

OVERALL SCORE

73

✔ CR Recommended

2020 Nissan Sentra

CR MPG Overall 23 / City 22 / Hwy 44 mpg
#8 of 16 Compact Cars

✔ HIGHS

- Ride
- Handling
- Controls
- Rear seat
- Braking
- Fuel economy

✘ LOWS

- Front seat short on lower-back support
- Foot-operated parking brake
- Headlight performance

ROAD TEST



PREDICTED RELIABILITY



PREDICTED OWNER SATISFACTION



Road Test Results

Performance

Acceleration	4/5
0 to 60 mph	8.5 sec
Transmission	4/5
Fuel Economy	5/5
CR's Overall Mileage	32 mpg
CR's City Mileage	22 mpg
CR's Highway Mileage	44 mpg
Annual Fuel Cost	\$895
Braking	5/5
Emergency Handling	4/5

Comfort/Convenience

Ride	4/5
Noise	4/5
Front Seat Comfort	3/5
Rear Seat Comfort	4/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	4/5

Survey Results

Reliability History

2012	2013	2014	2015	2016	2017	2018	2019
↓	↓	↓	↓	NA	↓	NA	NA

Owner Satisfaction

2012	2013	2014	2015	2016	2017	2018	2019
↓	↓	↓	↓	↓	↓	↓	↓

CR Road Test Results

The new Sentra not only sheds the dowdy look of its predecessor, but it also brings a remarkable transformation to the driving experience. We found it to be one of the best compact sedans, thanks to capable ride and handling, good fuel economy, relatively roomy interior, and intuitive controls.

The upgraded powertrain is a pleasant 149-hp, 2.0-liter four-cylinder engine that replaced the rougher 1.8-liter. The continuously variable transmission (CVT) acts like a refined conventional unit and ensures a predictable, unobtrusive power delivery. Together, they endow the Sentra with relatively quick acceleration and commendable 32 mpg overall in our tests.

The lower stance, combined with more advanced rear suspension improves ride and handling. The Sentra feels responsive in corners and remains secure even when pushed to its limits on our track. The ride is steady and absorbent, but we would caution that the wider tires on the SR trim take away from ride comfort.

By the class standards, the interior looks upscale, especially in the upper trim versions. Buyers can even get a power seat, leather upholstery, and heated seats. The rear seat is relatively roomy, which is not a given in this category.

Controls are intuitive and the infotainment system is very easy to use. Most trims except the base version come with Android Auto and Apple CarPlay capabilities. We were rather dismayed, however, with the antiquated foot-operated parking brake.

Nissan's Safety Shield 360 is standard and includes forward collision warning (FCW), automatic emergency braking with pedestrian detection (AEB), and blind spot warning (BSW). Unlike some competitors, it does not include lane keeping assistance (LKA).

Best Version to Get

At minimum, we'd get the SV since it comes with Android Auto and Apple CarPlay, automatic climate control, larger touch screen, and push-button start. We would also add the Premium package, which brings a power seat with lumbar adjustment, but avoid the SR because of the larger 18-inch wheels that hurt ride comfort.

Notable changes:

The 2020 Sentra is newly redesigned from the ground up including an independent rear suspension and a newer 2.0-liter engine.

To read the full road test, visit www.consumerreports.org/cars/nissan/sentra/2020/road-test