

# Your Pilot Speaking

by Joe Sage

**H**onda Pilot has been completely reworked for 2016. Gone is the familiar blocky box with us since 2009. In its place is a handsome new third-generation streamliner, less distinctive but certainly more attractive and competitive.

There are five trim levels, of which this Elite is the top. All are available with front- or all-wheel drive, except this top Elite, which is AWD only (which suits our thinking fine). Other trim levels are 8-seaters, while the Elite seats seven. The AWD models can tow 5000 lbs, the FWD models 3500 lbs, either of which is quite competitive. Lower models have a 6-speed automatic, upper models (including this one) a 9-speed. The 9-speed is more than an equalizer for the additional weight of the upper trims, breaking 20 MPG city in FWD on the next-to-top Touring model (20-27-23 MPG city-hwy-combined), while AWD top

trims rate 26 MPG highway, matching city and combined for more frugal FWD lower trims and missing highway by just one point. The 9-speed beats the 6-speed by one point in all three mileage ratings.

Pilot is the top dog, a midsize despite its 7- or 8-seat capacity, in a family of three from Honda that also includes the compact CR-V and new-for-2014 subcompact (but generously so) HR-V. It's a fairly easy family to choose among, with Pilot remaining the most clearly delineated.

Pilot packaging is strong—seven or eight seats in an officially midsize machine with high capabilities, though its turning circle is quite large. Much attention has been given to infotainment interface and controls. These are seldom mastered in a few days' time, but we would revise the comprehensive glass panel that covers not only the touchscreen itself, but all its subsidiary controls at left—you absolutely have to take your eyes off

## SPECIFICATIONS

ENGINE / DRIVETRAIN .....	3.5L V6 / AWD
HORSEPOWER/TORQUE .....	280 hp / 262 lb-ft
TRANSMISSION .....	9-spd automatic, paddle shifters
TRACTION MGMT .....	snow-sand-mud (AWD)
SEATING CAPACITY .....	7 passengers
TURNING CIRCLE .....	39.4 ft
WEIGHT .....	4317 lb
TOW CAPACITY .....	5000 lb
MPG .....	(9-spd AWD) 19/26/22 city/hwy/comb
CARGO VOLUME .....	all seats up: 16.0 cu.ft.
	.....behind 2nd row / 1st row: 46.0 / 82.1 cu.ft.
LENGTH / WHEELBASE .....	194.5 in / 111.0 in
<b>BASE PRICE .....</b>	<b>\$46,420</b>
<b>DESTINATION CHARGE: .....</b>	<b>880</b>
<b>TOTAL .....</b>	<b>\$47,300</b>

your driving to utilize this, and surely always will. Issues are compounded by pressure-sensitivity needed for several operations that could be touch.

It's a Honda, so there are no painful deliberations nor markups—our top trim was complete at its \$46,420 base price. The base LX model in FWD has a base price of \$30,145. Deliberations are not entirely eliminated, as there are fully 17 different trim or trim-and-bundle varieties. ■

*The new Honda Pilot unfortunately adopts a version of the circle, square, push, pull, lever, button free-for-all interface that passes as a shifter in some other recent Acura models.*

