

Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

2024 Nissan Pathfinder

MSRP Range: \$35,980 (S 2WD) - \$50,680 (Platinum 4WD)



Nissan's lineup of SUV's and Crossovers stretches six wide. Pathfinder is positioned second from the top, pricewise; between Murano and Pathfinder. The mid-size SUV is offered in five trim levels: S, SV, Rock Creek, SL and Platinum. Fully redesigned in 2022, Pathfinder returns for 2024 essentially unchanged from last year.

Midsize Sport Utes often see duty as family transporters. Pathfinder is positioned second from the top, pricewise; between Ariya and Armada. The total drops to six if captain's chairs are selected for the second row, as was the case in my tester. In this

case, the space between those seats is taken by a (removable) center console. The seat travel for the second row is adjustable, so space can be apportioned fore or aft, wherever it's most needed. I found that rows one and two held adults comfortably. Adults can fit in the third row as well, though the knees-up position makes it more suitable for shorter stints for taller people. And, youthful flexibility comes in handy when entering/exiting the wayback aisle. Cargo capacity measures 16.6-80.5 cu.-ft. of available space, depending on how you deploy the seats. As with any three row SUV, it's an either/or situation. If you need all three rows for passengers, there's not a great deal of room left over for their belongings. But, there's a good-sized covered bin below the load floor for additional stowage, and racks are available for putting camping gear and such topside. Lifterover height for loading in back is modest, and the available, hand's-free lift gate comes in handy when you've got your arms full.

Up front, I appreciated the straight forward layout of HVAC controls at mid-dash. Just above, a touchscreen (8" or 9", depending on trim level) provides access to the infotainment system. The system is compatible with Apple CarPlay and Android Auto. The



Photos are courtesy of the manufacturer.

connection is wireless on top trim levels. Storage spaces are sprinkled about the cabin. An open tray beneath the shifter provides an unobtrusive spot for either front passenger to park items. All models get Nissan's Safety Shield 360 – a bundle of driver assistance features, which includes automatic emergency braking with pedestrian detection, lane departure warning, blind spot warning, rear cross traffic alert, automatic high beams and rear automatic braking. The option sheet beckons with desirable extras like a bird's-eye view monitor, and front and rear sonar sensors.

All models share the same engine/transmission combination: a 3.5L V-6 engine linked to a 9-speed automatic transmission. The V-6 is rated at 284 horsepower (295 in Rock Creek) and 259 lb.-ft. of torque, and the trip from 0-60 is in the high six second range; quite sufficient for all your driving needs. EPA says that you can expect 21/27/23 for fuel economy, and after 500 miles with a 75/25 mix of highway and city, I averaged 24 mpg's. Pathfinder is rated to tow 3,500 lb. in standard trim, but can be equipped to tow a maximum of 6,000 lb. – a strong number for this segment. Handling is stable and not the least bit sporty. Ride quality is road trip comfortable, and the cabin is agreeably quiet.

A dash-mounted dial allows the driver to choose from seven, available drive modes on All Wheel Drive models - Standard, Sport, Eco, Snow, Sand, Mud/Ruts and Tow – to tailor power delivery to the situation at hand.

A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.