

First to receive 5-star safety rating

• from HONDA on page B9
interior design. Even the old-style column shifter, which was really crappy in the initial

2006 model, seems to have been improved upon.
The five-foot-long (1524 mm) composite

cargo bed is dent and corrosion-resistant, provides half-ton payload capacity (705 kg) and also features six heavy-duty tie-down cleats

and four integrated bed lights. And, yes the bed is wide enough for the standard truck qualifier, 4X8 sheets of plywood.

But now the real trick. Ta-daa, under the cargo floor is the industry's first In-Bed Trunk.

A trunk in a pickup truck? Yes, made possible by the less intrusive independent suspension and innovative thinking, much in the same way that adapting undercarriage architecture offered a lowered storage tub and a fold-down third row in Honda's Odyssey minivan.


This lockable 240.7-litre trunk holds up to three golf bags or tools, equipment, anything you want safely secured out of sight. It can even be used as a cooler itself, equipped with drain plugs for easy rinsing out.

The Ridgeline, which comes standard with Grade Logic Control transmission, beefy brakes, heavy-duty transmission cooler, limited slip rear differential, heavy-duty power steering cooler, heavy-duty radiator with dual fans and trailer pre-wiring, performed well up to its 5000 lb towing limit in both acceleration and braking tests.

Throw in other dynamic enhancements like the standard Vehicle Stability Assist (VSA) system; ABS brakes; brake assist; advanced dual-stage, dual-threshold driver's and front passenger's SRS airbags; front side airbags and two-row side-curtain airbags with rollover sensor, and you have a pretty complete package.

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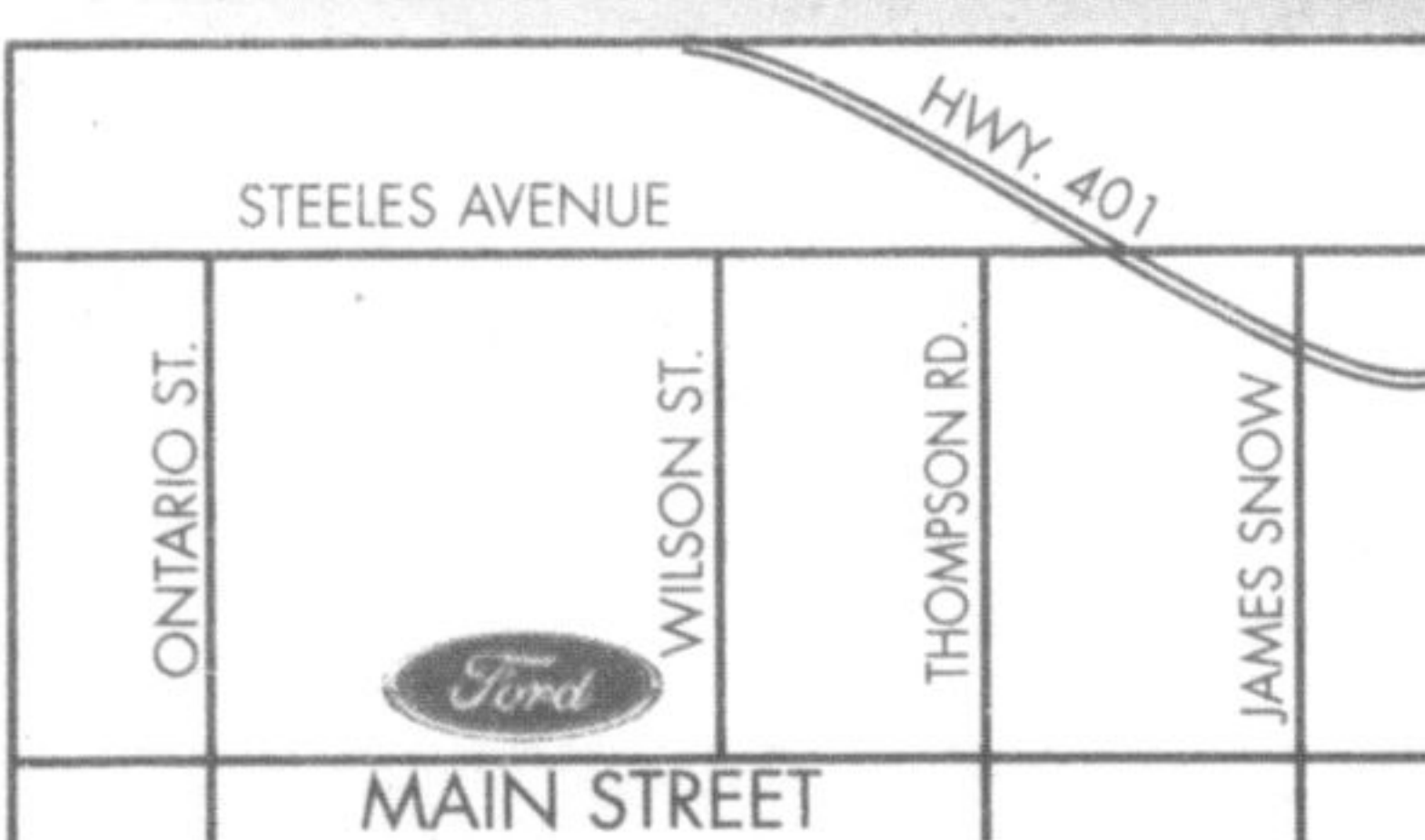
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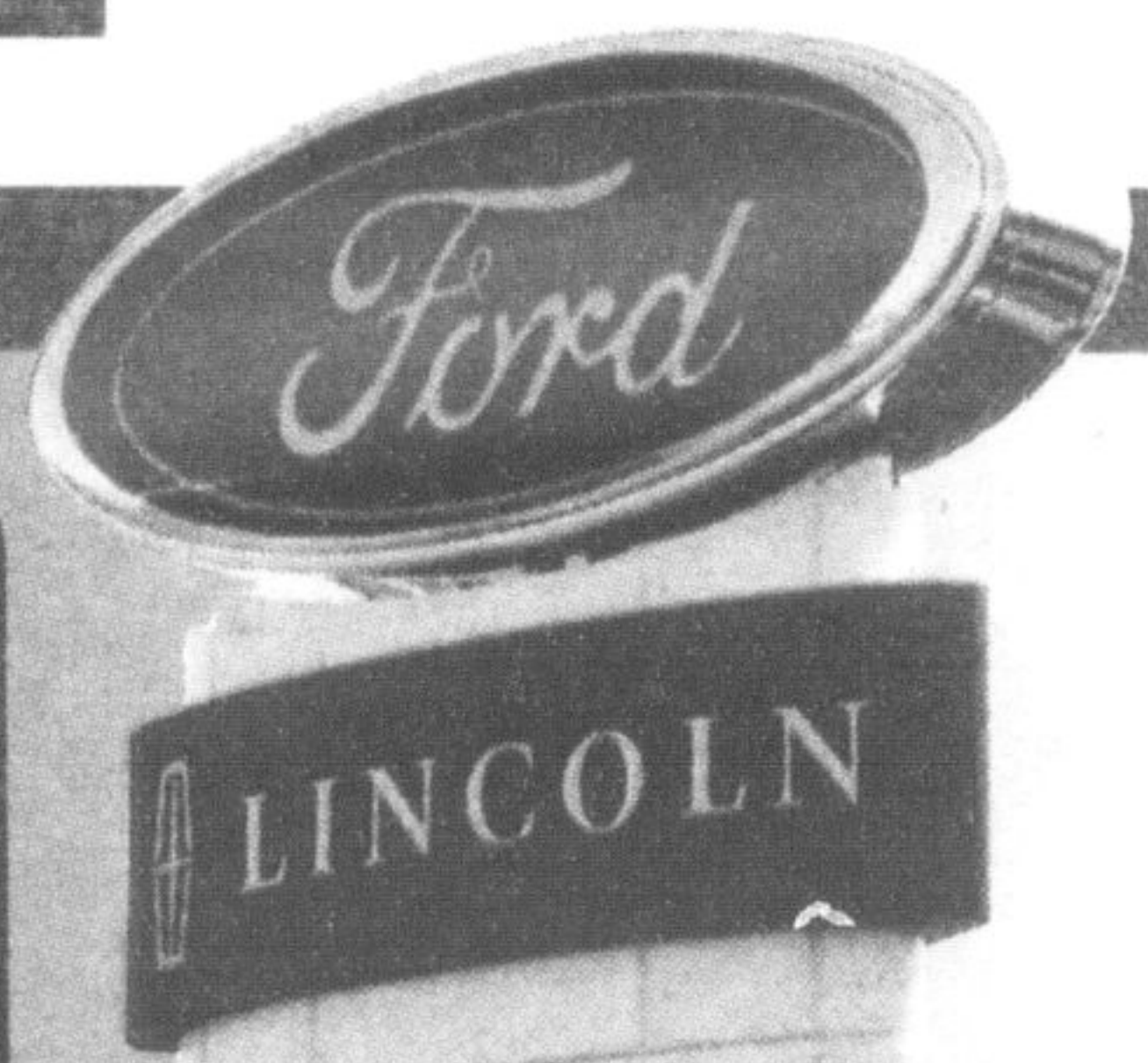
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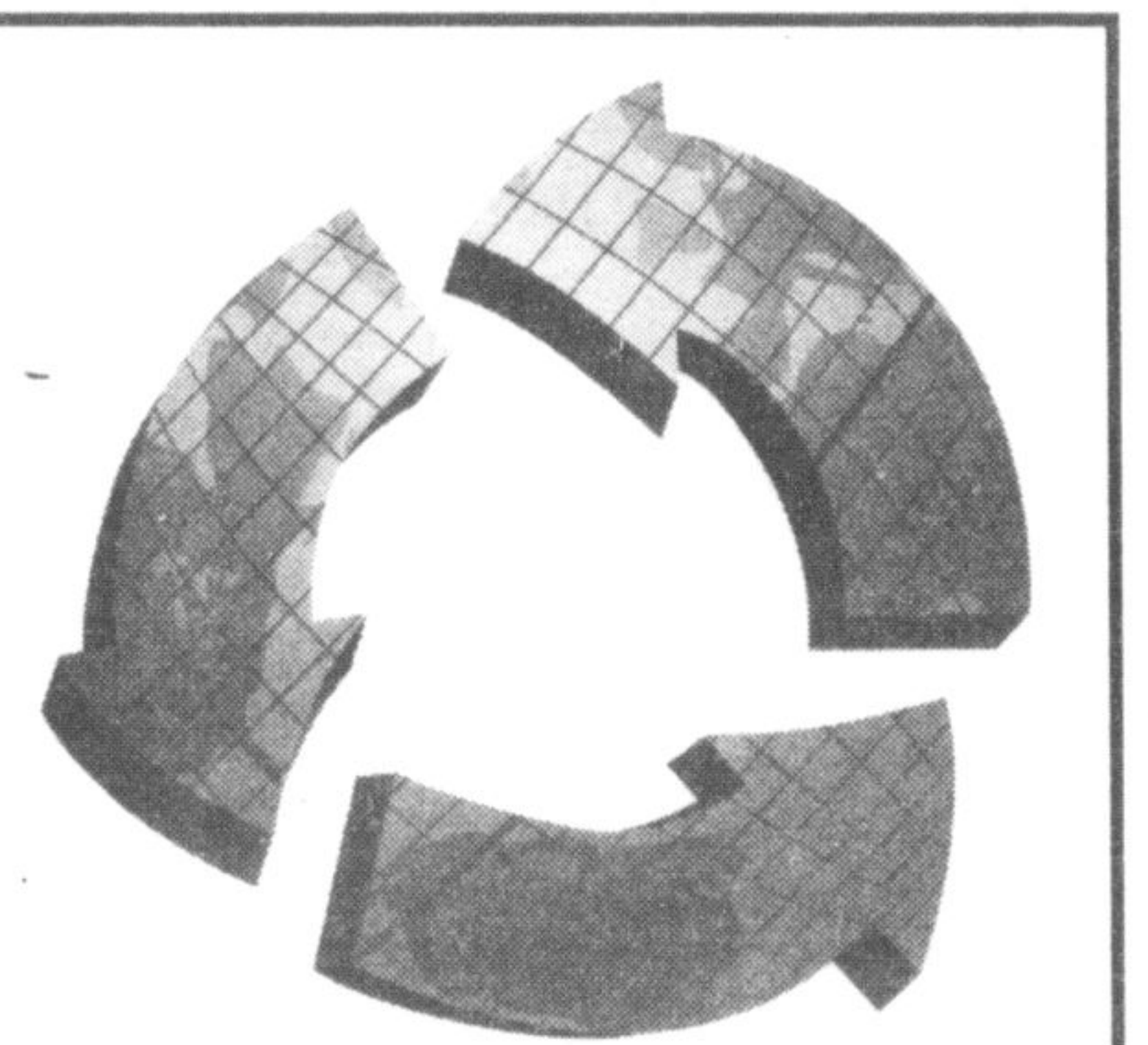
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