

OVERALL SCORE

77

✔ CR Recommended

2021 Nissan Sentra

CR MPG Overall 32 / City 22 / Hwy 44 mpg
#2 of 14 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 0 to 60 mph	8.5 sec	4/5
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

2013	2014	2015	2016	2017	2018	2019	2020
↓	NA	↓	NA	↓	NA	NA	NA

Owner Satisfaction

2013	2014	2015	2016	2017	2018	2019	2020
↓	↓	↓	↓	↓	↓	↓	NA

CR Road Test Results

Nissan didn't hold back with its 2020 redesign of the Sentra, metamorphosing the dowdy-looking, also-ran sedan into one that now stands with the top models in the compact sedan class. This is the best Sentra we've ever tested, with its comfortable ride, nimble handling, great fuel economy, roomy cabin, and intuitive controls.

The upgraded powertrain is a pleasant 149-hp, 2.0-liter four-cylinder engine that replaced the rougher and older 1.8-liter. The continuously variable transmission acts like a refined conventional automatic transmission and ensures a predictable, unobtrusive power delivery. Together, they endow the Sentra with relatively quick acceleration and commendable fuel economy of 32 mpg overall. Still, it's only 1 mpg better than Nissan's larger Altima midsize sedan.

The lower stance, combined with more advanced rear suspension improves both the ride and handling characteristics. The Sentra is now enjoyable to drive. It feels responsive in corners and remains utterly secure even when pushed to its limits on our track. The ride is steady and absorbent, and feels supple and composed over bumps. But, we would caution that the wider tires on the SR trim take away from 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 Sentra's driving position provides unobstructed outward visibility. Drivers found that the front seats became too soft over longer drives, losing support. But the power seat, part of a pricey options package, provides better lower-back support and cushion height adjustment.

The rear seat is surprisingly roomy, which is not a given in this category.

Our testers found that the infotainment and climate controls are a model of simplicity and a snap to use. All trims come with Android Auto and Apple CarPlay capabilities. We were rather dismayed however, with the antiquated foot operated parking brake, which is very easy for the driver to bank his or left shin into.

Nissan's Safety Shield 360 is standard and includes forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, and blind spot warning (BSW), but 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 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. Updates for 2021 include standard Android Auto and Apple CarPlay for all trims.

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