

A peek over the horizon is a hot item now.

by Joe Sage

Honda brought back the Passport in 2019, after an 18-year absence, filling a two-row SUV space with something closer to the three-row Pilot than the smaller CR-V and HR-V. These were our wheels in the Northwest, to get to and from NWAPA Drive Revolution. Ours was a 2024, but you can already buy a basically identical 2025, if so desired (any trim other than the top Black Edition is just \$500 more for the newer model year).

The format is inherently friendly to heading off-pavement, and in 2022, they took a step closer to the dirt by adding the brand's first TrailSport build to the Passport lineup. Though quite capable for off-highway weekend duty, it was not intended to be a full-on rock conqueror, but, along with the model's new, more trucklike styling, bringing a burlier look and feel. Style and feature details point in this direction. Its tires are tough enough, but more-so have the looks, with a beefy off-road tread mimicked in its sidewall treatment.

We had the Passport TrailSport for a week at home then (see our May-June 2022 issue), noting,

2024/2025 HONDA PASSPORT LINEUP

	2024	2025
EX-L	\$41,900	\$42,400
TrailSport	▼ 44,500	45,000
Black Edition	45,430	48,470

"Honda Passport is a pretty tough SUV already, (without) a pressing need to be amped up. Fact is, this new Honda Passport TrailSport is a stepping stone to even rougher and tougher looks and features to follow. Watch for TrailSport to be developed into much more.") That time is now upon us.

The first materials for an all-new 2026 model simply say, "The development of the next-generation Passport TrailSport—the most adventure ready and capable Honda SUV yet—is underway. With a truly rugged design, authentic off-road capability, next-level versatility and innovative features, the 2026 Honda Passport is set for arrival early next year"—which is now a matter of mere months. A teaser photo taken in the dark shows "PASSPORT" embossed across the front fascia and new amber daytime running lights.

This is not only a coming attraction for 2026, but an opportunity for last call on the 2024 and 2025. As noted from our 2022 drive, "not overly extreme and not overly expensive, Honda Passport TrailSport delivers good clean fun." ■

SPECIFICATIONS

ASSEMBLY	Lincoln, Alabama
CONTENT	75% US/Canada
ENGINE/TRANSMISSION	US / US
ENGINE	3.5L i-VTEC dir inj V6 24v SOHC w variable cylinder management
HP/TORQUE	280 hp / 262 lb-ft
COMPRESSION RATIO	11.5:1
TRANSMISSION	9-spd auto shift-by-wire, paddles
DRIVETRAIN	i-VTM4 all-wheel-drive
INTELL TRACTION MGMT	snow-sand-mud
SUSPENSION	(TrailSport: off-road tuned): F: MacPherson strut, 25.0 mm stblzr bar (solid); R: multi-link, 26.5x4.5mm stblzr bar (tubular)
STEERING	elec pwr-asst rack & pinion
BRAKES	F: 12.6 vented, R: 13.0 solid
WHEELS	18-in pewter gray alloys
TIRES	245/60 R18 105T all-terrain; compact spare
LENGTH / WHEELBASE	189.1 / 110.91 in
GROUND CLEARANCE	8.1 in
APPROACH / DEPARTURE	21.2 / 24.3°
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	39.5 / 40.0 in
LEGROOM (F/R)	40.9 / 39.6 in
CARGO CAPACITY	41.2-50.5 / 77.7-100.8 cu.ft
WEIGHT	4229 lb
WEIGHT DISTRIBUTION (F/R)	58.5 / 41.5%
TOW CAPACITY	5000 lb
FUEL / CAPACITY	reg unl / 19.5 gal
MPG	19/24/21 (city/hwy/comb)

BASE PRICE	\$44,500
PAINT: Radiant Red M II	455
DESTINATION CHARGE	1375
TOTAL	\$46,330

