



APRIL 2021

CR Consumer Reports®

260
VEHICLES
RATED AND
REVIEWED

BEST & WORST

CARS, TRUCKS, AND SUVs



RIVIAN R1T



TOYOTA RAV4 PRIME

- ▶ 10 TOP PICKS
- ▶ GREAT TIRES FOR LESS
- ▶ EVs YOU'LL LOVE
- ▶ BEST USED CARS UNDER \$20,000



CLEAN-AIR CARS

INTRODUCING CR's 'GREEN CHOICE'



FORD MUSTANG MACH-E

THE NEXT EVs

Check out the coming wave
of electric SUVs and pickup trucks

BY BENJAMIN PRESTON



🔌 CHARGING AHEAD

The Rivian R1T, Ford Mustang Mach-E, and Volkswagen ID.4 are among the many EVs racing to market.



UNTIL RECENTLY, the electric vehicle revolution was limited mainly to sedans and small hatchbacks, not the pickups

and SUVs that Americans so love. But that's changing as advances in battery technology make it more affordable to put electric powertrains into heavier vehicles. "With the effortless power of silent and efficient electric motors, EVs are already starting to dominate the

sports car and luxury vehicle markets," says Jake Fisher, head of auto testing at Consumer Reports. "SUVs and pickups are a logical next step, as EVs can slash gasoline use while providing the torque and power that consumers want."

Other factors are also sparking interest in EVs. Several states are following California's lead in requiring that all vehicles be emission-free by 2035. And General Motors recently said it aspires to stop producing gas-powered passenger vehicles by the same year. Other automakers could follow.

While EVs often cost more up front, tax breaks can lower their cost. And they can be cheaper over the long haul, saving not only on fuel but also on repairs because their simpler mechanics make them easier to maintain. A recent CR analysis found that overall, a small gas-powered SUV with 24 mpg costs 18 cents per mile to operate vs. 8 cents per mile for an equivalent EV. And the savings for going electric could be even greater with pickups because gas-powered versions of those tend to be the thirstiest models on the road.

TRUCKS

Ford F-Series pickups have dominated U.S. vehicle sales for decades, with big trucks from Chevrolet and Ram close behind. EV manufacturers have noticed. Ford has an electric F-150 in the works, GM revived its Hummer nameplate as an EV, and a handful of new manufacturers are poised to unleash fresh-looking takes on the powerful trucks that American buyers have come to expect. But before you get too excited by the torque claims some manufacturers make, it's good to understand how they arrive at those numbers. The Hummer EV pickup, for example, comes with an 11,500 lb.-ft. torque rating compared with a 1,075 lb.-ft. rating for the Ram 3500, a powerful conventional truck. But that's because the torque on a conventional truck is measured at the engine, not the wheels, as it is in many EVs. Measured at its motors, the Hummer's torque would be more in line with a diesel-powered truck. So EV truck owners can expect snappy acceleration and impressive towing, but not necessarily more capability than with a conventional pickup. The details here are for starting-price models.



FORD F-150 EV

STARTING PRICE: Not yet available
RANGE: Not yet available
MOTOR POWER: Not yet available
TOWING CAPACITY: Not yet available
ON SALE: Mid-2022

Ford is keeping many details about its all-electric truck under wraps. But it's reasonable to predict towing capacity and range that rival other electric pickups.



GMC HUMMER EV

STARTING PRICE: \$79,995
RANGE: About 350 miles
MOTOR POWER: 625 horsepower
TOWING CAPACITY: Not yet available
ON SALE: Fall 2021

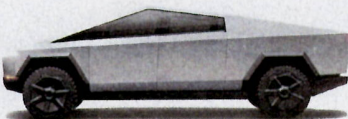
Reborn as an EV, the new Hummer could be a fun off-road toy for the few who can afford it. It includes, for example, a crab-walk feature that helps it maneuver through tight spaces on the trail.



RIVIAN R1T

STARTING PRICE: \$67,500
RANGE: Up to 300 miles
MOTOR POWER: 800+ horsepower
TOWING CAPACITY: Up to 11,000 lb.
ON SALE: Preorder now, with deliveries in the summer

Also aimed at well-heeled adventurers, the Rivian combines futuristic looks with off-road prowess. It will come as a pickup (R1T) and an SUV (R1S).



TESLA CYBERTRUCK

STARTING PRICE: \$39,900
RANGE: 250+ miles
MOTOR POWER: Not yet available
TOWING CAPACITY: 7,500+ lb.
ON SALE: Late 2022

Some love its angular looks, others not so much. But at this point, the Cybertruck is mostly concept. Tesla has not yet revealed its final market-ready form.

SUVs

Pickups may be the best-selling individual vehicles in the U.S., but compact and midsize SUVs—with their ample space and elevated ride height—account for the bulk of overall sales. When the EV dam finally breaks, it will probably be the humble crossover that does the job. Models such as the Toyota RAV4 and Honda CR-V are now the family hauler of choice in the U.S., so it makes sense that manufacturers keen on selling EVs would turn to SUVs. The first electric SUV to hit it big was the Tesla Model X, a luxury model that's out of reach for most people, with a starting price of \$89,990. The company also has a less expensive SUV, the Model Y, starting at \$41,990. But more affordable options are on the way, with most major automakers launching at least one model in the next few years. And as more people buy the vehicles and production costs decline, expect sticker prices to drop, too. Details that follow are for starting-price models of each vehicle.



AUDI Q4 E-TRON

STARTING PRICE: Not yet available
RANGE: Not yet available
MOTOR POWER: Not yet available
BATTERY CAPACITY: Not yet available
ON SALE: Not yet available

Built on the same modular electric drive architecture (MEB) platform as the Volkswagen ID.4, the Q4 E-Tron is a luxury model that will compete with the Tesla Model Y. It's part of Audi's push to have nearly one-third of the models it sells in the U.S. be electrified by 2025.



NISSAN ARIYA

STARTING PRICE: About \$40,000
RANGE: Up to 300 miles
MOTOR POWER: 214 horsepower
BATTERY CAPACITY: 65 kWh
ON SALE: Late 2021

Similar in size to the popular gasoline-powered Nissan Rogue, the Ariya will come in front- and all-wheel-drive versions. The starting-price model will cost less than a basic Tesla Model Y.



VOLKSWAGEN ID.4

STARTING PRICE: \$39,995
RANGE: 250 miles
MOTOR POWER: 201 horsepower
BATTERY CAPACITY: 82 kWh
ON SALE: Available now

VW says the ID.4 will be about the size of a Tiguan compact SUV but with the ride and handling of a standard Golf, which is being discontinued in the U.S.



VOLVO XC40 RECHARGE

STARTING PRICE: \$53,990
RANGE: 208 miles
MOTOR POWER: 402 horsepower
BATTERY CAPACITY: 78 kWh
ON SALE: Available now

Volvo says the electric version of its compact luxury SUV will be the first in its lineup to get Android software and over-the-air updates.

FIRST DRIVE

FORD MUSTANG MACH-E



The Mustang Mach-E is Ford's first EV designed to be electric from the outset. It wears the Mustang name and adapts a few styling cues from that iconic muscle car, but this is an all-new animal. For starters, it's an SUV with room for five, not a low-slung coupe. Based on our initial drive and positive reactions from onlookers, we think Ford's heritage-inspired EV could be a winner.

Before buying our own Mach-E for a full test, we rented one from Ford for a First Drive, opting for an extended-range premium AWD rated for 270 miles of range. A full charge on a 240-volt connector takes 10.7 hours, according to the Environmental Protection Agency. Ford says DC fast charging can bring the battery from 10 percent to 80 percent in 45 minutes.

The electric power is immediate, smooth, and quiet—quite different from the raucous, engine-revving, gear-slapping experience of a Mustang GT. The Mach-E has an Unbridled mode, which adds an artificial engine sound through the speakers tied to how hard you accelerate. Beyond the straightline thrills expected from a Mustang, the Mach-E has nimble handling and quick reflexes. Factor in the high-tech interior and the versatility, and this is truly a “Mustang plus.”

WHAT WE RENTED: 2021 Ford Mustang Mach-E Premium AWD

POWERTRAIN: 346 horsepower combined from two electric motors; 1-speed direct drive; all-wheel drive; 88-kWh battery

MSRP: \$49,700

OPTIONS: 88-kWh extended range battery, \$5,000
 Rapid Red metallic paint, \$400

DESTINATION FEE: \$1,100

TOTAL COST: \$56,200
 (before \$7,500 federal tax credit)

WE LIKE: Handling, power delivery, versatility, connectivity

WE DON'T LIKE: Rear hatch power release through screen

A large touch screen dominates the dashboard and serves as a gateway to audio, climate, phone, navigation, and EV data. It takes some getting used to, and some functions, like releasing the rear hatch, take three steps. Wireless Android Auto and Apple CarPlay work seamlessly. The FordPass app lets you remotely control the temperature and monitor vehicle status. See our full First Drive review at [CR.org/mache0421](https://www.cars.com/cr/mache0421).
 — Gabe Shenhar

Ford Mustang Mach-E

NA
OVERALL SCORE

The Mustang Mach-E is an all-new, all-electric SUV. It draws some styling cues from the iconic Mustang sports car, but it is otherwise its own animal. It's offered in rear- and all-wheel drive configurations. The driving range spans 210 to 300 miles, depending whether you get the 68- or 88-kilowatt-hour battery, and AWD versions have a shorter range than FWD ones. We found the Mach-E to be quick, quiet, and agile. There are three adjustable driving modes, with the Unbridled one adding an artificial "engine" sound. The ride skews firm but is steady and controlled. The five-passenger interior is roomy and features a giant screen for accessing audio, phone, navigation, and EV-related information. All Mach-Es come with the Ford Co-Pilot360 2.0 safety suite, which includes FCW, AEB with pedestrian detection, and BSW.



\$42,895-\$60,500
RELIABILITY **W** SATISFACTION **G**
ROAD-TEST SCORE **NA** MPG **NA**

Genesis G90

68
OVERALL SCORE

The G90 flagship sedan embodies stress-free luxury at a competitive price. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive. The spacious but slightly understated cabin is decked out in soft materials and trimmed in wood and chrome. We like that the controls are user-friendly. The ride is cushy and cossetting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this off-chauffeur-driven class, the back seat is really the place to be. Those in the back seat even get controls in the rear armrest to manage audio and climate settings. A complete suite of active safety features is standard, including FCW, AEB, and BSW.



\$72,950-\$79,200
RELIABILITY **W** SATISFACTION **I**
ROAD-TEST SCORE **89** MPG **18**

Ford Ranger

46
OVERALL SCORE

The Ranger compact pickup truck offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. New for 2021 is the Tremor package, which includes special off-road suspension components. AEB is standard.



\$24,820-\$38,785
RELIABILITY **W** SATISFACTION **G**
ROAD-TEST SCORE **55** MPG **20**

Genesis GV80

NA
OVERALL SCORE

The 2021 GV80 is the first SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the redesigned G80. Rear- and all-wheel-drive versions are available. Like in the G80, the standard engine is a 300-hp, 2.5-liter four-cylinder turbo and the uplevel engine is a punchy 375-hp, 3.5-liter V6 turbo. A small third-row seat is optional. The GV80 is taut and agile, with a steady ride and responsive steering. The interior is swanky, but the new infotainment system is very tricky to use. The GV80 comes standard with FCW, AEB that can detect vehicles approaching from the side in addition to pedestrians, BSW, and rear cross traffic warning with automatic braking.



\$48,900-\$70,950
RELIABILITY **W** SATISFACTION **G**
ROAD-TEST SCORE **NA** MPG **NA**

Genesis G70

64
OVERALL SCORE

The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, but ultimately its acceleration time is among the slowest in the class. We got 23 mpg in our all-wheel-drive version, which isn't particularly good, either. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are rather long. The car is quiet, and the interior is well-assembled. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the back seat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. FCW, AEB with pedestrian detection, and BSW are standard.



\$36,000-\$48,200
RELIABILITY **W** SATISFACTION **G**
ROAD-TEST SCORE **74** MPG **23**

GMC Acadia

71
OVERALL SCORE

The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned 19 mpg in our tests. A less powerful but still capable 2.5-liter four-cylinder is standard. A 230-hp turbocharged four-cylinder joins the ranks. All engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. FCW and AEB are optional; BSW and rear cross traffic warning are standard.



\$29,800-\$48,300
RELIABILITY **I** SATISFACTION **W**
ROAD-TEST SCORE **83** MPG **19**

Genesis G80

NA
OVERALL SCORE

The redesigned Genesis G80 is based on a new rear-drive platform, with the latest infotainment features and innovative active safety features. It competes with the Mercedes E-Class and BMW 5 Series. Beneath the sleek shape is an all-new structure shared with the GV80 SUV. The standard engine is a turbocharged 300-hp, 2.5-liter four-cylinder, and the uplevel engine is a 375-hp, 3.5-liter V6 turbo that provides effortless acceleration. All-wheel drive is optional. Ride comfort is impressive, and handling is responsive. Fit and finish is top-notch. However, the infotainment system is very tricky to use. Standard active safety features include FCW, AEB with pedestrian detection, and BSW.



\$47,700-\$62,250
RELIABILITY **W** SATISFACTION **G**
ROAD-TEST SCORE **NA** MPG **NA**

GMC Canyon

43/44
OVERALL SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode that keeps the truck in the right gear for the situation, rather than upshifting for fuel-economy improvements. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available, and a locking tailgate is a new option. These small trucks offer optional FCW but no AEB or BSW. An off-road AT4 model is new for 2021.



\$26,400-\$44,700
RELIABILITY **W** SATISFACTION **I**
ROAD-TEST SCORE **60-61** MPG **18-24**