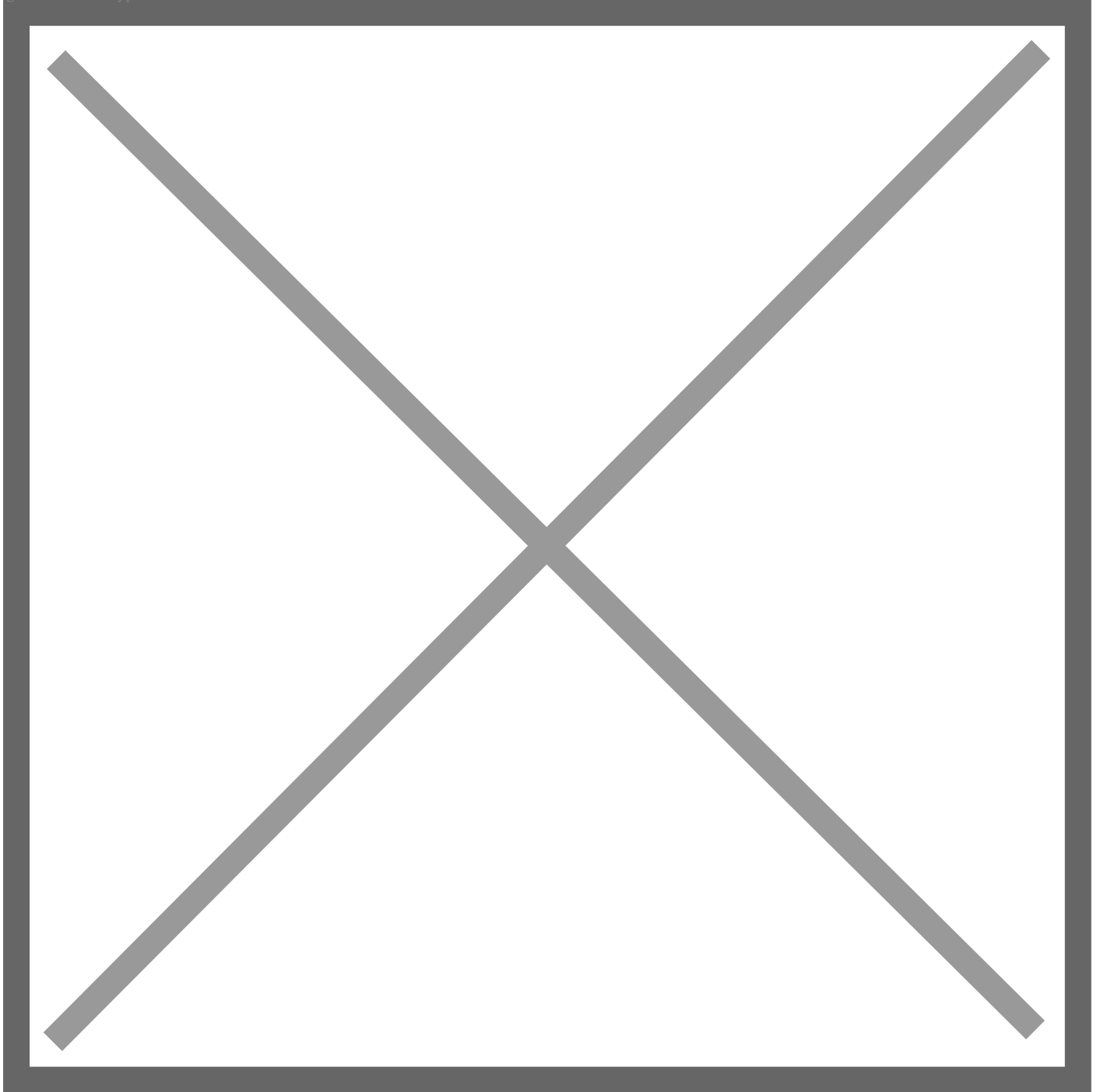


2019 Toyota Tundra: Ready for the Toughest Jobs

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The 2019 Toyota Tundra, assembled in the heart of truck country in San Antonio, Texas, knows that leaving the jobsite doesn't mean the end of the workday for a pickup. Sure, it must be ready to tackle workhorse duties at a moment's notice, but it must also meet the demands of the toughest critics and road trip companions: your

friends and family. Fortunately, the tough-as-nails Tundra is up to the challenge regardless of which job is placed before it.

Led by the available 5.7L i-FORCE V8 engine that offers up to 10,200 pounds of towing capacity and a maximum payload of 1,730 pounds, Tundra is ready to tackle the jobsite, a weekend cruise to the lake, or the multi-state family road trip. Available in Double Cab and CrewMax cab lengths, Tundra is offered in a plethora of configurations to fit just about any need. Let's not forget that Toyota's TSS-P active safety system is standard on all grades, either.

In 2019, Tundra TRD Pro returns to the lineup. Featuring new Fox Internal Bypass shocks at all four corners, Rigid Industries fog lights, and new forged aluminum BBS wheels, TRD Pro offers off-road enthusiasts a truck that both looks stunning but can also stand up to the toughest terrain. There's also more personalization available with the new SX package that offers a unique blend of parts and styling.

SX Package Offers Cool Customization

Personalization is an important option for truck owners, and for 2019 the new SX package will provide Tundra buyers with color-keyed accents and unique styling cues to make it stand out from the crowd. Based on the SR5 Double Cab, the SX package adds front bucket seats, color-keyed front grille surrounds, front bumper end caps and rear bumper, 18-inch black alloy wheels and the removal of all exterior badging. The SX package will be offered on SR5 Double Cab models in Super White, Midnight Black Metallic, and Barcelona Red Metallic, and it is currently available in dealerships.

Introduced in 2018, the TRD Sport offers another uniquely styled package. The TRD Sport gets its own look with body-color surround for the grille, color-keyed mirrors, bumpers and hood scoop, and it rides on 20-inch silver-painted aluminum alloy wheels. Based on the SR5, the Sport package dons upgraded LED headlights, LED daytime running lights and LED fog lights. It also benefits from performance upgrades such as TRD anti-sway bars and sport-tuned TRD Bilstein shocks. A TRD shift knob and floor mats complete the look inside, and a TRD bedside graphic makes sure no one misses this custom-looking truck. The TRD Sport is available in Super White, Magnetic Gray, Midnight Blue Metallic, Blazing Blue Pearl and Barcelona Red Metallic.

The TRD Off-Road package adds upgrades focused on off-highway driving. Trail-tuned monotube Bilstein shock absorbers are employed to soak up bumps. Wheels are upgraded to 18-inch split five-spoke alloy wheels wrapped in P275/65R18 tires. LED headlights and LED fog lights are added on SR5 models, and 4x2 models are updated with engine and fuel tank skid plates and tow hooks (already standard equipment on 4x4s). TRD Off-Road floor mats and a TRD Off-Road bedside decal help complete the look.

The Return of TRD Pro

The Tundra TRD Pro is back in 2019 and better than ever. Fitted with new Fox 2.5-inch front shocks and TRD-tuned springs that provide an additional 2 inches of front lift, the Tundra TRD Pro is ready to tackle the trails thanks to additional front wheel travel that is increased more than 1.5 inches. Out back, 2.5-inch Fox internal bypass shocks feature piggyback reservoirs to ensure consistent damping performance in the toughest terrain. The suspension changes net increased rear wheel travel of more than 2 inches.

Tundra TRD Pro gets new Rigid Industries LED fog lights for improved visibility on and off the highway. A new TOYOTA grille is found up front, along with a new hood scoop that adds to Tundra's brawny front end. New 18-inch BBS forged-aluminum, five-spoke satin black wheels are featured on the Tundra, which reduce unsprung mass 3.35 lbs. per wheel (13.4 lbs. total) to improve cornering response and overall ride quality. The new

wheels are fitted with Michelin P275/65R18 all-terrain tires.

Outside, black badging is featured throughout, and TRD Pro is stamped on the bed's rear quarter panels. Inside, TRD Pro logos garnish the driver and front passenger leather seats, while red stitching accents the dash, seats and armrests. Moonroof is also standard for 2019. TRD Pro floor mats, shift knob and a center-console emblem help complete the distinctive look. Providing added growl on the highway and the trail is a dual TRD Pro exhaust, which is fitted with new Black Chrome exhaust tips. A TRD Pro 1/4-inch skid plate sporting signature red Toyota lettering is found underneath the front end.

Tundra TRD Pro is available in CrewMax only and will be offered in three colors that include Super White, Midnight Black Metallic and the exclusive TRD Pro color Voodoo Blue.

Two Kinds of Four-Doors

The all-V8 Tundra lineup is available in two styles for 2019: the four-door Double Cab and the super-sized four-door CrewMax. Within those configurations are six model grades: the SR; volume-leading SR5; well-equipped Limited; the off-road flagship TRD Pro; and two premium grades, the luxurious Platinum and unique, and equally luxurious, 1794 Edition.

Double Cab models, offered with either a 6.5-foot standard-bed or 8.1-foot long-bed configuration, use forward-hinged rear doors, and offer 34.7 inches of rear seat legroom. CrewMax's longer cab, larger rear doors, and shorter 5.5-foot bed make for a limo-like 42.3 inches of rear seat legroom. Limited trim Double Cab models come standard with a power sliding horizontal rear window, while all CrewMax models have a power vertical sliding rear window. The SR and SR5 are available with bench or bucket seats for the front row, while the TRD Pro, Limited, Platinum and 1794 Edition offer the upgraded bucket seats, and rear seats in both cab styles can be folded up for additional cargo carrying.

All Tundra beds are 22.2 inches deep and, when properly equipped, offer a payload capacity of up to 1,730 pounds. The lockable easy-lower-and-lift tailgate lowers slowly with no slam and can easily be removed. Carrying larger items is a cinch with the available deck rail system and a spray-in bed liner.

V8 Standard, in One of Two Varieties

The Tundra continues with a choice of two available i-Force V8 engines. The standard 4.6-liter i-Force V8 produces 310 horsepower at 5,600 rpm and 327 lb.-ft. of peak torque at 3,400 rpm. The popular 5.7-liter creates 381 horsepower at 5,600 rpm and 401 lb.-ft. of peak torque at 3,600 rpm.

Both i-Force V8s utilize an aluminum cylinder block, double overhead-cam heads with four valves per cylinder, Dual Independent Variable Valve Timing with intelligence (VVT-i), and an Acoustic Control Induction System for a broad torque curve. All Tundra models are equipped with a 6-speed electronically controlled automatic transmission.

Texas Tough

The foundation of Tundra's strength and 10,200-lb. max towing capacity (SAE J2807 towing standard compliant) is its TripleTech frame. "Triple" refers to the wide, full-boxed rails for the front portion, a reinforced C-channel under the cab and an open C-channel beneath the bed for strength, ride quality, and durability.

The double A-arm front suspension uses coil-over spring-shock units, and a front-mounted steering rack

enhances steering feel and response while decreasing the overall turning diameter. In the rear suspension, staggered shocks mounted outboard of the trapezoidal-mounted leaf springs help improve dampening efficiency to better control the rear axle. Spring rates are tuned to help provide a flat vehicle stance when fully loaded.

Tundra SR and SR5 grades ride on 18-inch styled steel wheels, the TRD Pro rides on 18-inch forged aluminum BBS wheels, while the Limited, Platinum and 1794 Edition feature 20-inch alloy wheels.

Traction at Your Command

On Tundra 2WD models, the Vehicle Stability Control (VSC) system integrates traction control (TRAC) that enhances grip on or off-road. The system also incorporates Automatic Limited-Slip Differential (Auto-LSD), which provides better performance in deep sand or mud and on mixed-friction surfaces because it doesn't restrict engine power. Compared to a conventional mechanical limited slip differential, the Auto-LSD system is often more responsive and has better wear characteristics, since it utilizes the vehicle's brakes to limit wheel spin.

Tundra 4x4 models use the on-demand, electronically controlled 4WDemand part-time 4WD system featuring a six-pinion planetary reduction gear set to provide 4x2, 4x4 Hi, and 4x4 Lo ranges. The driver selects the drive mode using a dial located on the dash. With 4WDemand, Active Traction Control (A-TRAC) operates like Auto-LSD, allowing full, unrestricted engine output, transferring power to the wheel with the most traction on both the front and rear axles.

The driver can adjust traction capability as needed using the mode selector. In normal mode, VSC and TRAC function to help enable traction and control capability. TRAC Off and Auto-LSD modes activate Auto-LSD to help extricate the Tundra from extreme conditions by allowing full, unrestricted engine output and transferring power to the wheel with the most traction. The VSC Off mode turns off all three systems.

Towing the Line

With its standard Tow Hitch Receiver and Tow Package (available on all grades), the 5.7-liter V8 Tundra offers a maximum certified tow capacity of up to 10,200 pounds (SAE J2807). A one-piece towing receiver utilizes 12 high-strength bolts, integrating it into the frame. The 5.7-liter's Tow Package upgrades Tundra's cooling and electrical systems as well. Integrated engine and transmission oil coolers, in conjunction with an added heavy-duty battery and alternator, help the powertrain handle the strenuous demands of towing under a full load.

The Tow Package's selectable TOW/HAUL mode adjusts throttle sensitivity and transmission shift control, favoring and holding lower gears when accelerating or decelerating to help enhance control and safety. A function of Vehicle Stability Control, Trailer Sway Control facilitates safe towing by counteracting handling forces that can cause trailer sway. The Tundra also comes with an integrated Trailer Brake Controller, and the driver can view its status on the multi-information display screen.

All Tundra models come standard with a backup camera (viewed from the Entune Audio display screen or available navigation screen). On select 5.7-liter models, heated and power outside tow mirrors with turn signal indicators and manual-extend feature are available.

Tough Exterior, Soft Interior

Driving the Tundra, one might be reminded of a luxury vehicle by the smooth ride and quietness. Soft-touch surfaces, high-granulated paint on the center cluster, and unique seat stitching enhance interior quality and durability. Standard High Solar Energy-Absorbing (HSEA) glass helps to filter out solar heat and UV light

energy that could potentially damage cabin materials.

Gauges are grouped in a clear, easy-to-see design, and there's a center-mounted multi-information display screen. The dash's large knobs can be operated while wearing gloves, and the console offers multiple storage areas for personal items and electronics. All models come with standard Bluetooth hands-free phone and audio streaming. Likewise, all have a standard windshield wiper de-icer, front and rear mudguards, power windows and door locks, and heated and power outside mirrors.

The Limited grade adds leather-trimmed seating surfaces in Black, Sand Beige, or Graphite, with matching soft-touch door and console surfaces and wood-style interior trim. Amenities include dual zone climate control, a 10-way power driver seat and 4-way power passenger seat, and available power tilt/slide moonroof with sliding sunshade (CrewMax only). The exterior wears chrome door handles and side mirrors, 20-inch alloy wheels, and a versatile deck rail system.

1794 Edition: Connecting with Texas Roots

Two premium grades blending luxury and versatility sit above Limited, the Platinum and 1794 Edition. The latter commemorates the year that a sprawling ranch was founded on the site of Toyota's Tundra plant in San Antonio. The 1794 Edition reflects a western lifestyle theme with its exclusive saddle brown premium leather-trimmed seating featuring embossed leather and ultra-suede accents. Matching soft-touch materials also accent the shift console, the front and rear door trim, and the instrument panel.

Standard luxuries for both luxury grades include a 12-way power driver's seat with memory and a 4-way power passenger's seat, both with heat and ventilation; a 12-speaker touch-screen Entune Premium JBL Audio system with Navigation and App Suite; power moonroof; Blind Spot Monitor with Rear Cross Traffic Alert and front and rear parking sonar; auto-dimming rearview mirror with compass; and a HomeLink universal transceiver.

Standard Entune Multimedia

The Tundra's quiet cabin is an ideal setting for enjoying the sound quality of the standard and available Entune Audio systems. The SR grade comes with Entune Audio featuring a 6.1-inch touchscreen display; AM/FM CD Player; aux media input; USB media port; hands-free phone capability; Siri Eyes Free; advanced voice recognition, plus phone book access and music streaming via Bluetooth.

The SR5 and TRD Sport step up to Entune Audio Plus with the Connected Navigation, which includes the Entune Multimedia Bundle with hi-res 7.0-inch touch-screen display six speakers; HD Radio; Scout GPS Link compatibility; phone book access and music streaming⁴⁷ via Bluetooth wireless technology; and SiriusXM Satellite Radio with 3-Month All-Access Trial.

Standard on the TRD Pro and Limited, and available on the SR5, is Entune Premium Audio with Navigation and App Suite that uses a paired smartphone to provide access to apps that can be controlled through the Tundra's touch screen. In addition to the features on Entune Audio Plus, it also includes nine speakers on CrewMax models (seven speakers on Double Cab), a USB 2.0 port with iPod connectivity and control and HD Radio Predictive Traffic and Doppler Weather overlay.

The Platinum and 1794 Edition CrewMax models get the works: the Entune Premium JBL Audio with Navigation and Entune App Suite, which includes 12 JBL® speakers including subwoofer amplifier. This package is optional for the Limited CrewMax.

Safety Not Overlooked

In 2019, every grade of Tundra is equipped standard with Toyota Safety Sense-P (TSS-P). TSS-P is a suite of safety features that includes a Pre-Collision System with Pedestrian Detection function, Lane Departure Alert, Dynamic Radar Cruise Control, and Automatic High Beams.

In the case of the Pre-Collision System with Pedestrian Detection function, once a potential frontal collision with a pedestrian or vehicle is detected as likely, the driver is prompted by an audio and visual alert to take action, and the system may also provide additional braking force by using Brake Assist. If the driver fails to brake in a set time and the system determines that the risk of collision with a pedestrian is extremely high, the system may automatically apply the brakes, reducing speed in order to help the driver avoid the collision or reduce the impact.

Lane Departure Alert (LDA) with Sway Warning System (SWS) uses an in-vehicle camera designed to detect visible white and yellow lane markers in front of the vehicle and the vehicle's position on the road. If the system determines that the vehicle is starting to unintentionally deviate from its lane, the system alerts the driver with an audio and visual alert. When the alerts occur, the driver must check the surrounding road situation and carefully operate the steering wheel to move the vehicle back to the center part of their lane.

On highways, Dynamic Radar Cruise Control (DRCC) functions similar to a conventional "constant speed" cruise control in that it helps vehicles travel at a consistent speed set by the driver, but this system adds a vehicle-to-vehicle distance control mode designed to assist the driver by adjusting vehicle speed (within a set range) to help maintain a pre-set distance to a preceding vehicle when the preceding vehicle is traveling at a lower speed. Once a vehicle speed is set by the driver, Dynamic Radar Cruise Control uses a front-grill mounted millimeter-wave radar and an in-vehicle camera designed to detect a preceding vehicle and help determine its distance. If the vehicle ahead is detected traveling at a speed slower than your set speed or within your distance range setting, the system is designed to automatically decelerate the vehicle without having to cancel the cruise control. When a greater reduction in vehicle speed is necessary, the system may apply the brakes and operate the vehicle brake lights. The system will then respond to changes in the speed of the vehicle ahead to help maintain the vehicle-to-vehicle distance set by the driver. When there is no longer a preceding vehicle driving slower than the vehicle's set speed, the system accelerates until the set speed is reached to return to the pre-set speed cruising.

Automatic High Beams (AHB) help enhance forward visibility during nighttime driving. It uses a camera to detect the headlights of oncoming vehicles and the tail lights of vehicles ahead, and then automatically switches between high beams and low beams so as not to interfere with other drivers.

The standard Toyota Star Safety System for Tundra includes Vehicle Stability Control (VSC), Traction Control (TRAC), Anti-lock Braking System (ABS), Electronic Brake-force Distribution (EBD), Brake Assist (BA), and Smart Stop Technology (SST) brake override technology.

Tundra features eight standard airbags that include driver and front passenger seat-mounted side airbags, front and rear roll-sensing side curtain airbags, driver and front outboard passenger airbags with an Advanced Airbag System, and driver and front outboard passenger knee airbags.

A Blind Spot Monitor and Rear Cross Traffic Alert (available on SR5 and Limited; standard on Platinum and 1794 Edition) is designed to help detect vehicles in the Tundra's blind spot. The Rear Cross Traffic Alert feature warns drivers of cross traffic via indicator lights in the side-view mirrors, along with an audible warning buzzer while backing up.

American Roots

The current-generation Toyota Tundra was primarily designed by Toyota's Cauty Design Research centers in Newport Beach, Calif., and Ann Arbor, Mich., with some engineering by Toyota Technical Center in Ann Arbor, Mich., and is assembled exclusively at Toyota Motor Manufacturing Texas in San Antonio, Tex. Its V8 engines are assembled at Toyota Motor Manufacturing Alabama, Inc., and transmissions for the 5.7-liter V8 are manufactured in North Carolina.

Limited Warranty and ToyotaCare

Toyota's 36-month/36,000-mile basic new-vehicle warranty applies to all components other than normal wear and maintenance items. Additional 60-month warranties cover the powertrain for 60,000 miles and corrosion with no mileage limitation. Toyota dealers have complete details on the limited warranty. Tundra also comes standard with ToyotaCare, a complimentary plan covering normal factory-scheduled maintenance and 24-hour roadside assistance for two years or 25,000 miles, whichever comes first.