

6 Things You Should Know About the Next-Generation 2022 Tundra

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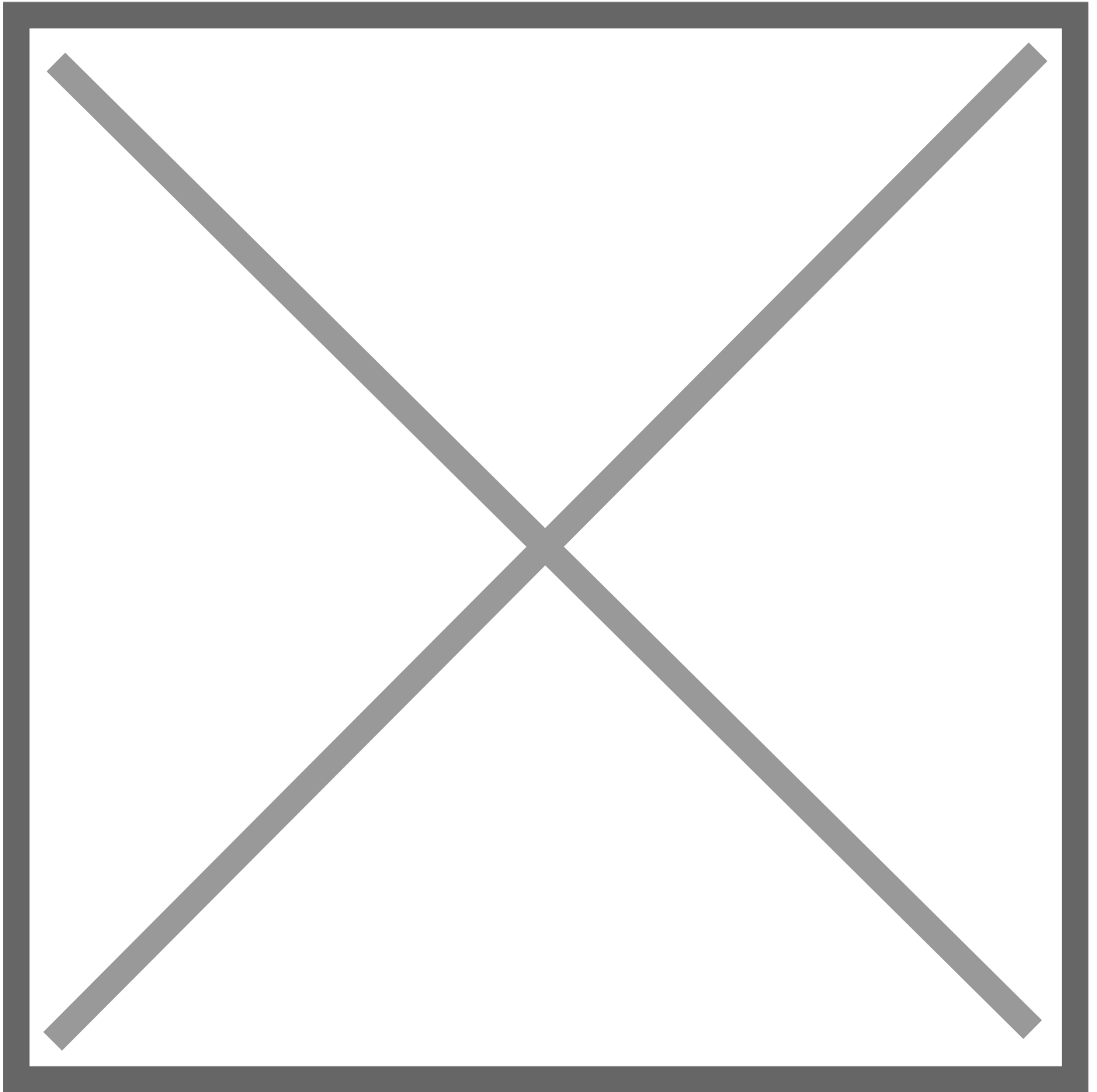
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After much anticipation, expectation and speculation, Toyota officially took the wraps off its next-generation 2022 Tundra full-size pickup truck on Sunday, Sept. 19.

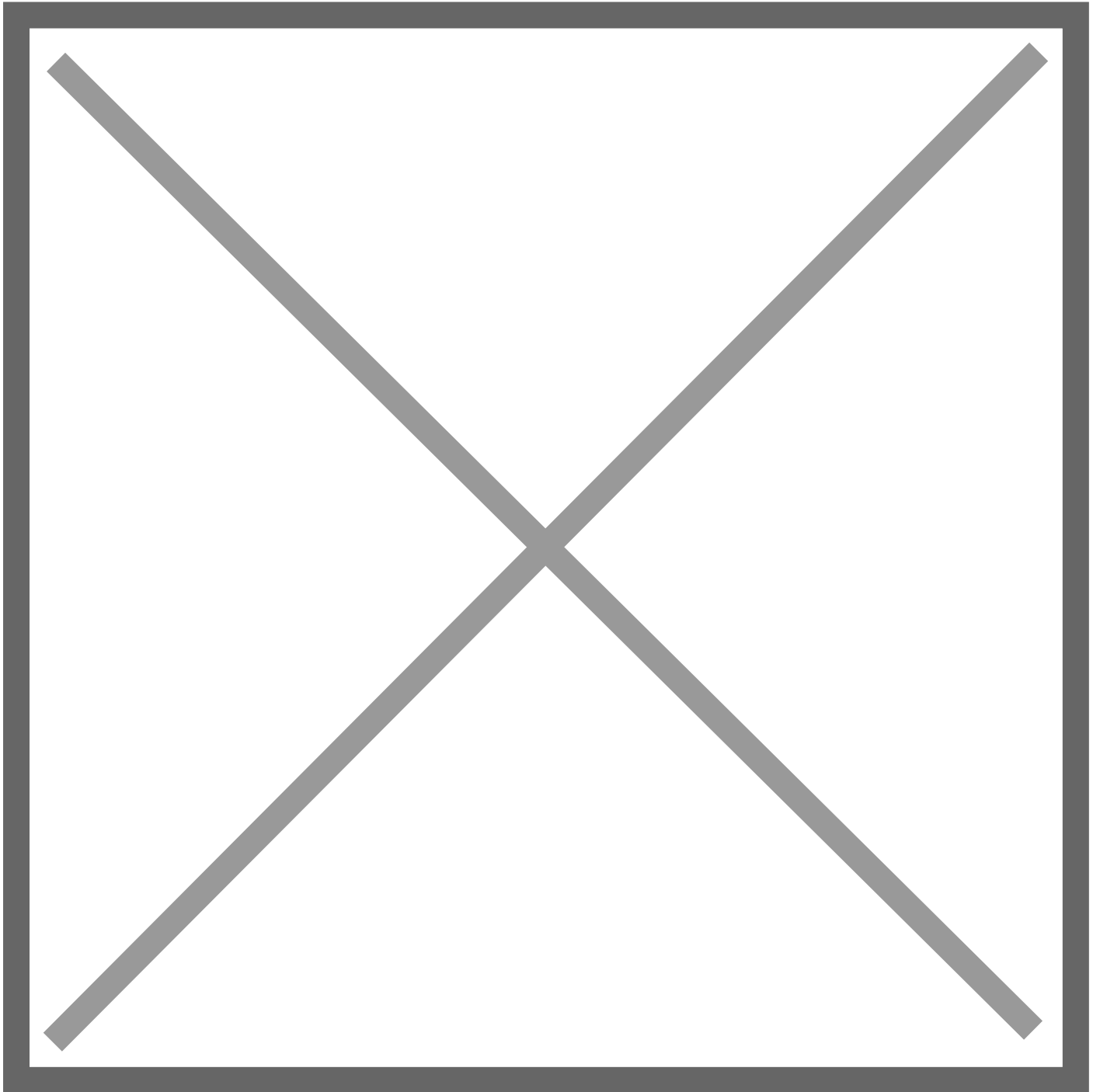
To help you get up to speed quickly, here's six things you should know about the biggest and brawniest vehicle in Toyota's lineup.

It flexes its “Technical Muscle” inside and out.



Toyota has sought to form the Tundra's identity on our customers' love of active recreation. The new Tundra doubles down on this core point of differentiation. For Toyota's designers and engineers in California, Michigan and Arizona this came to be known as "Technical Muscle," defined as "a synthesis of rational and emotional elements that express authentic capability."

It packs a punch with two engine choices.



The new Tundra will be offered in two different powerplant configurations. There's a new, highly efficient twin-turbo V6 that churns out 389 horsepower and 479 lb.-ft. of torque. Among its many engineering traits is an aluminum block, a chain-driven 24-valve dual overhead cam and Toyota's Dual VVTi system. Clearly, this is a base engine in name only.

For those who demand even more raw power, there's the iForce MAX powertrain that boosts maximum output to 437 horsepower at 5,200 rpm and a whopping 583 lb.-ft. of torque at just 2,400 rpm. This system starts with the twin-turbo V6 then adds an electric motor generator within a bell housing system located between the engine and the truck's 10-speed automatic transmission. It also incorporates parallel hybrid components that kick in during start-up, EV driving, electric assist and energy regeneration. The combined effect is highly responsive performance at the extremes — such as extra oomph when towing, linear power delivery on the highway and peak torque when off-road. Who says you can't have it all, all of the time?

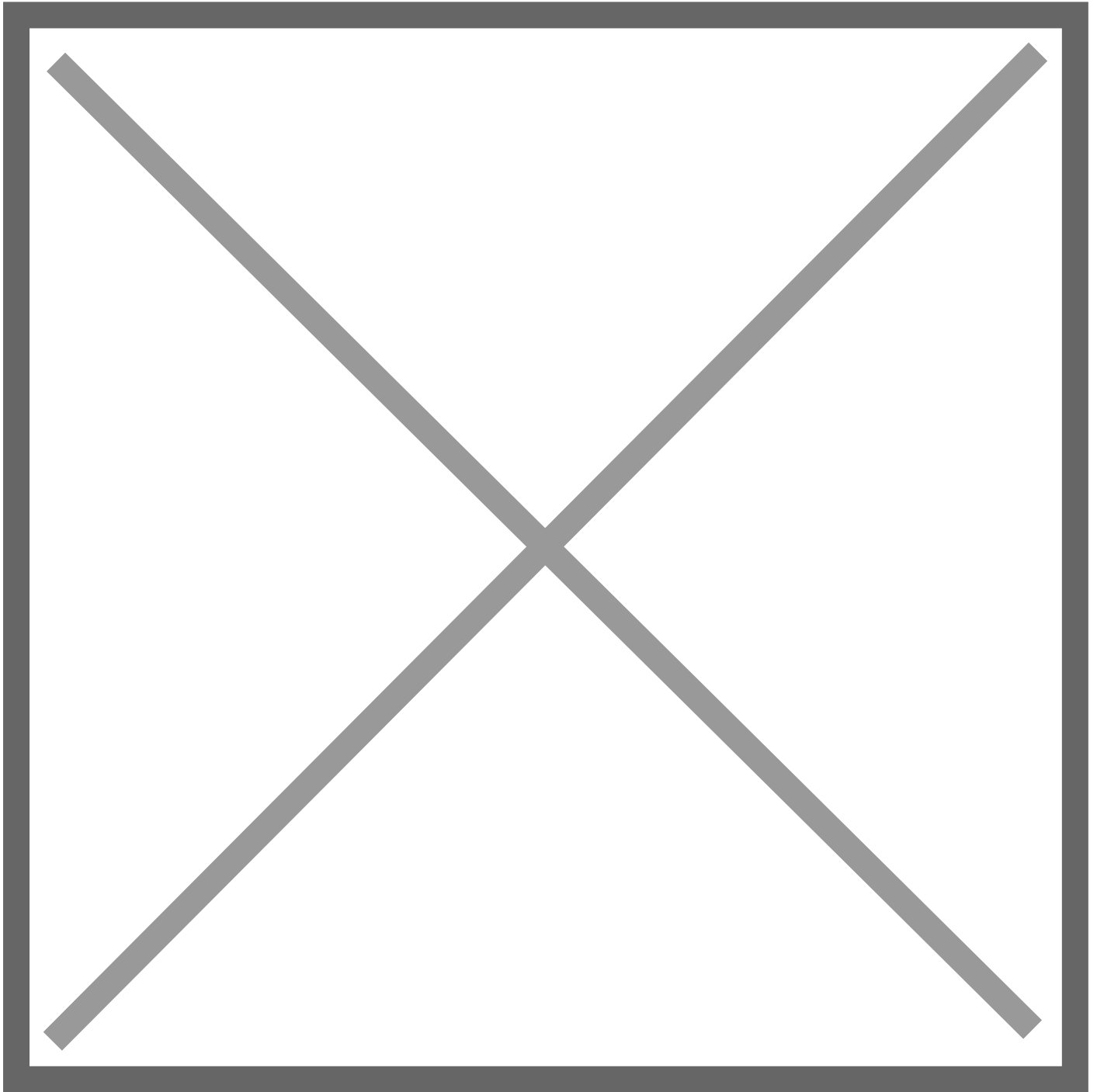
It rides on a new platform and suspension.



Clearly, the new Tundra looks the part of the rugged adventurer. But its beauty is much more than sheet metal deep. Consider, for example, this truck's new fully boxed frame comprised of both high-tension steel and, where possible to reduce weight, aluminum. Also critically important are the newly developed double wishbone front suspension and new multi-link rear suspension which dispenses with leaf springs for coil springs and adds lateral control arms. The benefits: increased lateral rigidity, ride comfort and straight-line stability as well as enhanced overall handling dynamics. This approach also allowed the engineers to offer an optional air suspension system with automatic and manual leveling functions. And available for the first time on Tundra is Toyota's Adaptive Variable Suspension system that automatically adjusts damping force in response to a wide array of road (and

off-road) conditions.

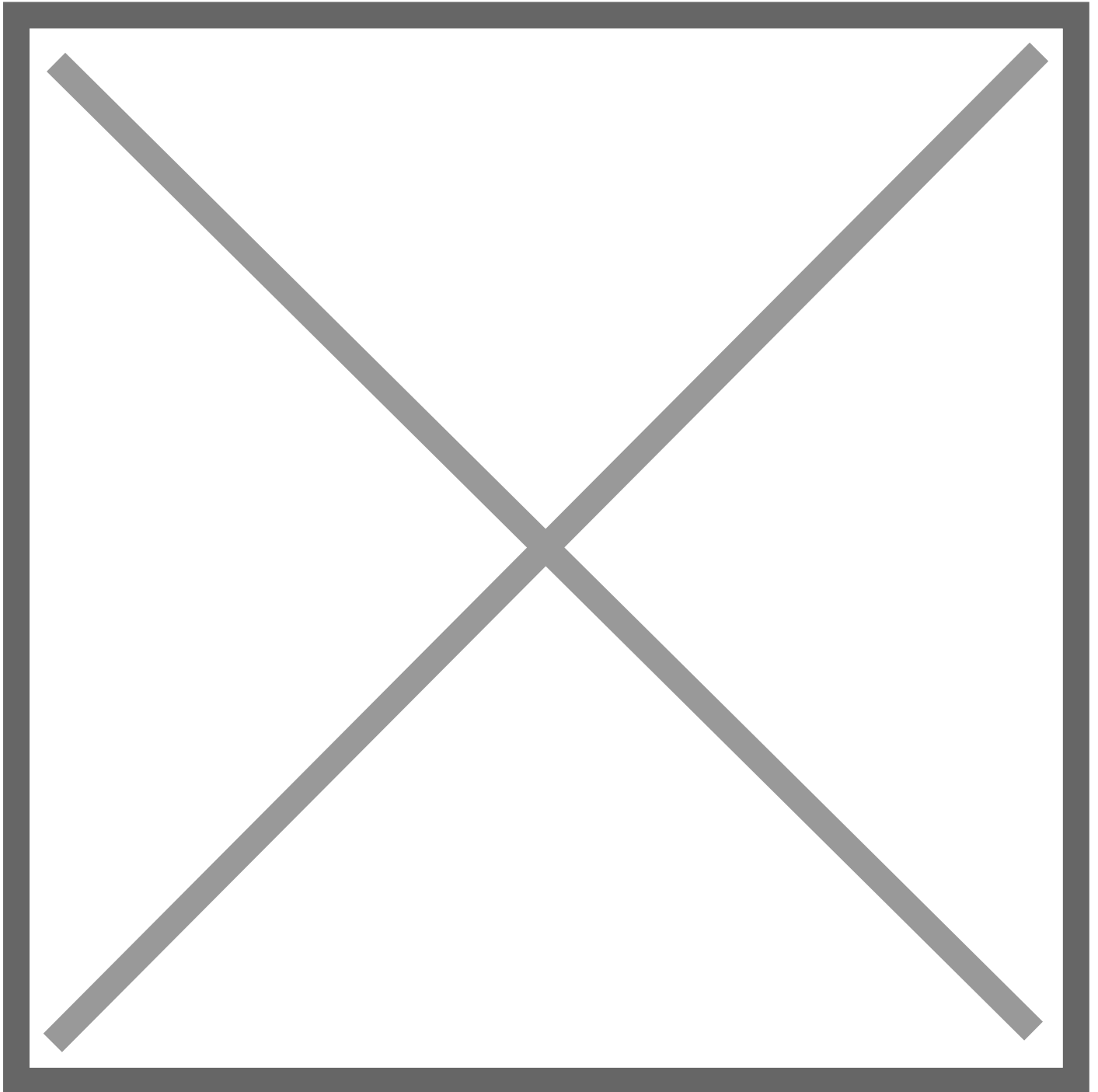
It carries and hauls more than ever before.



Given all of these and other engineering upgrades, it shouldn't come as a surprise to learn that the new Tundra can tow up to 12,000 pounds (a 17.6% increase over the previous generation) and haul as much as 1,925 pounds (an 11.2% improvement). Meanwhile, a host of new features make this core truck skillset easier to deploy. Take, for example, two new Tow/Haul modes, including Tow/Haul+ when tasked with large box trailers, RVs and

larger boats. And then there's the Multi-Terrain Monitor that gives the driver a front-, rear- and side-camera views of the truck's immediate surroundings. Similarly, there's the available Panoramic View Monitor that offers a top-down perspective. Further, the new Tundra's power extending and folding tow mirrors have a taller profile and spherical radius curvature to increase the field of view. And those are just some of the highlights on this front.

It debuts Toyota's all-new multimedia system.



The 2022 Tundra is the first Toyota vehicle to take advantage of Connected Technologies' completely redesigned multimedia system that can be operated via either the standard 8-inch touchscreen or the available 14-inch panel. Its Human Machine Interface offers interaction through sight, touch and voice with functions like pinch-and-zoom that mirror those found on smartphones and tablets. Its native navigation system is entirely cloud-based, allowing for real-time over the air updates. Its Voice Assistant has never been more intuitive, reacting to a far wider range of natural voice activated responses — such as “Hi” or “Yo!” Separately, a 12.3-inch instrument panel display presents digital gauges and customizable content such as pitch and roll details as well as one of five cinematic screens that depict adventure destinations such as El Capitan in Yosemite National Park, Monument Valley and Glacier National Park while the vehicle powers up.

It comes standard with Toyota Safety Sense 2.5.



Every Tundra, from the well-equipped SR to the luxurious 1794 to the aggressive TRD Pro — comes equipped with the latest iteration of Toyota Safety Sense. Among the features included in this suite of active safety technologies is a Pre-Collision System with Pedestrian Detection, Dynamic Radar Cruise Control with Lane Departure Alert, Automatic High Beams, Road Sign Assist and Rear Seat Reminder. But that's not all. The new Tundra also comes standard with Blind Spot Monitor and Rear Cross Traffic Alert, not to mention the available Parking Brake Support that automatically engages the brakes if the system senses the possibility of a collision with a stationary object, approaching vehicle or while parking.

When it comes to products, this is — quite literally — the big one.

Want to know more? Check out the [press release for more details](#).