌄ ⓘ ⌄⌄	*

⌄⌄ ⌄ ⓘ ⌃ ⌃⌃ WORSE — BETTER