

Pretty awesome

TRD Pro loves everything you throw at it by Joe Sage

Toyota Tundra is a fine full-size pickup, which we've driven many times, here at home and at various comparo events. Really, the only things that keep it from being an absolute top-seller (although it has gained significantly) are [a] that the Big Three pickup mindset is a notoriously tough nut to crack (even with it built in Texas); and [b] we figure it could compete better if it had a heavy-duty version, although it's easy to understand why they don't pour resources into that, given "[a]."

Good news. Neither of those really matters in its SUV partner. The Toyota Sequoia full-size SUV,

new as generation three for model year 2023, retains classic body-on-frame build, durable, generally more easily repairable—especially perfect for an off-road build like the TRD Pro. And as for "[b]," demand for 2500-class SUVs is slim to moot.

The new Sequoia has independent front suspension, new rack-mounted electronic power steering and a modern multi-link rear suspension, not only for a smooth ride in its own right, but to accommodate available load-leveling variable air suspension for those towing regularly (up to 9,020 pounds maximum). TRD-tuned FOX internal bypass shocks

are key to both off-roading and in-town duty.

The Sequoia lineup starts just above \$60 grand, already a great value. At about \$80 grand, the value continues in TRD Pro, as it is not only an especially capable duty-build, but has extensive premium features, such as second-row captain's chairs, a heated steering wheel and much more, including new multimedia systems introduced in Tundra.

The first thing we did with this Sequoia TRD Pro was take it off-pavement at one of the largest off-highway vehicle terrain regions. Here, it was most impressive. (Our headline is sanitized from our voice memos—which were few overall, also a good sign, as annoyances tend to get more attention.)

It was good to grab the dirt immediately, as we had this for NASCAR week, meaning hundreds of miles of freeway driving, in generally crowded con-

ditions to boot. This may seem a bit off-target for the intentions of a TRD Pro, but it's a chance to look at the way many prospective buyers will—whether it can be a daily driver, as well as a week-end warrior. The answer is a definite "yes."

We had originally been scheduled in the Sequoia for a week with a long road trip, for which we wanted four-wheel drive and something we could sleep in the back of, given the unknowns of time, distance and winter weather. We changed, though, to the RAV4, for fuel economy. Not to say the Sequoia is thirsty. Sure, its fuel mileage ratings are lower, but that's a pure function of its size and strength, not of indulgence. Plus, the entire lineup is now i-FORCE MAX hybrid, optimizing the whole scenario. And even with its high horsepower and torque, it runs on regular gas.

We don't hypermile, but do glance at the readouts. This arrived with mpg in the 16s and stayed there throughout our varied week of off-pavement,

open highway, urban freeway and surface street errands. Your mileage, as they say, may vary.

Speaking of the original plan for a sleepable SUV, we did have some large, odd-shaped boxes to move. The third row power-reclines, its controls easily accessible in the cargo area. The folded seats still take up a lot of volume, and they create a storage area with multiple levels. Though not ideal for that sleeping plan, it was adequate for our box-moving. After the fact, we learned something we had not found intuitively—a multi-level adjustable cargo shelf system that can also slide the third row through six inches of range. What this offers in terms of odd cargo shapes or sleeping, we will have to save for another time.

Toyota Sequoia's gen-three restyling is strong and handsome, looking totally new and contemporary, while also immediately recognizable and perfectly on brand. This is a top notch SUV, and TRD Pro is a proven do-everything build. ■



SPECIFICATIONS

ASSEMBLY	.....San Antonio, Texas
SEATING	.....seven (2nd row captain's chairs)
ENGINE	.....3.5L intercooled twin-turbo V6, 24v DOHC, chain drive w dual VVT-i
HP/TORQUE	.....437 hp / 583 lb-ft
COMPRESSION RATIO	.....10.4:1
ELECTRIC MOTOR & BATTERY	
ELECTRIC MOTOR	.....perm magnet synchr
SYSTEM	.....parallel hybrid w elec motor/generator btwn engine & transmission
BATTERY PACK.....sealed Ni-MH	
RATED/SYSTEM VOLTAGE	...288V / 650V max
OUTPUT/TORQUE	.....48 hp / 184 lb-ft
TRANSMISSION	.....10-spd electronically controlled automatic w intelligence (ECT[-i]), sequential shift mode, uphill/downhill logic, tow/haul modes
DRIVETRAIN.....4WDemand part-time 4WD, electronically controlled 2-spd transfer case (high/low range), automatic limited slip diff w parallel hybrid system w elec motor/generator btwn engine & trans	
SUSPENSION.....(TRD Pro) F: TRD off-road susp w 2.5-in FOX internal bypass coil-overs & rear remote-reservoir shocks, TRD Pro front stblzr bar; R: multi-link w coils & outboard-mounted twin-tube shocks	
STEERING.....elec pwr-assist rack & pinion	
BRAKES.....F: 13.9 pwr-assist vented disc w opposed dual-piston calipers; R: 13.36 vented w single-piston caliper	
WHEELS.....18-in black forged-alum BBS	
TIRES.....285/65R18 (33-in) AT Falken Wildpeak	
LENGTH / WHEELBASE.....208.1 / 122.0 in	
WIDTH / HEIGHT.....79.6 / 77.7 in	
HEADRM (F/2/3).....(moonrf) 39.2 / 38.4 / 35.6 in	
LEGROOM (F/2/3).....41.2 / 39.2 / 28.1-33.7* in	
*sliding 3rd row w adjustable cargo shelf	
OVERHANG (F/R).....38.0 / 48.0 in	
GROUND CLEARANCE.....(TRD Pro) 9.1 in	
APPROACH / DEPARTURE.....(TRD Pro) 23° / 20°	
TURNING CIRCLE.....(TRD Pro) 44.6 ft	
CARGO CAPACITY.....11.5-22.3* / 49.0 / 86.9 cu.ft	
*sliding 3rd row w adjustable cargo shelf	
WEIGHT.....6150 lb	
PAYLOAD.....1435 lb	
TOW CAPACITY.....9020 lb	
FUEL / CAPACITY.....87 oct reg unl / 22.5 gal	
MPG.....(4x4) 19/22/20 (city/hwy/comb)	
BASE PRICE	.....\$78,710
DESTINATION CHARGE	.....1850
TOTAL	.....\$80,560

2024 model; see 2025 pricing below.

2025 TOYOTA SEQUOIA LINEUP

(ALL ARE I-FORCE MAX)	.....4X2	.....4X4
SR5	.....\$62,175	.....\$65,175
Limited	.....68,575	.....71,575
Platinum	.....79,320	
TRD Pro	.....80,045	
1794 Edition	.....80,135	
Capstone	.....83,665	