

The 2022 Toyota Tundra is all new, its second American-built generation as a truly full-size pickup, though third with the Tundra name. (Evolving from the three-quarter-size T100 of the '90s, the first Tundra was upsized to a nominal but not really competitive full-size; gen two went the distance.)

The new Tundra has a new high-strength boxed, steel-ladder frame, aluminum-reinforced composite bed and fully reengineered multi-link rear suspension. Tow capacity rises to as much as 12,000 lb and payload 1940 lb.

The truck has two different powertrains—an i-FORCE 389-hp/479-lb-ft twin-turbo 3.5-liter V6; and the i-FORCE MAX, same but paired with a truck-specific hybrid system producing 437 horsepower and 583 lb-ft. of torque, with 22 MPG highway fuel economy. Both have a new 10-speed automatic transmission.

The interior is also new, with a variety of tech features and creature comforts added. There are Double Cab and CrewMax builds, with various combinations of 5.5-, 6.5- and 8.1-foot beds. (The chart at lower right shows the combinations of these, along with powertrains, across the full range of seven trims.)

There is also a new Capstone flagship trim, built atop the CrewMax with 5.5-foot bed format, with the i-FORCE MAX hybrid powertrain, in 4x4 only. The 1794 Edition having already topped the Platinum by a little, Capstone tops both, bringing a new luxury model to the lineup priced above TRD Pro. Bearing many trim-specific styling cues, Capstone is quickly recognizable by its 22-inch chrome wheels. Its distinctive interior is a beauty, with black and white semi-aniline leather and real open-pore dark American walnut accents. A moonroof is

also standard on this trim.

An all-new multimedia system, designed by Toyota's Connected Technologies team in Texas, has a new visual, touch and voice-activated user interface with a deep feature set.

On Tundra Capstone, the new rear suspension adds Adaptive Variable Suspension (AVS) and load-leveling air suspension; in combination with the extra weight of this truck's rich feature set, tow capacity on this is 10,340 lb.

We've driven the new 2022 Tundra twice before this, in other trims, both impressive—a Platinum CrewMax on the NWAPA Mudfest course, and a Limited TRD Off-Road at TAWA Texas Truck Rodeo, where it won the globally prestigious 2022 Truck of Texas title award.

Particularly showcased in our truck's Wind Chill Pearl paint job, the Capstone is decidedly glamorous for a big, tough and powerful 4x4

pickup. Though it has the bones for the toughest duty, its finishes and big glitzy wheels suggest urban duty in the toniest parts of town. (An owner could of course own two sets of wheels.) We can see this build doing duty as an executive ride, at gala events, or towing multimillion-dollar show horses—all in fact solid markets where it will be most welcome.

Behind the wheel, the elegant i-FORCE MAX Tundra is a real hot rod. All that output from a 3.5-liter V6 provides a great power-to-weight ratio, with great acceleration. Steering is strong, an electric unit that feels like the best hydraulic, and handling is precise both at speed and in tight spots.

Toyota has been daring—and aggressive—taking on the entrenched full-size domestic pickup market. They've stuck with it, and then some, with an ever expanding lineup, and are



witnessing fruits of their efforts. Now selling about 12 percent the volume of the top domestic, they are up to almost half that of the lowest. (Toyota is helped by the panache of its midsize Tacoma, which outsells that lowest-volume full-size domestic.) And they do it in the absence of a heavy-duty Tundra, which could add not just sales but broader brand awareness overall. If Tundra achieves the volume to add this, sales could really explode. ■

Show 'n go

by Joe Sage



A small detail—the straight line across the A-pillars from windshield to side glass—creates a defining look. Appearing structural—cantilevered—the effect is merely masked paint.

Anyone can see the bodywork is exposed beyond the bumper up front, but watch out in the rear—it's the same situation, so you will want to back up cautiously.

SPECIFICATIONS

ASSEMBLY	San Antonio, Texas
GASOLINE ENGINE	3.5L i-FORCE MAX V6 hybrid twin-turbo w water-cooled intercoolers, 24v DOHC chain drive, dual VVT-i
HP/TORQUE	437 hp / 583 lb-ft
COMPRESSION RATIO	10.4:1
ELECTRIC MOTOR	permanent magnet synchronous, parallel hybrid w motor/generator btwn engine & transmission
HP/TORQUE	48 hp / 184 lb-ft
BATTERY PACK	1.87 kWh, 650V max, sealed Ni-MH, 288V, 240 cells, 40 modules; Ex 259.0V, 70 cells, 3.7V/cells
TRANSMISSION	10-spd ECT[-i] auto w uphill/downhill logic, tow/haul modes
TRANSFER CASE	electronically controlled 2-spd (hi/lo), auto limited-slip diff, works w parallel hybrid system btwn engine & transmission
DRIVETRAIN	4x4
SUSPENSION	F: indep dbl-wishbone w stabilz bar, twin-tube shocks; R: multi-link w coils, outboard-mtx twin-tube shocks
STEERING	elec pwr assist rack & pinion
BRAKES	F: pwr-asst 13.9 vented, opposed 2-piston; R: 13.6 vented, 1-piston
WHEELS	22-in dark-chrome alloy
TIRES	P265/50 R22
LENGTH / WHEELBASE	233.6 / 145.7 in
BED LENGTH	65.6 in
BED WIDTH	58.7 / btwn wwells 48.7 in
GROUND CLEARANCE	8.5 / running 10.6 in
APPRCH / DEPART	21.0 / 24.0°
TURNING CIRCLE	48.6 ft
HEADROOM (F/R)	(w pano roof) 39.3 / 36.9 in
LEGROOM (F/R)	65.0 / 62.4 in
CURB WEIGHT	6010-6095 lb
TOW CAPACITY	10,340 lb
FUEL / CAPACITY	reg unl / 32.2 gal
MPG	19/22/20 (city/hwy/comb)
BASE PRICE	\$73,530
AVS+ SUSPENSION	load-leveling rear air susp incl adaptive variable susp (AVS), load-leveling rear height control air susp
PAINT: Wind Chill Pearl	425
BALL MOUNT	65
BEDLINER: non-skid spray-on	579
DESTINATION CHARGE	1695
TOTAL	\$77,339

(Note: prices have increased; see chart.)

2022 TOYOTA TUNDRA LINEUP

SR	\$35,950-41,000
Double Cab, CrewMax / 5.5, 6.5, 8.1-ft beds / 4x2, 4x4 / i-FORCE only	
SR5	41,455-47,815
Double Cab, CrewMax / 5.5, 6.5, 8.1-ft beds / 4x2, 4x4 / i-FORCE only	
Limited	47,550-56,330
Double Cab, CrewMax / 5.5, 6.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX	
Platinum	57,790-64,420
CrewMax only / 6.5, 5.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX	
1794 Edition	58,390-65,120
CrewMax only / 6.5, 5.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX	
TRD Pro	67,505
CrewMax / 5.5 bed / 4x4 / i-FORCE MAX - only	
Capstone	74,230
CrewMax / 5.5 bed / 4x4 / i-FORCE MAX - only	