

# Lotta truck for the buck

**A ONE-YEAR MODEL** by Joe Sage

**E**volution is important on this one, and a bit of a work in progress. Toyota Tacoma is all new for 2016, the third generation of Tacoma, the second generation of Tacoma as a mid-size and the ninth generation of compact-to-midsize smaller Toyota trucks overall.

An extreme-capability TRD Pro Series—for Tundra, Tacoma and 4Runner—was introduced in 2015, bringing Baja-caliber modifications straight from the factory.

New TRD Pro Tundra and 4Runner models were released for 2016, but the Tacoma TRD Pro will be a 2017 model, revealed at the Chicago show in February and on sale this fall.

For 2016, Tacoma offers two TRD models: the TRD Sport and TRD Off-Road, but this is not a TRD Pro Off-Road—Pro skips a year.



The base 4x2 Tacoma SR starts at \$23,660 and the SR5 at \$25,745. TRD Sport adds about \$4300 of style and features to the SR5. And the TRD Off-Road is about \$1100 above that. Any are available as rear-drive or 4x4. The TRD Off-Road has electronic locking rear differential, terrain select, 16-inch alloys (the TRD Sport has 17-inchers), integrated fog-lights, 120v power in the bed and, most importantly for the toughest duty, crawl control.

We were just getting off the plane from Mudfest—the Outdoor Activity Vehicle of the Year competition in the Pacific Northwest—when we were greeted by our second TRD Off-Road of the week, in the same Inferno orange paint (a perfect color for it, the most distinctive of three 2015 TRD Pro colors), so it put a smile on our face to see it again.

Prices have not been announced for the 2017 Tacoma TRD Pro, but the 2016 4Runner and Tundra TRD Pros run about \$11-13,000 above base, so we'd expect the next Tacoma TRD Pro to be a few thousand dollars more than the TRD Off-Road here. The TRD Pro is a real tour de force, aimed at the same kind of niche as Ford Raptor or Ram Rebel, with full skid plates, extreme suspension and such, plus leather and premium audio inside. It's appropriately 4x4 only, but will offer the welcome option of a manual transmission (this year's TRD Off-Road is automatic only).

You know if you just have to wait for the

## 2016 TOYOTA TACOMA TRD OFF-ROAD

ENGINE .....	3.5L V6 Atkinson cycle Dual VVT-i
TRANSMISSION / DRIVETRAIN .....	6-spd ECT auto / 4x4
HP/TORQUE .....	378 hp / 265 lb-ft
4X4 TRANSFER CASE RATIO .....	1.00:1 / 2.57:1
BRAKES .....	FR: vent disc 10.75 in, R: drum 10.0 in w/ ABS, EBD, brake assist, TRAC, VSC, auto LSD
STEERING .....	power rack and pinion
SUSPENSION ...FR:	coil, double wishbone, stabil.bar
R:	leaf spring, staggered outboard gas shocks
WHEELS .....	16-inch machined contrast alloy
LENGTH / WHEELBASE .....	212.3 / 127.4 in
GROUND CLEARANCE .....	9.4 in
APPROACH / DEP / BREAKOVER .....	.32 / 23.5 / 21
TURNING CIRCLE .....	40.6 ft
WEIGHT / PAYLOAD / GVWR .....	4480 / 1175 / 5600 lb
TOW CAPACITY .....	(V6 w/ tow prep pkg) 6400 lb
GCWR .....	11,360 lb
FUEL / FUEL CAPACITY .....	.87 octane reg / 21.1 gal
MPG .....	18/23/20 (city/hwy/comb)

**BASE PRICE .....** **\$33,730**

**PREMIUM & TECHNOLOGY PACKAGE:** Front dual zone climate control, heated front seats, parking rear sonar, blind spot, rear cross traffic, color keyed rear bumper, auto headlights, moonroof..... 2330

**V6 TOW PACKAGE:** Class IV receiver hitch, ATF cooler, engine oil cooler, power steering cooler, 130-amp alternator, 4- and 7-pin connectors/converter, trailer sway control..... 650

**DESTINATION CHARGE: .....** **900**

**TOTAL .....** **\$37,610**

TRD Pro. If, on the other hand, you'd like its style and feel, and a decent degree of its capabilities now, or maybe don't even relish the extreme version, this TRD Off-Road truck is your one-time chance to save a few bucks. ■

