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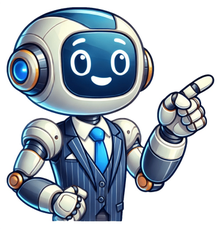

Width of honda passport

The Honda Passport is available in various dimensions, with its length increasing from 177.4 inches in 1999 to 190.5 inches in 2021, and its width expanding from 70.4 inches in 2002 to 78.6 inches in 2022. To find the exact dimensions of your Honda Passport, you can refer to a car size chart that lists exterior and interior measurements for different trim levels and model years. The dimensions provided include: * Length (L): varies by year and trim level, ranging from 178.2 to 190.5 inches * Width (W): varies by year and trim level, ranging from 70.4 to 78.6 inches * Height (H): remains relatively consistent at around 71-72 inches across most model years * Wheelbase: approximately 111 inches for all Passport models * Turning radius: ranges from 19.2 to 19.8 inches * Legroom (front and rear): varies by year and trim level, with front legroom ranging from 40.9 to 42.1 inches and rear legroom ranging from 39.6 to 35 inches * Headroom (front and rear): remains relatively consistent at around 40-38 inches across most model years Overall, the Honda Passport offers a range of dimensions depending on the trim level and model year, so it's essential to consult a car size chart for accurate measurements. The exterior dimensions of the Honda Passport include length, height, width (excluding side mirrors), wheelbase, ground clearance, turning radius, and front/rear track. Interior measurements cover headroom, shoulder room, legroom, hip room, and boot space. Proper car sizes ensure drivers can navigate comfortably and safely. Before making any upgrades, check out our Honda Passport dimensions chart for 2022, 2021, 2020, 2019, 2002, 2001, 2000, or 1999 models. This high-density Polyester 300D material car cover is lightweight yet durable enough to protect your vehicle, with a maximum tensile strength of up to 20 MPA and waterproof heat insulation. It fits S-XXL for men and features modular customization. The seat covers provide protection against spills, stains, and wear & tear. They are made from high-quality microfiber leather for a soft and luxurious feel. The covers also protect your car's upholstery against daily damage. This is the perfect accessory for your new or used vehicle. These universal fit decorative sets include a tri-color grille badge, black plate, long screws, round screws, and tri-colored striped stickers. They are suitable for most truck, SUV, ATV, UTV, and car models. The emergency strobe lights have 16 pieces of white and amber lights with protection pads and mounting screws. They are measured at 22.8mm in length and 17.3mm in width. This product replaces the OEM Factory Part Number 90467-12040 and fits Toyota 4Runner, Pickup, RAV4, and Tacoma models from 1989 to 2002, 1995, or 2001 to 2005. It is made of high-quality black nylon material with a three-color design. The tricolor front grille decorative logo badge measures 4.7In x 1In and comes in a value package with other accessories suitable for various car models. The universal EZ Flares XL provide a quick and easy way to give trucks an aggressive off-road look while staying legal due to their universal compatibility. This kit includes 1 fixing bar, 2 screws, and 2 bolts, making installation simple. With a maximum protection and tire coverage feature, it can be installed on various vehicles, including SUVs, CUVs, and cars. The EZ Flares XL offer an easy solution for those looking to upgrade their truck's appearance without compromising safety or performance. The article has several issues that need to be addressed. It primarily focuses on the United States and may not represent a global perspective on the subject. Additionally, there are missing citations that need to be added for verification. Furthermore, the use of the term SUV is not universally defined, and its usage varies between countries. This lack of clarity makes it challenging to provide a comprehensive understanding of the subject. Sport Utility Vehicles: A Definition in Flux As dictionaries, experts, and journalists use varying terminology, the definition of a Sport Utility Vehicle (SUV) remains unclear. The auto industry has yet to settle on one definitive description, leading to a range of characterizations from automotive websites. Some describe SUVs as combining car-like amenities with off-road capability, while others define them more broadly as vehicles with all-wheel drive and raised ground clearance. Regional variations in usage also exist, with "4x4" or "jeep" often used in British English, and "four-wheel drives" preferred in New Zealand. The term SUV has replaced "jeep" for some, signifying a broader category of off-road vehicles. American dictionaries provide multiple definitions for SUVs, including rugged automotive vehicles built on light-truck chassis, passenger vehicles with four-wheel drive, or large vehicles designed for rough surfaces but often used on city roads. The term "Chelsea tractor" is also commonly used in the UK to describe the perceived popularity of SUVs among urban residents. In Europe, road-oriented vehicles are referred to as "J-segment," while off-road-oriented vehicles typically bear brand names or use the term "four-by-four." Government regulations have also contributed to the confusion, with some countries classifying SUVs as light trucks for purposes such as fuel economy and emissions standards. However, from 2004 onwards, the US Environmental Protection Agency (EPA) has held SUVs to the same tailpipe emissions standards as cars for criteria pollutants. SUV classification varies globally; in the US, it depends on state regulations. Industry-wide, SUVs are counted as light trucks for production statistics. In India, all SUVs fall under the "Utility Vehicle" category and carry a 27% excise tax if they meet certain criteria such as length, engine size, and ground clearance. In Australia, lower import duties helped boost SUV sales compared to passenger cars. Some cities have implemented higher parking charges for SUVs due to environmental concerns and street capacity issues. Historically, most SUVs used body-on-frame construction until the Jeep Cherokee (XJ) in 1984 became a success with its unibody design. Since then, many other brands have adopted unibody construction for their SUVs, with only a few exceptions remaining like the Suzuki Jimny and Toyota Land Cruiser Prado, which still offer two-door body styles alongside four-door versions. The high center of mass in SUVs makes them prone to roll-over accidents, increasing harm to passengers. Between 1991 and 2001, sport-utility vehicle rollover deaths increased by 150%. In crashes where vehicles did roll over, SUV occupants were nearly three times as likely to be killed as other car passengers. However, the introduction of electronic stability control (ESC) has reduced rollover risk, with 2011 models having a lower rollover death rate compared to older models. SUVs pose significant environmental risks, with a higher likelihood of harming children and adult pedestrians compared to passenger cars. They emit substantial amounts of carbon dioxide, contributing to global warming and climate change. According to the International Energy Agency, SUVs have been the second-largest contributor to increased global CO2 emissions since 2010. Kei cars, mini SUVs, compact SUVs, mid-size SUVs, full-size SUVs. Early prototypes of military-style cars with sedan or station wagon bodies and four-wheel drive capabilities emerged globally around this time. Some notable examples include Japan's 1936 Kurogane Type 95, Russia's 1938 GAZ-61, and Germany's 1941 Volkswagen Kommandeurswagen and 1936 Opel Geländesportwagen. These early models were precursors to modern SUVs, with the 1940 Humber Heavy Utility being an off-road vehicle built on a passenger car chassis. However, factors such as high cost and limited availability of critical parts initially hindered their potential popularity among civilians. Before World War II, adding four-wheel drive to a car significantly increased its price due to the complexity and specialized parts required for this feature. The war effort further restricted production capacity, but in 1942, Ford, Dodge, and Chevrolet began mass-producing these components, boosting output by over 100 times. The term "Sport Utility Vehicle" was first used in 1947 with the Crosley CC Four Sport Utility model, which featured a convertible wagon body. In the post-war era, various models of four-wheel-drive vehicles emerged. The Willys Jeep Station Wagon introduced four-wheel drive as an option in 1949, followed by the Chevrolet Suburban and International Harvester Travelall in 1955 and 1956 respectively. These early SUVs were often marketed towards specific uses or customer segments, with options such as engine types and body styles being available on some models. Later developments included the introduction of luxury off-road vehicles like the 1970 Range Rover Classic, which was positioned as a high-end car rather than just an off-road capable vehicle. Other notable models from this period include the Toyota Land Cruiser FJ55 station wagon and two-door Chevrolet K5 Blazer, both of which were designed with comfort in mind. The International Scout II and GMC K5 Jimmy also made their debut during this time, catering to a range of customer needs and preferences. The history of SUVs began with the introduction of Subaru Leone 4WD wagon in Japan in 1972, which was initially marketed as a passenger car but later classified as a commercial vehicle. The term "sport(s) utility vehicle" first appeared in advertising brochures for the Jeep Cherokee (SJ) in 1974. However, some argue that the VAZ-2121 (Lada Niva Legend), introduced in 1977, was the first mass-market 4WD unibody car. The AMC Eagle, launched in 1979, is often considered the first mass-market "crossover," although it predated the modern usage of this term. Its unique design combined SUV styling with a passenger-car platform and an automatic full-time AWD system. This marked the beginning of a new generation of cars. In contrast to truck-based designs, the compact Jeep Cherokee (XJ) of 1984 introduced unibody construction and reduced weight, making it more appealing to urban families. The term "sport utility vehicle" gained traction after the success of this model, which turned the truck industry upside down. Manufacturers began exploiting a loophole in CAFE regulations that allowed SUVs to be classified as light trucks, despite their primary use as passenger vehicles. This enabled them to receive tax concessions and less stringent fuel economy requirements. The Jeep Cherokee's impact on the automotive industry was significant, as it sparked an SUV boom that encouraged other manufacturers to introduce their own models. In 1994, the U.S. Environmental Protection Agency began classifying vehicles into market classes, including SUVs. By this time, many Japanese and European models were also classified as SUVs. The trend gained momentum, with Consumers Digest magazine labeling it an "SUV craze" by late 1996. By 1999, SUV sales surpassed regular passenger car sales for the first time in U.S. history. The popularity of SUVs led car manufacturers to prioritize their production and profits from this segment. Many manufacturing plants were converted from producing cars to SUVs, and long-running sedan models were discontinued. The market experienced a dip in sales from 2005 to 2010 due to increasing fuel prices and the economy. However, as fuel prices decreased and the economy improved, sales began to recover. By 2019, the International Energy Agency reported that the global number of SUVs and crossovers had multiplied by six since 2010, with their market share growing to 40% of worldwide new light-vehicle sales. Small and compact SUVs became the third-largest market segment in 2013, while larger SUVs remained popular, with General Motors' large SUV models experiencing significant sales increases. Global SUV sales overtook lower medium-sized vehicles in 2015. SUV sales continued to rise globally, with the market growing by 22% in 2015. The fastest-growing SUV markets between 2014-2015 were China, Italy, Spain, Portugal, and Thailand, with significant increases of over 47%, 48.6%, 42%, 54.8%, and 56.4% respectively. By 2016, the SUV segment had grown to 26% of the global passenger car market, increasing further to 36.8% by Q1-Q3 of 2017. In the US, SUV sales continued to rise in the 2010s and accelerated in the 2020s, surpassing traditional car sales for the year by over 3 million units in 2016. Luxury brands have introduced a range of SUV models, including Rolls-Royce Cullinan, Bentley Bentayga, Aston Martin DBX, Maserati Levante, Lamborghini Urus, and Ferrari Purosangue. In 2019, SUVs accounted for 47.4% of US sales, while sedans made up only 22.1%. SUVs have competed in various off-road racing competitions, such as the Dakar Rally and Baja 1000. They have also been used as ambulances, with the Toyota Land Cruiser Prado being used for this purpose. Commercial SUVs are factory-built vehicles used for commercial purposes, similar to panel trucks. Examples include the Chevrolet Suburban, which had panel truck versions, and Land Rover's commercial versions of the Land Rover and Defender. SUVs: A Double-Edged Sword in the Automotive Industry SUVs are a type of vehicle that has gained immense popularity globally, with various models available in the market such as Citroen C5 Aircross Commercial SUV,[133] Land Rover Discovery,[134] Dacia Duster Flika,[135] and Mitsubishi Pajero.[136] Criticism of SUVs is not new, with concerns over their environmental impact. These vehicles consume significantly more energy than medium-size cars, leading to a worsening global fuel economy. According to the International Energy Agency, SUVs were responsible for 3.3 million barrels a day growth in oil demand from passenger cars between 2010 and 2018.[137] Moreover, SUVs have been linked to increased risk of pedestrian deaths. Studies have shown that taller vehicles are more hazardous for pedestrians, with some research suggesting that big cars can make drivers feel safer but may actually put others at greater risk in a crash.[138] The growing preference for SUVs has also raised concerns about emissions reductions in the passenger car market. The rise of SUVs has led to improved efficiency in smaller cars, which have saved over 2 million barrels a day. However, electric cars have not yet made a significant impact on reducing oil demand from passenger cars.[139] References include [140] ^ "SUV Meaning: What is an SUV?". Car and Driver. 13 April 2020. Retrieved 30 August 2022. ^ a b Wardlaw, Christian (15 September 2021). "What is a Crossover SUV?". J.D. Power. Retrieved 30 August 2022. ^ "New registrations of SUVs in key car markets, 2010-2021 – Charts – Data & Statistics". iea.org. 21 December 2021. Retrieved 1 October 2024. ^ Cozzi, Laura; Petropoulos, Apostolos. "Growing preference for SUVs challenges emissions reductions in passenger car market". International Energy Agency. Archived from the original on 4 February 2020. Retrieved 18 February 2020. ^ Kommenda, Niko (25 October 2019). "SUVs second biggest cause of emissions rise, figures reveal". The Guardian. Retrieved 1 October 2024. SUV definition clarified by various sources. The term refers to an automobile built on a light truck frame. Given article text here SUVs are vehicles that have gained popularity over the years, particularly in the United States where they are often associated with off-road capability and ruggedness. However, their safety record has been a subject of concern due to various issues such as poor crash test performance, high rollover rates, and inadequate safety features. When SUVs and Cars Collide: A Growing Concern A recent study by the Insurance Institute for Highway Safety suggests that a mismatched bumper can increase the cost of repairs after an accident involving cars and SUVs. The crash test program conducted by the institute revealed that even slight variations in bumpers can lead to more extensive damage, resulting in higher repair costs. In addition, the report highlights the importance of vehicle size and weight, emphasizing that larger vehicles pose a greater risk to pedestrians and cyclists. Moreover, a new study published by the Insurance Institute for Highway Safety found that today's SUVs are more lethal to pedestrians than cars themselves. The issue has sparked debate among experts and the general public alike, with some calling for stricter regulations on large vehicles. In fact, Berliners have recently petitioned for a ban on 4x4 vehicles following a tragic accident in which four people lost their lives. To better understand the differences between SUVs, crossovers, and other types of vehicles, various sources have weighed in. While some argue that the terms are often used interchangeably, others note subtle distinctions between each category. The History of Military Vehicles and SUVs The origin of military vehicles during World War II is a subject of great interest among historians and automotive enthusiasts alike. The concept of SUVs, or Sport Utility Vehicles, has evolved significantly over the years, with many modern models drawing inspiration from their predecessors used in military applications. In 2022, various articles and reviews were published about SUVs, including a review of the 1980 AMC Eagle by Tom Appel and an article by Ken Brubaker about his experience buying an AMC Eagle. Additionally, Moses Ludel wrote about Toyota trucks and Land Cruisers, while Robert Bradsher discussed the history of SUVs. The Traffic Safety Center Online Newsletter also published an article about the transition from battlefield to soccer field, and Consumers Digest wrote about the SUV craze in 1996. Furthermore, articles were published about the decline of the US economy, the end of the Ford Taurus production line, and the surge in sales of big SUVs. The Financial Post and USA Today also reported on the automotive industry, including the rise of SUVs and their impact on the climate crisis. Euromonitor International and Focus2Move provided data on the best-selling SUVs in 2015, 2016, and 2017, while MLive and The Wall Street Journal reported on auto sales and the dominance of SUVs in the market. Other articles discussed the plans of various car manufacturers, including Hyundai and Ferrari, to add more SUVs to their lineups. Overall, the articles highlight the growing popularity of SUVs and their significant impact on the automotive industry. The term SUV has been in use since the early 2000s, with various publications and websites providing explanations and definitions. The New York Times provided information on the topic in 2020. Australian Traveller published a travel slang dictionary in 2015 that included SUV terminology. The evolution of the SUV was discussed by eMotor in 2018. Denis Campbell wrote an article for The Guardian in 2004, referring to SUVs as "Chelsea Tractors." In Norway, Embret Sæter used the term "Bloddopet børstraktor" in a 2009 article. Lamborghini also launched a PC Hooft-tractor in 2014, according to Rik Nizet's article for De Ondernemer. Joshua Chin wrote about the commercial SUV market in 2020 for Automacha. The Citroën C5 Aircross Commercial SUV was introduced by Citroën in Ireland in 2020. Dan Mihalascu discussed the Dacia Duster Fiskal light commercial vehicle in Austria in 2018 for Drivemag. Several books have been written on the topic, including "High and Mighty" by Keith Bradsher in 2002 and "SUV: The World's Greatest Sport Utility Vehicles" by Giles Chapman in 2005.