

# 2018 Toyota Tundra Full-Size Pickup Does Everything in A Big Way

September 26, 2017

Image not found or type unknown



Toyota's Texas-assembled Tundra full-size pickup keeps on truckin' for 2018 with a fresh new look up front and a new TRD Sport package. The advanced Toyota Safety Sense-P (TSS-P) system is now standard on all Tundra grades. Reflecting ongoing trends in the segment, the Regular Cab models have been discontinued, leaving an all-four-door lineup with the Double Cab and extra-roomy CrewMax models.

Assembled exclusively in San Antonio, Texas, the Toyota Tundra lives up to the state's "bigness" by offering a plethora of possible configurations, plus, a towing capacity of up to 10,200 pounds. But, one of most significant changes for Tundra in 2018 is the addition of Toyota Safety Sense-P (TSS-P), which includes the Pre-Collision System with Pedestrian Detection function, Lane Departure Alert, Dynamic Radar Cruise Control, and Automatic High Beams. TSS-P uses millimeter-wave radar and a monocular camera sensor designed to help detect a preceding pedestrian or a preceding vehicle in the surrounding area. Once a pedestrian or vehicle are detected in front of the vehicle, TSS-P can automatically apply braking if necessary to help mitigate or avoid collisions in certain conditions.

Pickup drivers like to personalize their trucks, and owners get a head-start with some new frontal styling for 2018. The SR and SR5 grades wear an updated gray honeycomb-style grille and halogen headlights with LED daytime running lights; the SR5 gets halogen fog lights, too. Limited goes bold with an updated billet-style grille featuring chrome surround, and all lights are LED. Inside, a new matte-finish wood-styled trim adds a touch of elegance.

The Platinum grade goes for elegance with an updated black honeycomb grille and body-color surround. All lights on the Platinum are LED as well. The 1794 Edition wears the billet-style grille and is updated with LED lights.

### **New TRD Sport Package**

The new TRD Sport package gets its own look with body-color surround for the honeycomb-style grille, color-keyed mirrors, bumpers and hood scoop, and it rides on 20-inch silver-painted aluminum alloy wheels with black accents. The Sport package upgrades the SR5 to include LED headlights, LED daytime running lights and LED fog lights. 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.

Of course, TRD stands for Toyota Racing Development, so there are some tangible changes to the Tundra TRD Sport's chassis, such as a TRD anti-sway bars and sport-tuned TRD Bilstein shocks. A TRD shift knob and floor mats complete the look inside.

### **Two Kinds of Four-Doors**

The all-V8 Tundra lineup offers two styles for 2018: the four-door Double Cab and the super-sized four-door CrewMax. Within those configurations are five model grades: the SR; volume-leading SR5; well-equipped Limited; 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 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.

### **Two V8 Choices**

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, 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 vehicles 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.

## **Built to Tow**

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 Outside, Soft Inside (Because Everyone Likes Comfort)**

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: Celebrating Texas Heritage**

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 with MP3/WMA playback capability; aux jack; USB 2.0 port with increased charging capability and iPod connectivity and control; 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 Scout GPS Link App and includes the Entune Multimedia Bundle with hi-res 7.0-inch touch-screen display; HD Radio with iTunes tagging and HD Radio Traffic and Weather (metro areas only); and SiriusXM satellite radio (3-month complimentary trial).

Standard on the Limited, and available on the SR5 and TRD Sport, is Entune Premium Audio with Navigation and App Suite that uses a paired smartphone to provide access to apps including Slacker, iHeartRadio, MovieTickets.com, Open Table, Pandora, Yelp and Facebook Places, as well as real-time traffic, weather, fuel prices, sports, and stocks – all through the Tundra's touch screen.

The Platinum and 1794 Edition CrewMax models get the works: the Entune Premium JBL Audio with Navigation and Entune App Suite. This package is optional for the Limited CrewMax.

### **Toyota's STAR Safety System and Available Blind Spot Monitor**

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

The 8 standard airbags 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 SR5 and Limited; standard on Platinum and 1794 Edition) is designed to 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.

### **Toyota Safety Sense P: Big on Safety Tech**

The standard Toyota Safety Sense P (TSS-P) driver assist system bundles cutting-edge active safety technologies including Pre-Collision with Pedestrian Detection function (PCS w/PD) featuring forward collision warning and Automatic Emergency Braking, Lane Departure Alert (LDA), Automatic High Beams (AHB), and Dynamic Radar Cruise Control (DRCC).

The Pedestrian Detection function of Pre-collision System (PCS) uses a camera and radar designed to detect a pedestrian ahead of the vehicle in certain conditions. When the system determines there is a possibility of collision it prompts the driver to brake with an audio and visual alert. If the driver notices the hazard and brakes, the system may provide additional braking force 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) 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 in order 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) helps 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.

### **American Roots**

The current-generation Toyota Tundra was primarily designed by Toyota's Caltex 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 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.