

# 2021 Ridgeline vs. 2021 Tacoma



2021 Honda Ridgeline



2021 Toyota Tacoma

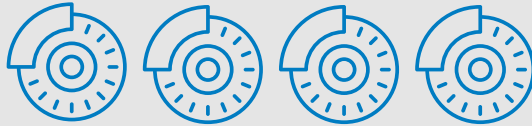
## Capability

**2021 Honda Ridgeline**  
(Sport, RTL, RTL-E, Black Edition)

**1,580** lbs

Payload capacities on Ridgeline range from 1,499 to 1,580 lbs, depending on trim

Ridgeline's standard **In-Bed Trunk®** makes for great versatility and security—without taking up space in the bed



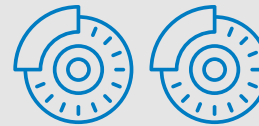
All Ridgeline trims come with smooth and consistent disc brakes on all four wheels

**2021 Toyota Tacoma**  
(SR, SR5, TRD Sport, TRD Off-Road, Limited, TRD Pro)

**1,155** lbs

Tacoma's highest 4WD Double Cab payload capacity is just 1,155 lbs

Optional on one trim, Tacoma's lockable bed storage boxes make massive intrusions into an already narrow bed

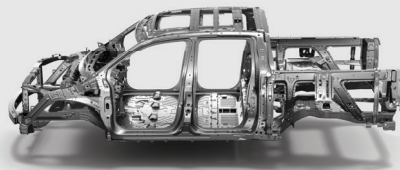


Tacoma features rear drum brakes on every model

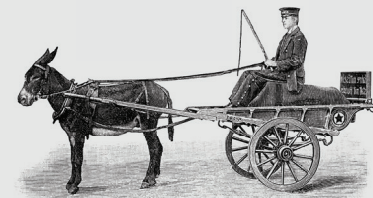
All Ridgeline models include **Intelligent Traction Management** for greater adaptability on a variety of surfaces

Tacoma's Multi-Terrain Select feature can only be had on TRD Off-Road and TRD Pro trims

## Comfort & Convenience



Thanks to a fully independent suspension and unibody design, Ridgeline provides a smooth, compliant ride quality




Tacoma's non-independent, leaf-spring rear suspension and body-on-frame design date back to horse-drawn carriages—with ride quality to match

Ridgeline comes with **tri-zone automatic climate control** on every trim

Tacoma's climate control tops out at dual-zone adjustability

## 2021 Ridgeline vs. 2021 Tacoma

	2021 Honda Ridgeline (Sport, RTL, RTL-E, Black Edition)	2021 Toyota Tacoma (SR, SR5, TRD Sport, TRD Off-Road, Limited, TRD Pro)
Comfort & Convenience	<b>36.7"</b> In addition to more front and rear headroom as well as more front and rear shoulder room, Ridgeline offers a huge 36.7 inches of rear legroom	<b>32.6"</b> Tacoma's rear-seat passengers have to squeeze into 32.6 inches of legroom—4.1 inches less than the Honda
Safety & Driver-Assistive	 Every Ridgeline enhances confidence with a standard Road Departure Mitigation System (RDM) <sup>1</sup> and Lane Keeping Assist System (LKAS) <sup>2</sup>	<b>nope</b> The Tacoma offers nothing comparable to RDM or LKAS

**The Verdict:** Ridgeline tops the Tacoma in many ways. It offers:



- Greater cargo-carrying capacity and versatility
- More passenger space in most dimensions
- A longer list of comfort-enhancing features and technology
- Safety and driver-assistive technologies unavailable on Tacoma



<sup>1</sup>Road Departure Mitigation only alerts drivers when lane drift is detected without a turn signal in use and can apply mild steering torque to assist driver in maintaining proper lane position and/or brake pressure to slow the vehicle's departure from a detected lane. RDM may not detect all lane markings or lane departures; accuracy will vary based on weather, speed and road condition. System operation affected by extreme interior heat. Driver remains responsible for safely operating vehicle and avoiding collisions. <sup>2</sup>LKAS only assists driver in maintaining proper lane position when lane markings are identified without a turn signal in use and can only apply mild steering torque to assist. LKAS may not detect all lane markings; accuracy will vary based on weather, speed and road condition. System operation affected by extreme interior heat. Driver remains responsible for safely operating vehicle and avoiding collisions.

# 2021 Ridgeline vs. 2020 Ranger



2021 Honda Ridgeline



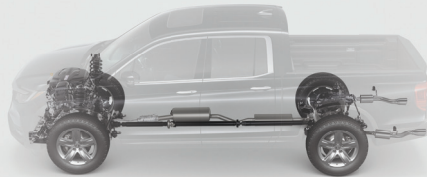
2020 Ford Ranger

## Capability

**2021 Honda Ridgeline**  
(Sport, RTL, RTL-E, Black Edition)

**280<sub>hp</sub><sup>1</sup>**

The smooth V-6 in the Ridgeline makes 280 peak hp

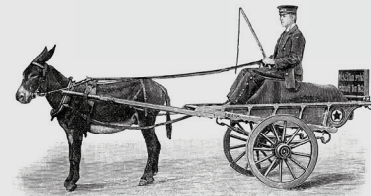


Ridgeline's independent multi-link rear suspension helps deliver accurate roadholding and excellent ride quality

**2020 Ford Ranger**  
(XL, XLT, Lariat)

**270<sub>hp</sub>**

Ranger's turbocharged engine has but 4 cylinders and can crank out only 270 peak hp



The Ford's leaf-spring-and-live-axle rear suspension dates to the Model T Pickup—and provides unsettled ride and handling

Its unique **dual-action tailgate** and **In-Bed Trunk<sup>®</sup>** make Ridgeline extraordinarily versatile

The tailgate on Ranger only goes one way, and its bed offers no versatility-expanding features

← **50"** →

With a full 50.0 inches between wheelwells, 4-foot sheet stock will lay flat in Ridgeline's bed

← **44.8"** →

Ranger's 44.8 inches between the wheelwells is much less accommodating

## Comfort & Convenience

Ridgeline has more front and rear headroom, shoulder room and hiproom, and more rear legroom

Ranger edges the Honda in only one interior dimension—front legroom

**68** **72** **74**

Ridgeline comes with tri-zone automatic climate control on every trim

**72**

Ranger's climate control can only achieve single- or dual-zone adjustability

## 2021 Ridgeline vs. 2020 Ranger

	2021 Honda Ridgeline (Sport, RTL, RTL-E, Black Edition)	2020 Ford Ranger (XL, XLT, Lariat)
Comfort & Convenience	Ridgeline RTL and above trims can let in the sky and stars with a standard <b>power moonroof</b>	No moonroof is available on any Ranger
Safety & Driver-Assistive	Every Ridgeline enhances confidence with a standard <b>Road Departure Mitigation System (RDM)</b> <sup>2</sup>	Ranger offers nothing comparable to RDM
	Open-road driving is less taxing for all Ridgeline drivers thanks to standard <b>Adaptive Cruise Control (ACC)</b> <sup>3</sup>	Only Ranger XLT and Lariat buyers can have a feature like ACC—but only by paying extra

**The Verdict:** Ridgeline is the clear choice over the Ranger. It offers:



- Much greater cargo-hauling versatility
- Smoother ride quality and more precise handling
- A great deal more room and comfort-enhancing features in the cabin
- Safety and driver-assistive technologies unavailable on Ranger



<sup>1</sup>280 hp @ 6000 rpm (SAE net). <sup>2</sup>Road Departure Mitigation only alerts drivers when lane drift is detected without a turn signal in use and can apply mild steering torque to assist driver in maintaining proper lane position and/or brake pressure to slow the vehicle's departure from a detected lane. RDM may not detect all lane markings or lane departures; accuracy will vary based on weather, speed and road condition. System operation affected by extreme interior heat. Driver remains responsible for safely operating vehicle and avoiding collisions. <sup>3</sup>ACC cannot detect all objects ahead and may not detect a given object; accuracy will vary based on weather, speed and other factors. ACC should not be used in heavy traffic, poor weather or on winding roads. ACC only includes a limited braking function. Driver remains responsible for slowing or stopping the vehicle to avoid a collision.

# 2021 Ridgeline vs. 2021 Colorado



2021 Honda Ridgeline



2021 Chevy Colorado

## Exterior

2021 Honda Ridgeline  
(Sport, RTL, RTL-E, Black Edition)

2021 Chevy Colorado  
(WT, LT, Z71, ZR2)

← 50" →

At 50.0 inches between the wheelwells, Ridgeline can carry 4-foot sheet stock flat in its bed

← 44.4" →

Colorado only has 44.4 inches between the wheelwells, so that sheet stock will be riding on an edge

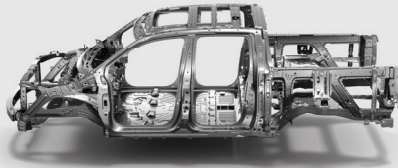
Ridgeline's **dual-action tailgate** and **In-Bed Trunk®** make for great versatility and security

Colorado's tailgate only goes one way, and the Chevy has nothing like an in-bed trunk

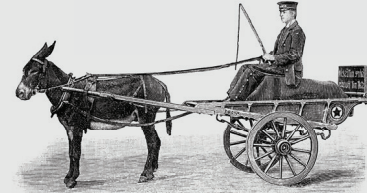
All Ridgeline trims come with handsome **18-inch alloy wheels**

The only 18-inch wheels offered on Colorado are expensive options on the higher trims

## Comfort & Convenience



Thanks to a fully independent suspension and unibody design, Ridgeline provides a smooth, compliant ride quality



Colorado's non-independent, leaf-spring rear suspension and body-on-frame design date back to horse-drawn transportation—and it rides like it

68 72 74

Ridgeline comes with tri-zone automatic climate control on every trim

72

A single-zone climate control system is standard on every Colorado

Ridgeline has more front and rear hiproom, more front and rear shoulder room and more second-row legroom

Colorado's crew cab is smaller in most dimensions

# 2021 Ridgeline vs. 2021 Colorado

Safety & Driver-Assistive	2021 Honda Ridgeline (Sport, RTL, RTL-E, Black Edition)	2021 Chevy Colorado (WT, LT, Z71, ZR2)
	Every Ridgeline enhances confidence with a standard <b>Collision Mitigation Braking System™</b> (CMBS™) <sup>1</sup> and <b>Lane Keeping Assist System</b> (LKAS) <sup>2</sup>	The Chevy offers Forward Collision Alert and Lane Departure Warning in an expensive option package—but nothing comparable to CMBS or LKAS

**The Verdict:** The Honda is clearly the better choice. It provides:



- Greater cargo-carrying room and versatility
- More passenger space in most dimensions
- A longer list of comfort-enhancing features and technology
- Safety and driver-assistive technologies unavailable on Colorado



<sup>1</sup>CMBS cannot detect all objects ahead and may not detect a given object; accuracy will vary based on weather, speed and other factors. System operation affected by extreme interior heat. System designed to mitigate crash forces. Driver remains responsible for safely operating vehicle and avoiding collisions. <sup>2</sup>LKAS only assists driver in maintaining proper lane position when lane markings are identified without a turn signal in use and can only apply mild steering torque to assist. LKAS may not detect all lane markings; accuracy will vary based on weather, speed and road condition. System operation affected by extreme interior heat. Driver remains responsible for safely operating vehicle and avoiding collisions.