

sizable, powerful, maneuverable

The full-size pickup market in the US is fiercely competitive—and one of the most important. Ford F-150 is not just the best-selling truck in America, but the best-selling vehicle, period. GM and Ram are not far behind. Toyota has always had an uphill drive. But they're good at that.

Pricing is one competitive point. Our middle-of-the-lineup Tundra Limited, in line-topping 4x4 and CrewMax configurations, had a base price just over \$40k. (You can get a Tundra SR Regular Cab 4x2 for \$26,200. Limited is the highest level available with Double Cab. Platinum and 1794 Edition are CrewMax-only models.) Most amazing may be the option pricing. We read one price

twice: \$100 for its TRD Off-Road Package. (The Premium package is

half superfluous, half things that should be standard, but still extremely reasonably priced.)

You couldn't have a much bigger vehicle than a quad cab full-size pickup, and as fate would have it ours was parked back to back with another tundra quad cab, and next to a full-on camper vehicle, at airport parking. We had only one way we could escape, and we had to really inch it out with multi-point turns. You couldn't have a worse spot, but you couldn't have better maneuverability. Really key was a very good—and accurate—rear camera. We then drove between some very tight posts into another area, doubled back through more posts, and got through it all. For an apparent handful, it really wasn't. We were charmed.

You could make comparisons point by point all day, but behind the wheel you are going to really like this truck. The interior is simple while complete, macho while elegant, solid and strong, comfortable, leather-trimmed and durable. It does a fine job of striking a balance between utility and classiness.

On the road, the Tundra was powerful and maneuverable, rocking through freeway traffic, and on surface streets able to change lanes to grab a spot in fast multiple lanes—all in a full-size quad cab pickup. Certainly useful in the field, the Tundra CrewMax is also a solid daily driver. ■

SPECIFICATIONS

ENGINE.....5.7L i-Force V8 DOHC 32v
 POWER.....381 hp / 401 lb-ft torque
 TRANSMISSION.....6-spd auto, sequential shift
 DRIVETRAIN.....part-time 4WD, elec transfer.
 WHEELS/TIRES.....standard 20", 275/55R20
 LOAD/TOWING...over 2,000 lb / over 10,000 lb
 MPG.....13/17/15 (city/hwy/comb)
INCLUDED: stability control, traction control, ABS, brake force distribution, brake assist, smart stop, backup camera, trailer sway control, 5.5-foot double-walled bed w/ rail caps, tie-down cleats, power rear window w/ privacy glass, leather-trimmed/heated 10-way power driver's seat (4-way front passenger), 60/40 fold-up rear seats, dual zone climate, Entune premium audio w/ nav and apps, 7" touchscreen.

BASE PRICE.....\$41,895
LIMITED PREMIUM PACKAGE: power windows (front auto up/down), illuminated entry and key, glass breakage sensor, front/rear parking sonar595
TRD OFF-ROAD PACKAGE: 18" TRD off-road alloys, Bilstein shocks, rear side privacy glass, engine and fuel tank skid plates, front tow hooks, TRD decal100
RUNNING BOARDS:.....345
BEDLINER:365
DESTINATION CHARGE:.....995
TOTAL\$44,295

By Joe Sage



Due to crazy schedules around the holidays, we had this vehicle for only a very short time. Suffice it to say we would have enjoyed having it longer. This is by means of saying we liked it.

