

Rugged Practicality

Refreshed Honda Passport Prioritizes Utility, Off-Road Chops

By Derek Price
CARGAZING.COM

The 2024 Honda Passport is a study in pragmatism, a vehicle that, for the most part, eschews frills in favor of sheer usefulness.

Refreshed for the new model year with updated styling, improved off-road chops and a more versatile interior, this midsize SUV is tailor-made for weekend warriors who prioritize cargo space and reliability above all else.

Slip behind the wheel and the Passport immediately impresses with its cavernous interior. With over 50 cubic feet of cargo volume behind the second row, this Honda can swallow gear for even the most ambitious adventures.

The rear load floor is low and flat, making it a breeze to load bulky items. For those who frequently haul messy cargo, the Passport's durable floor covering is a welcome touch.

On the road, the Passport's 3.5-liter V6 engine is a smooth and willing companion. With 280 horsepower on tap, this Honda has no trouble merging onto highways or passing slower traffic. The nine-speed automatic transmission delivers seamless shifts, making the most of the engine's ample power.

However, that potent V6



Rugged styling updates give the 2024 Honda Passport a more adventurous look, hinting at its off-road potential and spacious, utilitarian interior.

comes with a notable thirst for fuel. During my week of mixed driving, I averaged just over 20 mpg, a figure that trails more efficient four-cylinder rivals. For buyers who rack up serious miles, the Passport's fuel economy could prove a significant long-term expense.

Honda has tuned the Passport's suspension for a firm, controlled ride that errs more towards capability than outright comfort.

While the ride never felt harsh, it didn't quite soak up imperfections with the supple refinement of some competitors.

The upside is confident handling for a vehicle of this size, with minimal body lean in corners and a planted feel on the highway.

Inside, the Passport's cabin prioritizes function over luxury. The materials are hardy and well-screwed together, but some of the

tures like leather upholstery, a power moonroof and a full suite of driver assistance technologies. However, the lack of a more basic, affordable trim level may turn off buyers who don't need or want all the bells and whistles.

For those seeking maximum off-road capability, the TrailSport model adds rugged hardware like an off-road tuned suspension and all-terrain tires.

While I didn't have the opportunity to push the TrailSport to its limits, its extra wheel travel and standard all-wheel drive should make it a formidable companion for modest off-grid excursions.

Ultimately, the 2024 Honda Passport is a vehicle for pragmatists, those who prioritize dependability, utility and resale value over coddling luxury or pulse-quicken performance.

It's not the most refined or fuel-efficient option in its class, but its spacious interior, strong reliability record and solid driving dynamics make it a compelling choice for adventurous families.

Including the destination charges, pricing starts at \$43,295 for the well-equipped EX-L and tops out at \$49,365 for the more upscale Black Edition. The Transport occupies the middle rung of the Passport ladder at \$45,895.

AT A GLANCE

What was tested?

What was tested? 2024 Honda Passport AWD Trailsport (\$44,500). Options: Sonic gray paint (\$455). Price as tested (including \$1,375 destination charge): \$46,330

By The Numbers

Wheelbase: 110.9 in.
Length: 189.1 in.
Width: 78.6 in.
Height: 72.2 in.
Engine: 3.5-liter V6 (280 hp, 262 lbs. ft.)
Transmission: Nine-speed automatic
Fuel economy: 19 city, 24 highway

RATINGS

Style: 9
Performance: 8
Price: 7
Handling: 9
Ride: 6
Comfort: 6
Quality: 9
Overall: 8

Why buy it? It offers a winning combination of versatility, capability and reliability, making it an ideal choice for active families who prioritize practicality over pampering.

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Refreshed for the new model year with updated styling, improved off-road chops and a more versatile interior, this mid-size SUV is tailor-made for weekend warriors who prioritize cargo space and reliability above all else.

Slip behind the wheel and the Passport immediately impresses with its cavernous interior. With over 50 cubic feet of cargo volume behind the second row, this Honda can swallow gear for even the most ambitious adventures.

The rear load floor is low and flat, making it a breeze to load bulky items. For those who frequently haul messy cargo, the Passport's durable floor covering is a welcome touch.

On the road, the Passport's 3.5-liter V6 engine is a smooth and willing companion. With 280 horsepower on tap, this Honda has no trouble merging onto highways or passing slower traffic. The nine-speed automatic transmission delivers seamless shifts, making the most of the engine's ample power.

However, that potent V6 comes with a notable thirst for fuel.



The 2024 Honda Passport's cabin focuses on functionality and durability, with ample cargo space and well-built, if not overtly luxurious, materials.

During my week of mixed driving, I averaged just over 20 mpg, a figure that trails more efficient four-cylinder rivals. For buyers who rack up serious miles, the Passport's fuel economy could prove a significant long-term expense.

Honda has tuned the Passport's suspension for a firm, controlled ride that errs more towards capa-

bility than outright comfort. While the ride never felt harsh, it didn't quite soak up imperfections with the supple refinement of some competitors.

The upside is confident handling for a vehicle of this size, with minimal body lean in corners and a planted feel on the highway.

Inside, the Passport's cabin prioritizes function over luxury. The

materials are hardy and well-screwed together, but some of the plastics feel a bit hard and utilitarian compared to more upscale rivals.

Still, everything operates with a reassuring heft, and the controls are laid out with intuitive simplicity. This is an interior built to withstand years of abuse from muddy boots and soggy camping gear.

The Passport's standard equipment roster is generous, with even the base EX-L model offering features like leather upholstery, a power moonroof and a full suite of driver assistance technologies. However, the lack of a more basic, affordable trim level may turn off buyers who don't need or want all the bells and whistles.

For those seeking maximum off-road capability, the TrailSport model adds rugged hardware like an off-road tuned suspension and all-terrain tires.

While I didn't have the opportunity to push the TrailSport to its limits, its extra wheel travel and standard all-wheel drive should make it a formidable companion for modest off-grid excursions.

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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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