

CARGAZING

2025 TOYOTA TUNDRA

Tundra Adds TRD Rally Package

PRESS RELEASE

The Tundra is a full-size pick-up powerhouse and it enters 2025 with a new TRD Rally Package and new luxury features. The lineup for the 2025 Tundra offers something for everyone, with SR, SR5, Limited, Platinum, 1794, TRD Pro and Capstone grades available.

TRD RALLY PACKAGE

This TRD inspired Rally Package uses Toyota's Baja racing heritage as the cornerstone for its design. The iconic red, orange and yellow colorway is incorporated into the design of this truck. Engineers continued the enhancements with 18-inch TRD off-road wheels with unique center caps, all-terrain tires, Bilstein® shocks and skid plates to give this truck legitimate off-road chops. Add in an electronically controlled locking rear differential, Multi-Terrain Select, Crawl Control and this truck is ready to take you on epic adventures. The exterior was not the only place that got exciting goodies, the interior also pays homage to Toyota's racing heritage, showing off the iconic red, orange, yellow accents on the SoftTex®-trimmed seats and on the dashboard. The TRD Rally Package is available in four colors: Ice Cap, Magnetic Gray, Midnight



Massaging seats and a TRD Rally package are among the Toyota Tundra's optional additions for 2025.

Black Metallic and Celestial Silver.

MASSAGING SEATS

Front seat passengers can now experience luxurious comfort with beautifully crafted available leather-trimmed seats featuring 10-way power adjustment and integrated massage functions. Tailor your relaxation with options for both upper and lower body massage, offering a range of intensities—all conveniently

controlled via the intuitive 14-inch multimedia touchscreen. Massaging seats can be used whether driving or parked and are standard in 1794, Platinum and Capstone grades.

TRD PRO COLOR

All-new for 2025 is the color Mudbath, which is only available on TRD Pro grades.

POWERTRAINS

The Tundra offers impres-

sive powertrains: a twin-turbo V6 engine and a hybrid twin-turbo V6. Both engines team with a 10-speed Electronically Controlled Automatic Transmission with intelligence (ECTi). The 10-speed features a sequential shift mode, uphill/downhill shift logic and TOW/HAUL driving modes.

The i-FORCE, twin-turbo V6 uses DOHC 24-valve cylinder heads and Dual VVTi systems to yield 389 horsepower and 479 lb.-ft. of

torque. The i-FORCE MAX hybrid powertrain is available with 437 horsepower at 5,200 rpm, and an impressive 583 lb.-ft. of torque at a low 2,400 rpm.

The i-FORCE MAX combines the twin-turbo V6 with a motor generator with a clutch located within the bell housing between the engine and 10-speed automatic transmission. The motor generator provides additional power through the transmission, while the

BY THE NUMBERS

Base price: \$40,090
Wheelbase: 145.7 in.
Length: 233.6 in.
Width: 80.2 in.
Height: 78 in.
Engine: 3.5-liter turbo V6, 389 hp, 437 lb.-ft. torque
Transmission: 10-speed automatic
Estimated mileage: 18 city, 24 highway

engine start-up, EV driving, electric assist and energy regeneration are done via the hybrid components.

OFF-ROAD PROWESS

Standard on Tundra TRD Pro models and trucks equipped with the TRD Off-Road package are a slew of off-road upgrades that enhance off-pavement exploration. Multi-Terrain Select offers adjustable settings to help control wheel spin on a variety of terrain. Crawl Control functions as a low-speed, off-road cruise control that allows the driver to focus on steering while the Tundra maintains one of five selectable speeds. Downhill Assist Control helps the driver navigate tricky slopes.

TRD Pro and Tundras equipped with the TRD Off-Road package come standard with an electronically locking rear differential.