

BODY

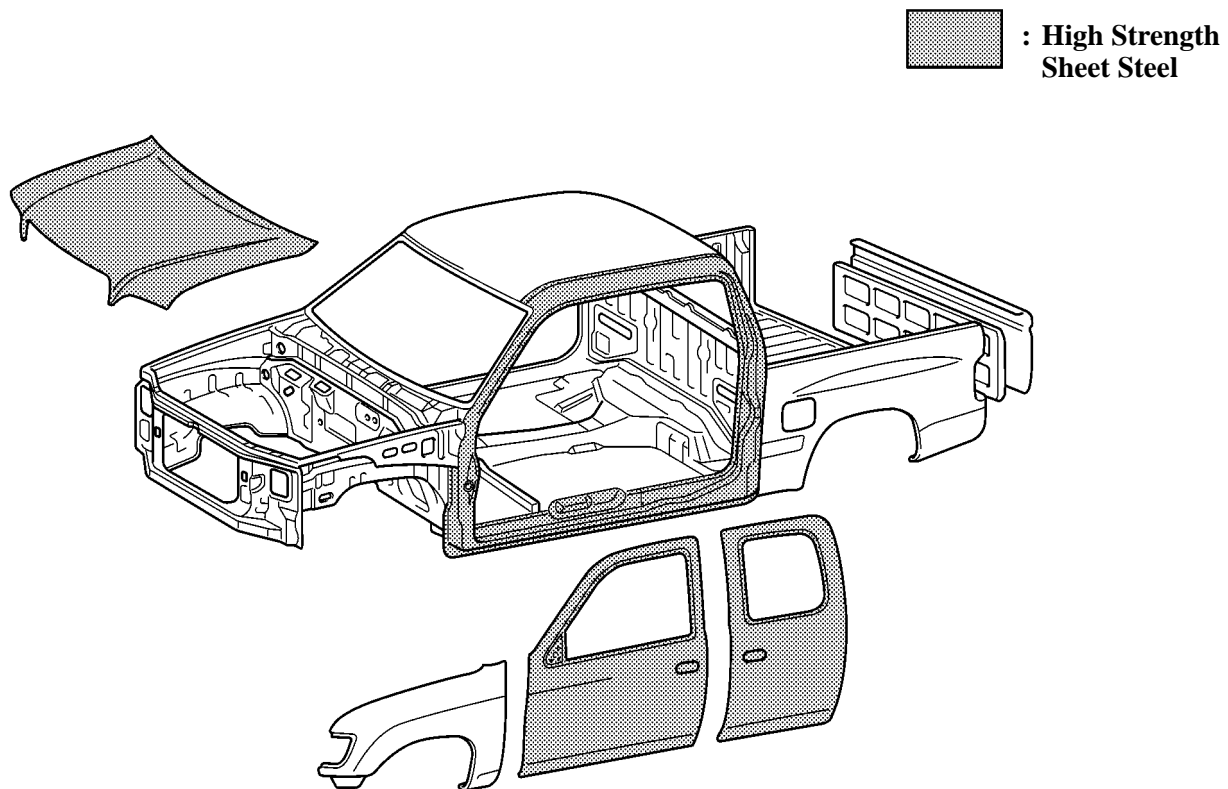
HIGHLY RIGID BODY

■ DESCRIPTION

The body of the Toyota Tundra has been made lightweight and highly rigid through the refinement of the shape and construction of each part, optimized allocation of reinforcements and members, and use of high strength sheet steel.

■ HIGH STRENGTH SHEET STEEL

High strength sheet steel is used for the hood, door panels, inner panel, reinforcements and deck floor (only for standard cab), etc.

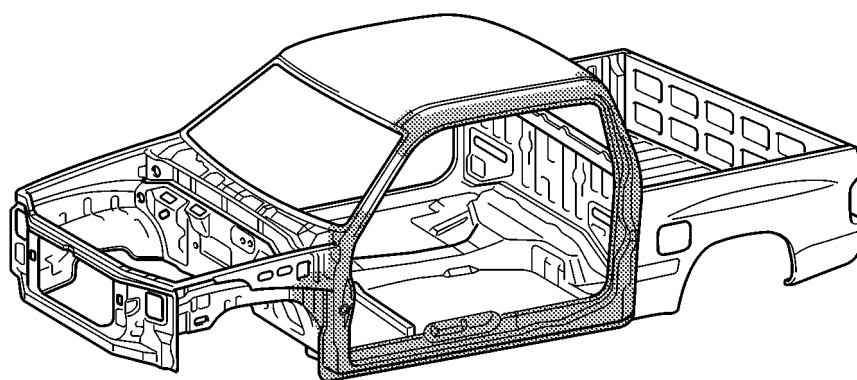


Access Cab

■ BODY SHELL

The areas that join the pillars to the roof side rail or the rocker are provided with reinforcements to ensure a strong pillar construction. In addition, reinforcements are efficiently located throughout the body to realize excellent body rigidity.

 : Reinforcements

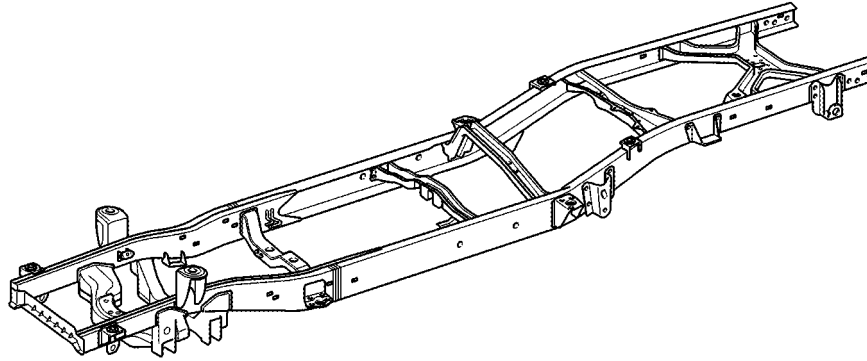


Access Cab

164BO02

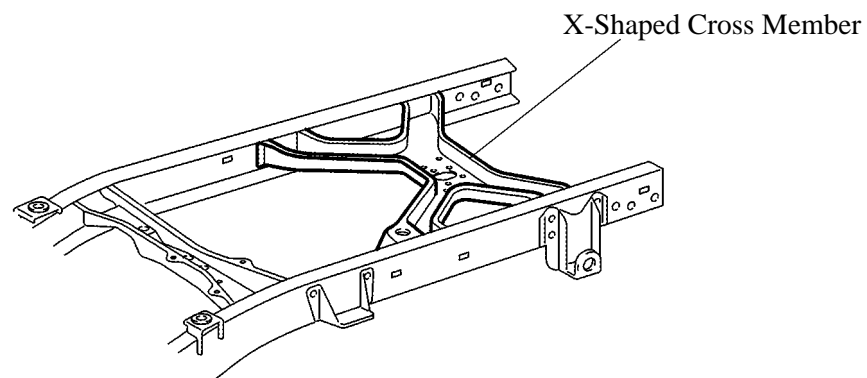
■ FRAME

- The frame is basically the same ladder type used in the previous model. The shape of the various areas of the frame has been modified in order to realize excellent collision safety performance, good driving stability and riding comfort.



164BO03

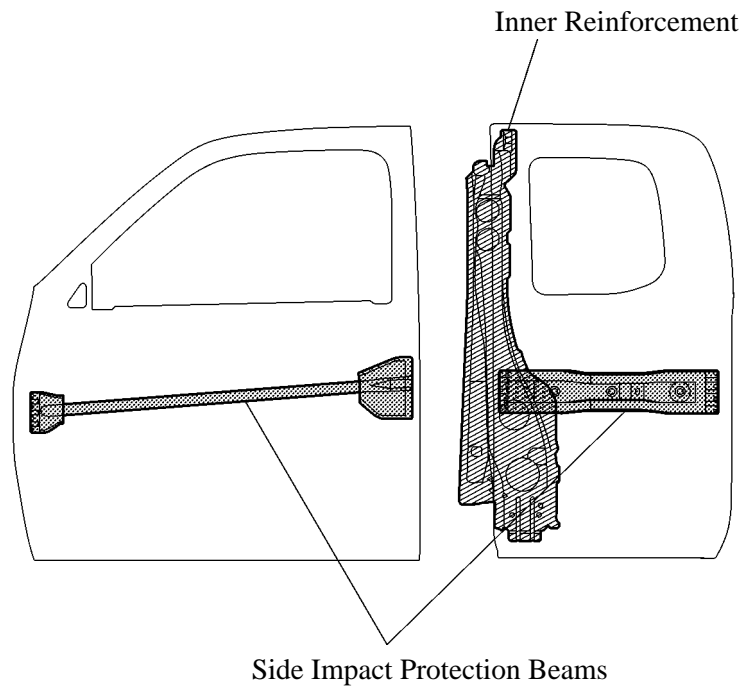
- An X-shaped rear cross member has been adopted to ensure the lateral rigidity of the rear suspension.



164BO04

■ DOORS

- Side impact protection beams are mounted in the center space between the outer and inner door panels. They are the pipe type for the front door and the plate type for the access door.
- Because the access cab model adopts a center pillarless construction, inner reinforcements are provided in the access door to ensure body rigidity.



SAFETY FEATURES

■ IMPACT ABSORBING STRUCTURE

1. General

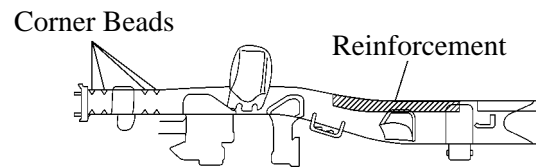
The impact absorbing structure of the Toyota Tundra provides a body and frame construction that can effectively absorb the energy of impact in the event of a collision.

Also, an excellent occupant protection performance has been realized by adopting a frame construction that effectively absorbs and disperses the impact energy, and a strong body construction has been made possible through the use of the optimally allocated frame materials around the cabin.

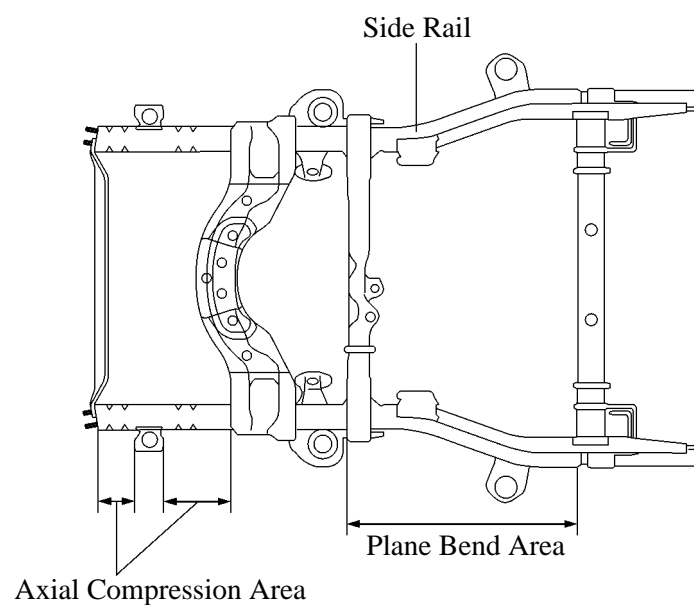
2. Construction

Impact Absorbing Structure for Front Collision

Corner beads have been provided in the front area of the side rail, and reinforcements have been provided inside the side rail. Furthermore, the front end of the side rail has adopted a split construction and the axial compression area has been provided with an appropriately thick plate material. Through these measures, the deformation of the frame can be controlled in accordance with the impact energy that is applied during a frontal collision, thus effectively absorbing the impact energy that is transmitted to the cabin and minimizing the deformation of the cabin.



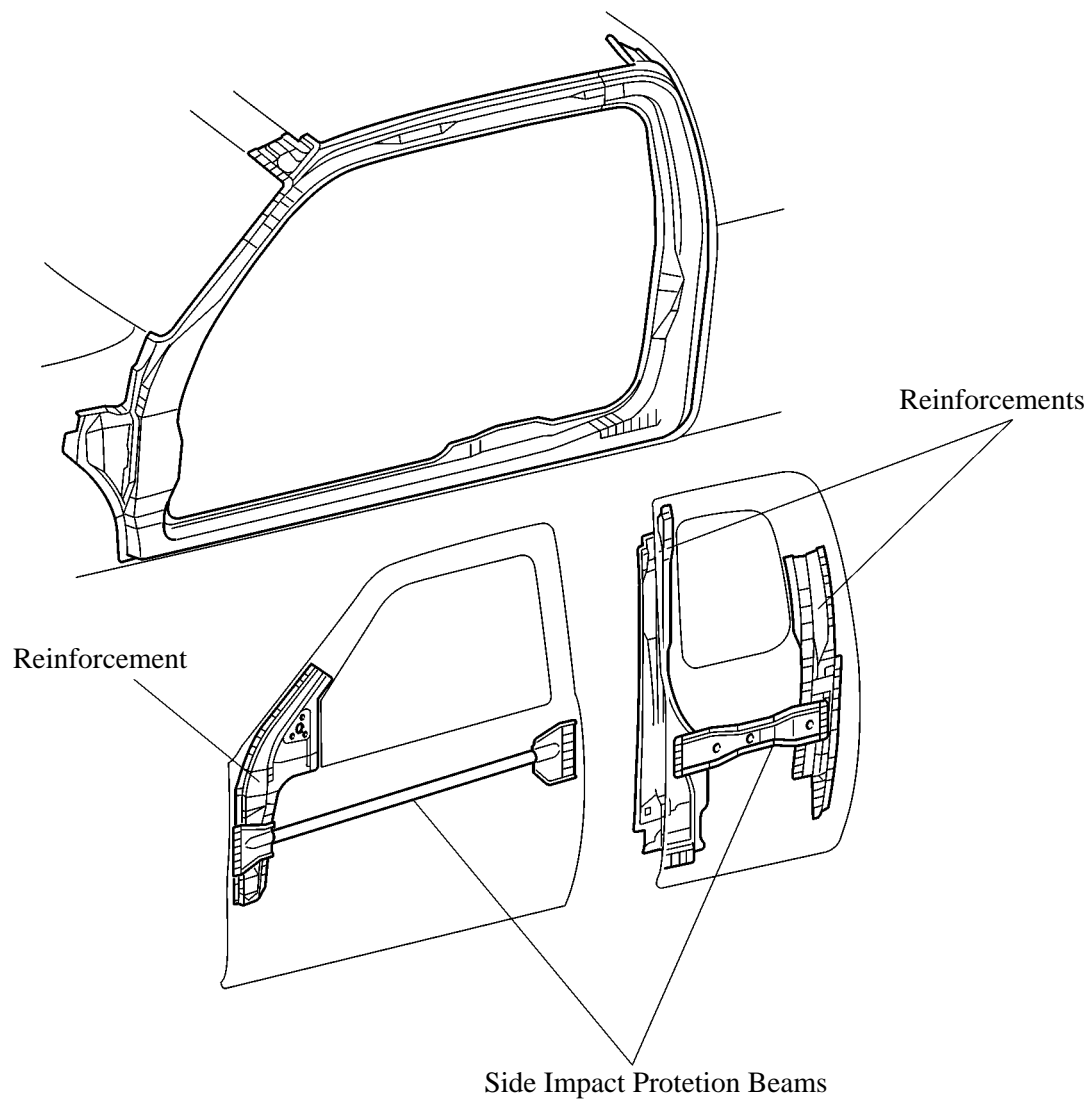
164BO06



164BO07

Impact Absorbing Structure for Side Collision

Impact energy of a side collision directed to the cabin area is dispersed throughout the body via door reinforcements, side impact protection beams, floor cross members, etc. This dispersion of energy keeps the energy directed to the cabin to a minimum level. As a result, the deformation of the cabin is minimized.

► Impact Absorbing Structure for Side Collision ◀

164BO08

RUST-RESISTANT BODY

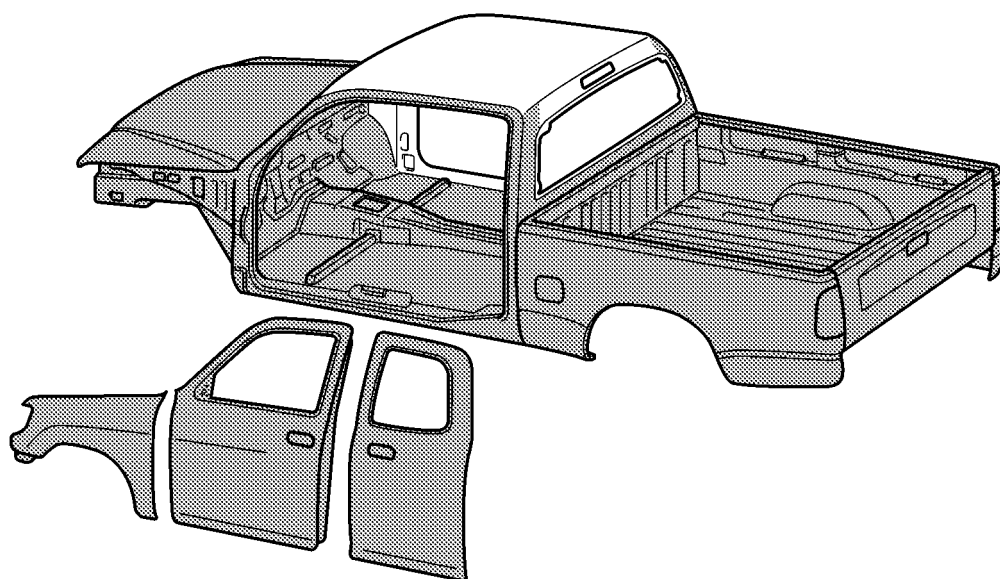
■ DESCRIPTION

Rust-resistant performance is increased by using anti-corrosion sheet steel and anti-corrosion treatment by applying wax, sealer, anti-chipping paint, etc. to easily corroded parts such as the hood, doors, rocker panels, etc.

■ ANTI-CORROSION SHEET STEEL

Anti-corrosion sheet steel is used for many inner and outer panels of the body shell such as the dash panel, floor panels, hood and doors, etc. in order to further improve rust-resistant performance.

 : Anti-Corrosion Sheet Steel



Access Cab

164BO11

■ WAX AND SEALER

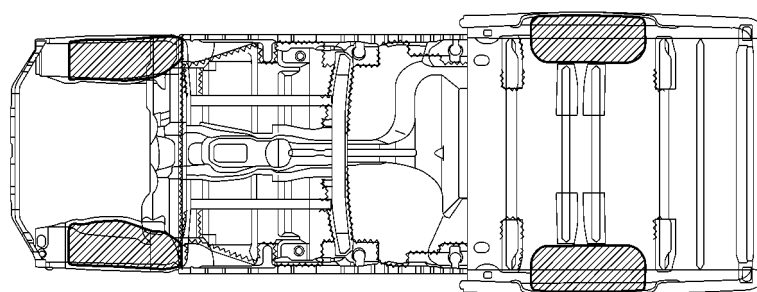
Wax and sealer are applied to hemmed portions of the hood, door panels, hinge, tail gate and etc. to improve rust-resistant performance.

■ UNDER COAT

PVC (Polyvinyl Chloride) coating is applied to the under side of the body. A thick coating is applied to the fender apron and other parts which are subject to damage by flying stones, etc. to improve rust-resistant performance.

 : PVC Coating Area

 : Edge Seal



Access Cab

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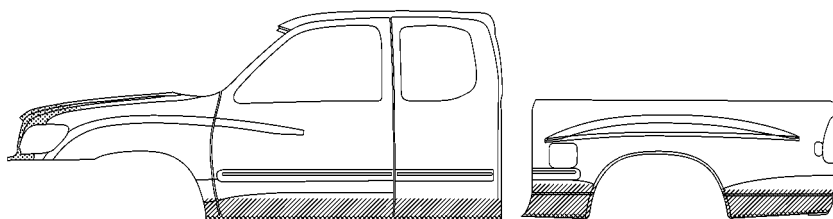
■ ANTI-CHIPPING APPLICATION

Anti-chipping paint and PVC chipping primer are applied to the lower door panel area, the rocker panel area and the lower deck panel area to protect them from flying stones. In addition, soft-chip primer is applied to the hood and front end panels.

 : Soft-Chip Primer

 : Anti-Chipping Paint

 : PVC Chipping Primer



Access Cab

164BO13

LOW VIBRATION, LOW NOISE BODY

■ DESCRIPTION

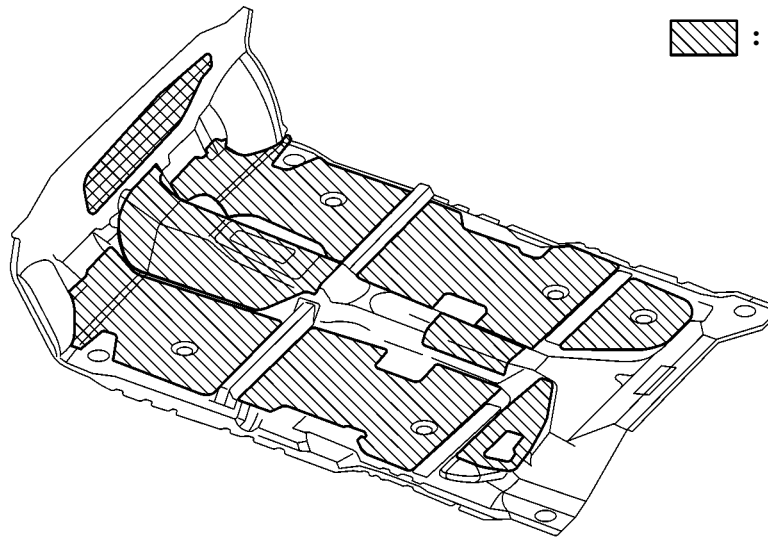
An effective application of vibration damping and noise suppressant materials reduces engine and road noise.

■ SOUND ABSORBING AND VIBRATION DAMPING MATERIALS

- In conjunction with the use of a asphalt sheet which decreases the noise level, asphalt sheet is applied to most of the floor area to reduce engine and road noise during vehicle operation.

 : Dash Asphalt Sheet

 : Floor Asphalt Sheet

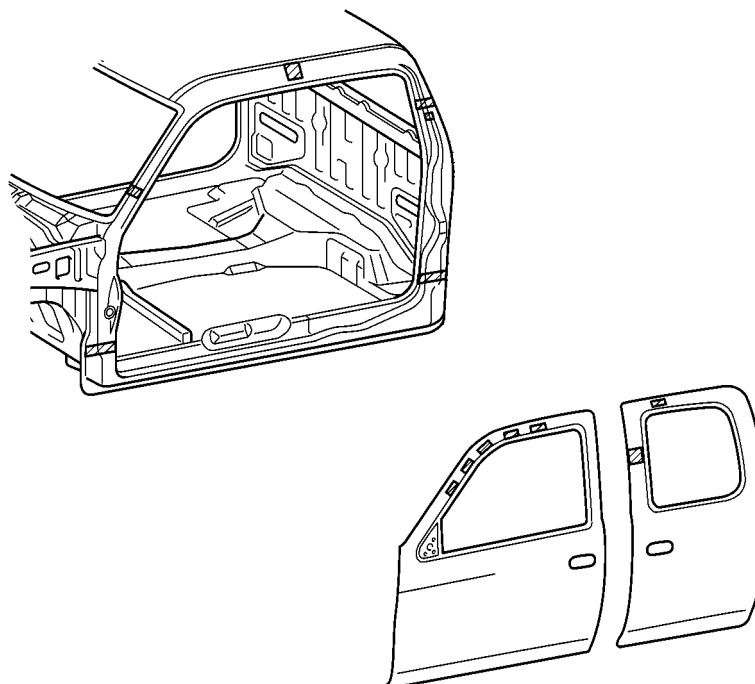


Access Cab

164BO14

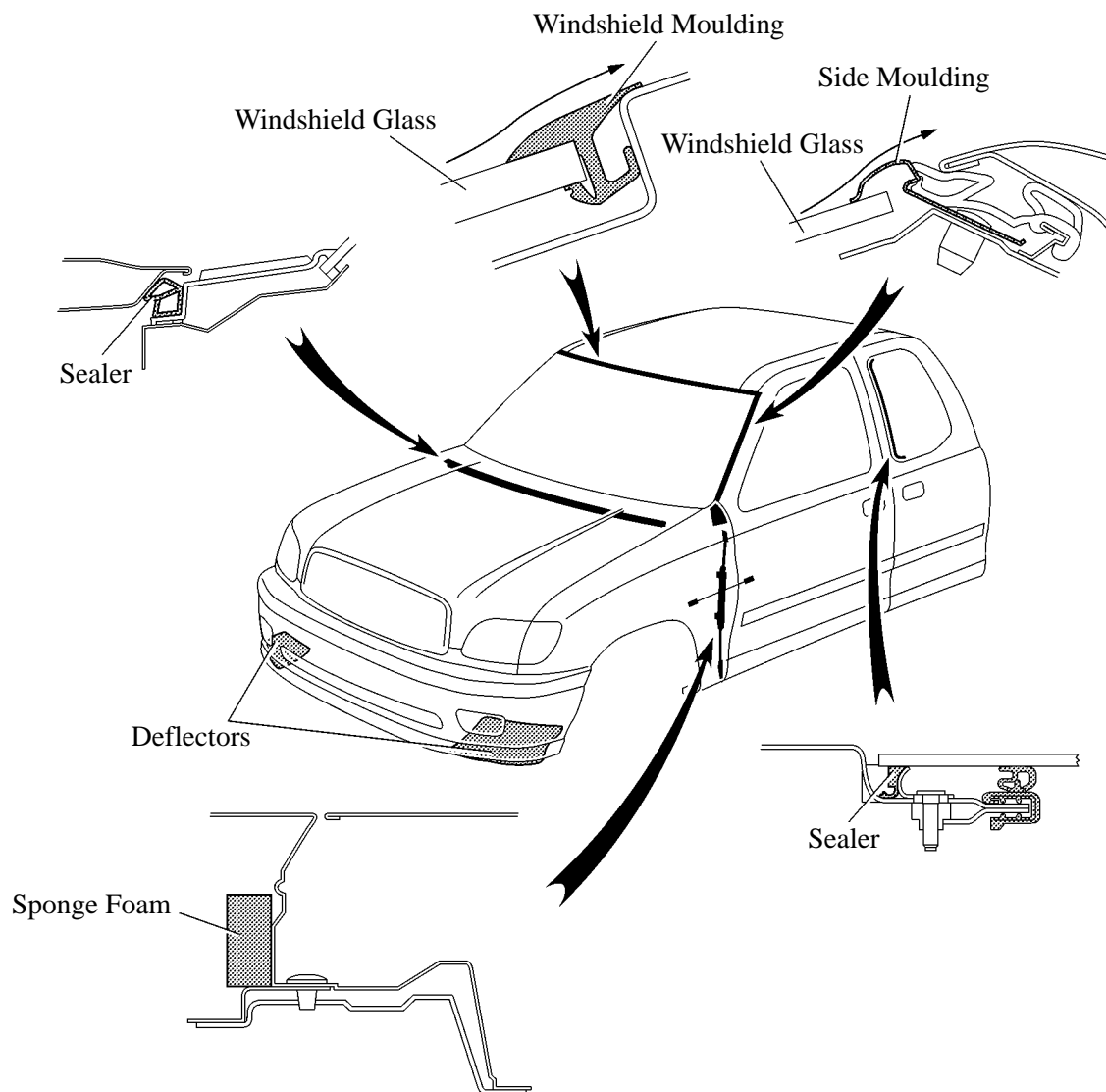
- Foamed material is provided inside the pillar, rockers and doors. As a result, the wind noise and road noise that are transmitted to the rockers and the pillars have been reduced.

 : Foamed Material



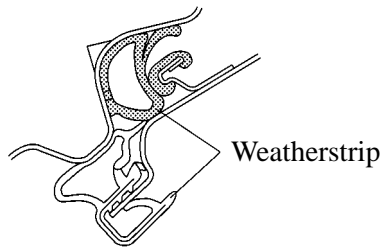
164BO15

- To reduce wind noise, the shape of the mouldings has been optimized, and a deflector has been provided below the front bumper to ensure a smooth airflow.



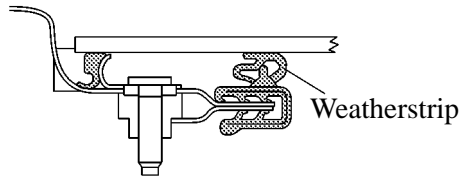
WEATHERSTRIP

The location and the cross section of the weatherstrips have been optimized to ensure a high level of sealing performance and sound insulation.



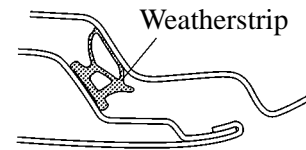
A – A Cross Section

164BO38



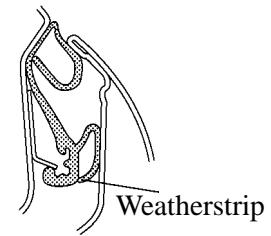
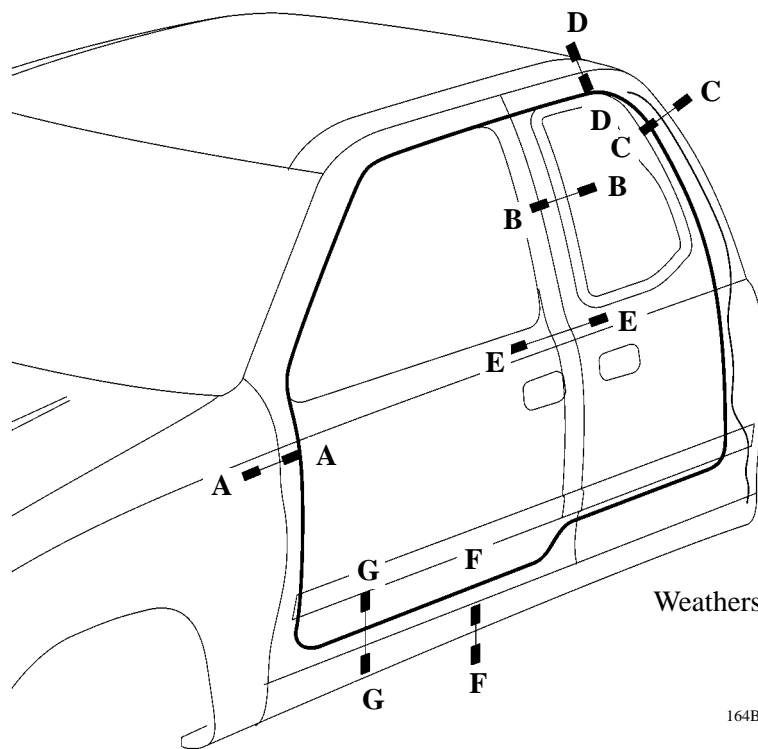
B – B Cross Section

164BO40



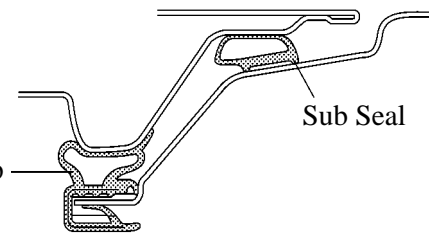
C – C Cross Section

164BO37



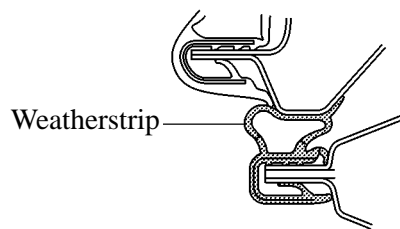
D – D Cross Section

164BO36



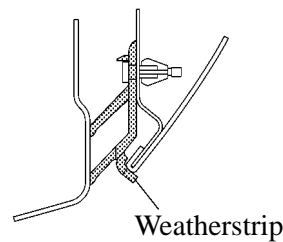
E – E Cross Section

164BO35



G – G Cross Section

164BO34

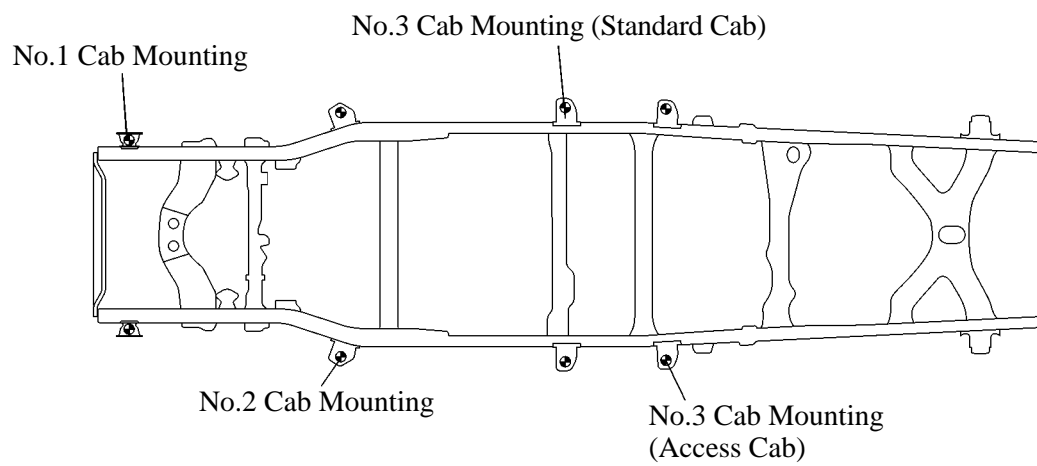


F – F Cross Section

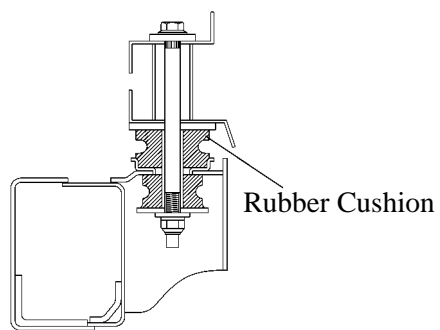
164BO39

■ CAB MOUNTING

The spring properties of the rubber cushion of each of the body mounts have been optimized in order to improve the vehicle's riding comfort and to reduce noise and vibration.

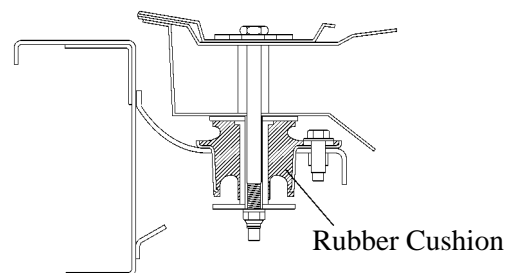


164BO16



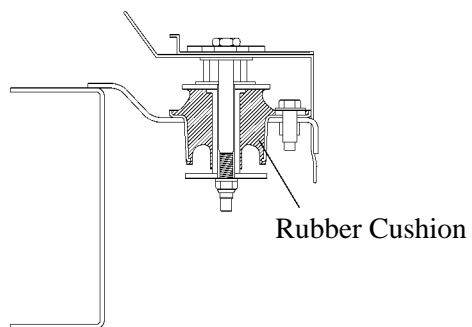
164BO17

No.1 Mounting



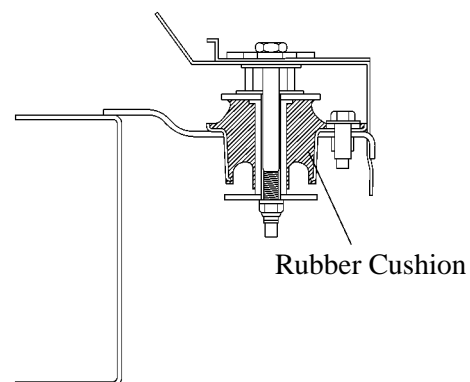
164BO18

No.2 Mounting



164BO19

**No.3 Mounting
(Standard Cab)**



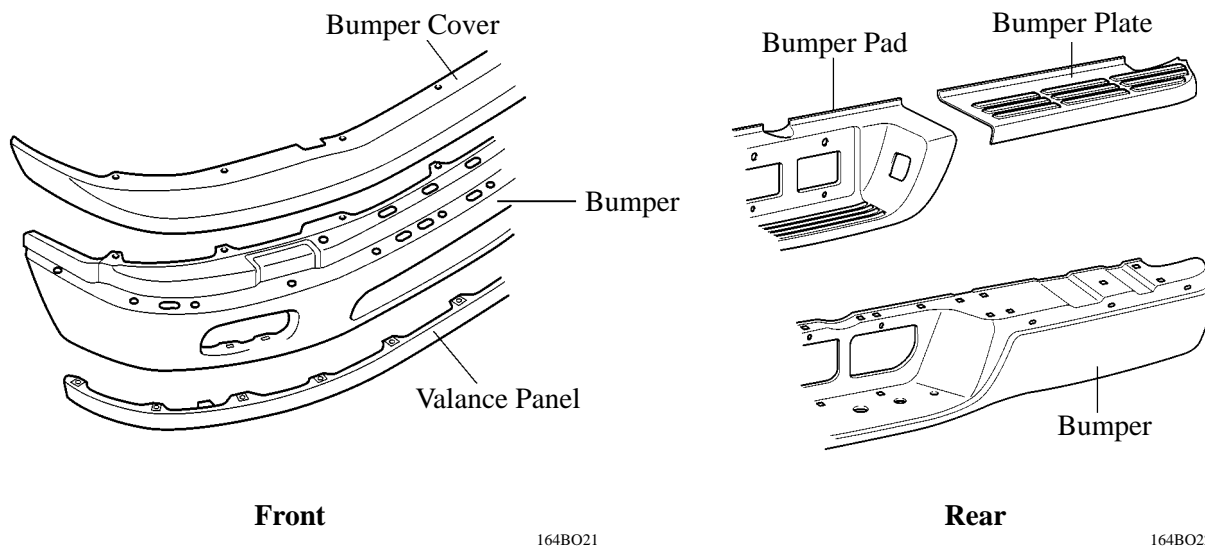
164BO20

**No.3 Mounting
(Access Cab)**

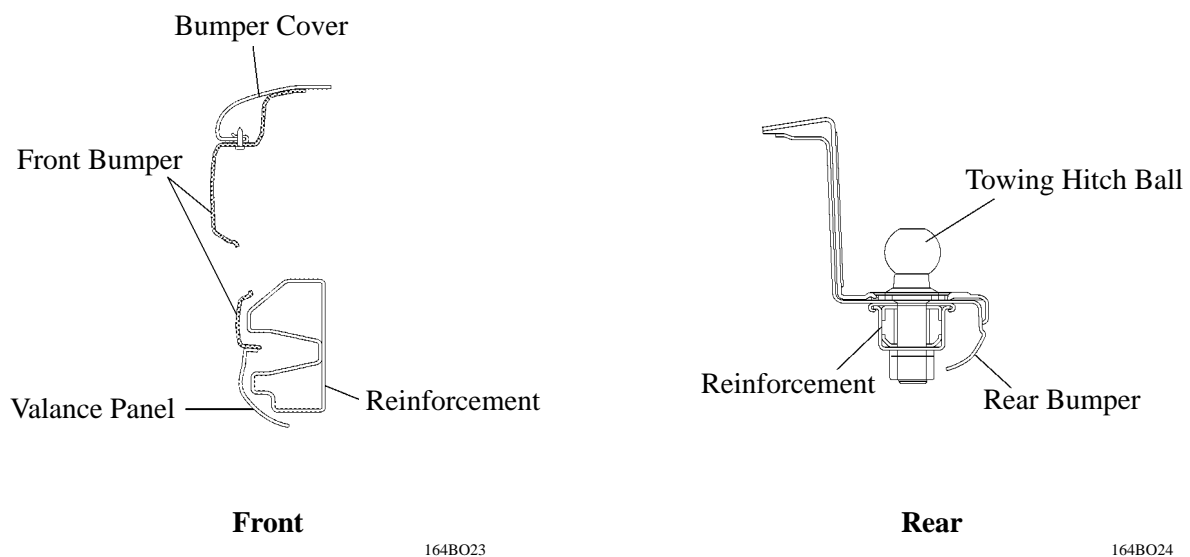
ENHANCEMENT OF PRODUCT APPEAL

■ BUMPER

- The construction of the front bumper has been changed from the previous two-piece construction (consisting of front bumper and front valance panel) to the three-piece construction (consisting of front bumper, front bumper cover, and front valance panel). Furthermore, the front bumper cover and the front valance panel are made of highly recyclable TSOP (The Super Olefin Polymer).
- A plastic step has been added to the center of the rear bumper to improve its ease of use and looks. The plastic step is made of highly recyclable TSOP (The Super Olefin Polymer).

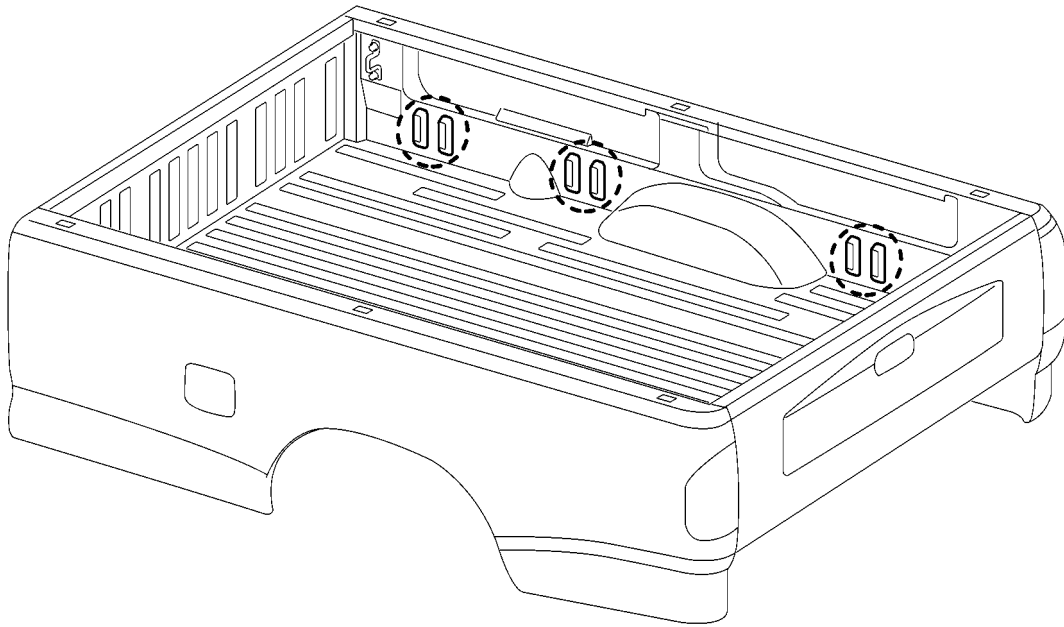


- The shape of the reinforcement in the front and rear bumper has been changed to enable the bumpers to protrude further in order to reduce the damage to the body during a minor collision.
- A towing hitch ball for the rear bumper has been made available as an option on all models.



■ DECK

To improve its ease of use, the deck has been provided with partition slots.



164BO25

■ TWIN ACCESS DOOR

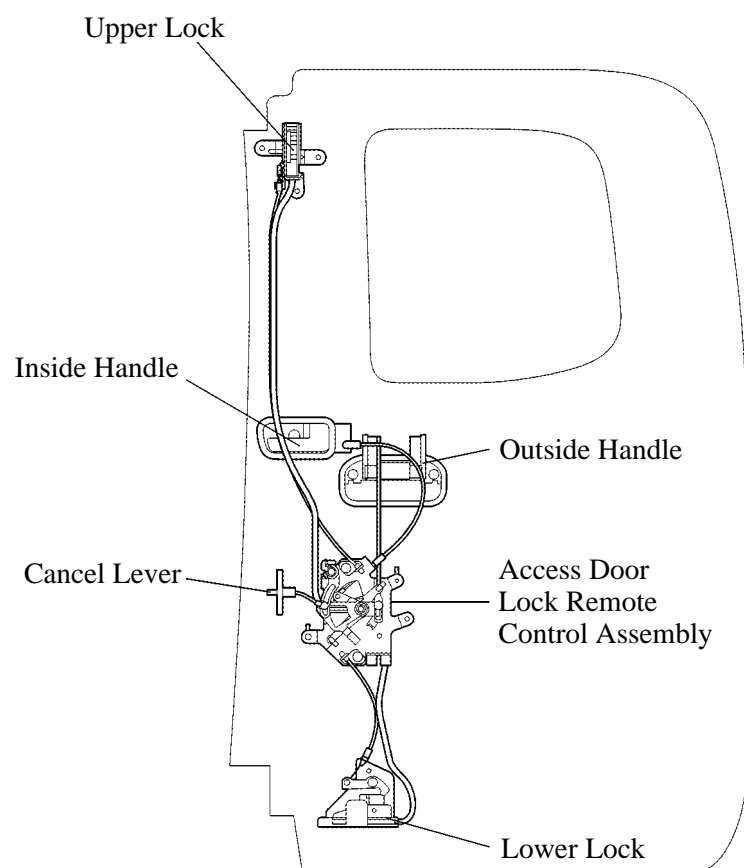
1. General

The access cab model has adopted double-opening type twin-access doors to provide a large opening dimension. As a result, the in-and-out access to the rear seat has been improved, enabling the rear seat occupants to enter and exit easily from either the driver's or the passenger's side.

2. Construction and Operation

General

The access door contains upper and lower locks, inside and outside handles, an access door lock remote control assembly, etc.

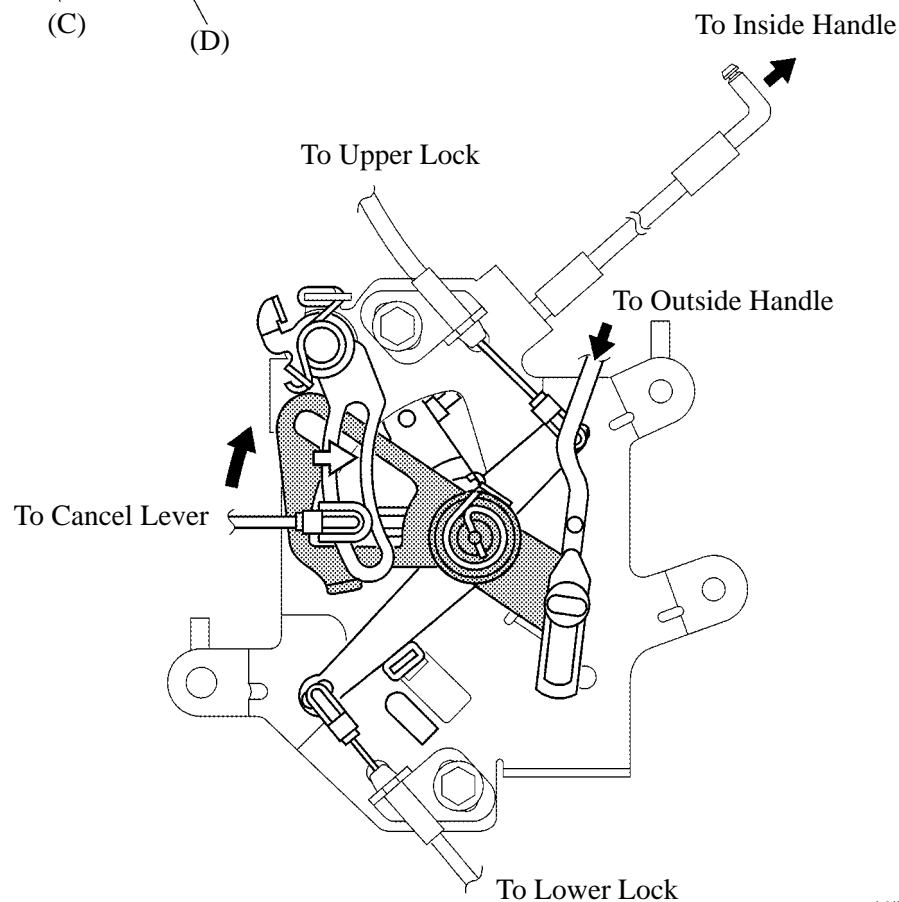
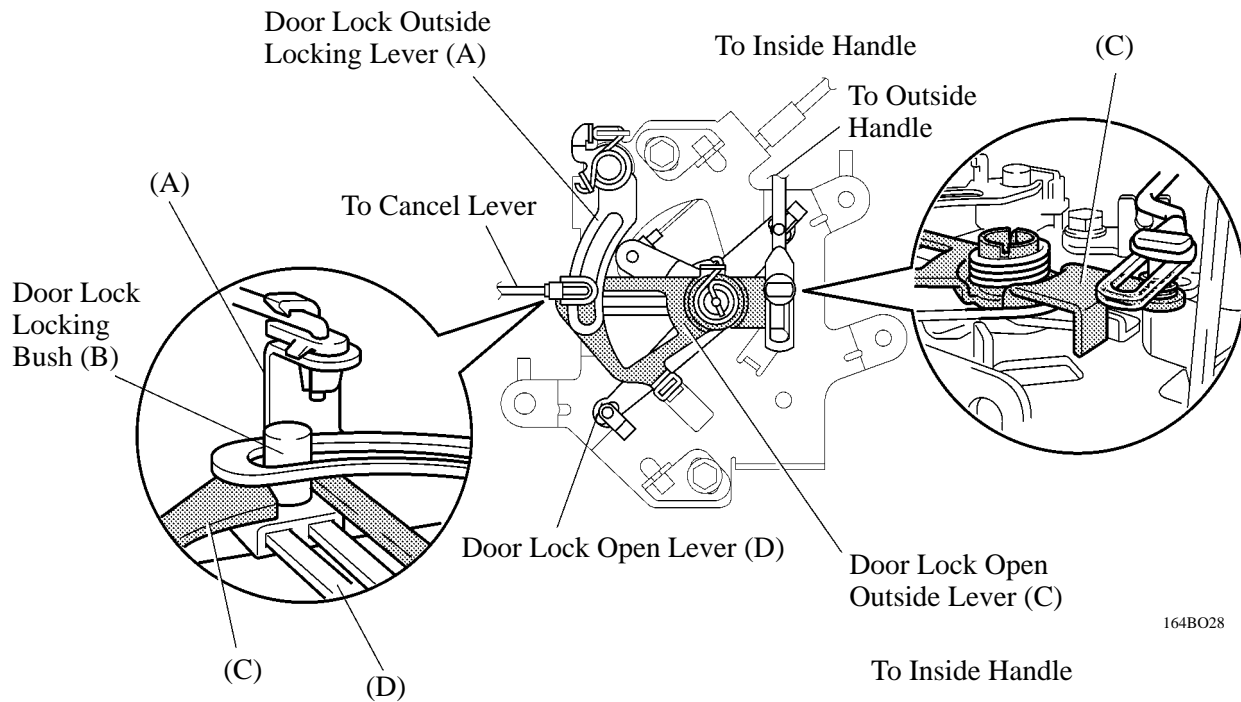


164B027

3. Access Door Lock Remote Control Assembly

A cancel mechanism is provided to prevent the access door from opening if the inside handle or the outside handle of the access door is operated when the front door is closed.

When the front door is closed, the front door keeps the cancel lever and the door lock outside locking lever (A) pressed. Therefore, the door lock locking bush (B) that is engaged in the groove of (A) slides, causing the door lock open outside lever (C) to become disengaged. As a result, when the front door is closed, the door lock open lever (D) will not move even if the inside handle or the outside handle of the access door is operated. Thus, because the upper and lower locks cannot be disengaged, the access door will not open.



■ SEAT BELT

1. General

- The driver seat is provided with a 3-point ELR (Emergency Locking Retractor), an electrical sensing type seat belt pretensioner and a seat belt force limiter.
- The front right passenger seat is provided with a 3-point ELR, ALR (Auto Locking Retractor), an electrical sensing type seat belt pretensioner and a seat belt force limiter.
- The front and rear center seats are provided with a 2-point NR (Non-Retractor) seat belt.
- The rear outer seats are provided with a 3-point ELR and ALR seat belt.
- The access cab model has newly adopted a suspending type adjustable cantrail.
- A tether anchor bracket for the CRS (Child Restraint System) has been provided.

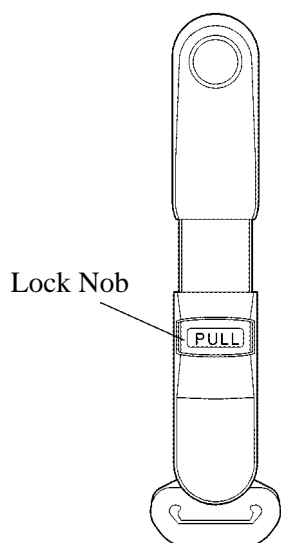
2. Pretensioner and Force Limiter

- In accordance with the ignition signal from the airbag sensor assembly, the seat belt pretensioner activates simultaneously with the deployment of the SRS airbags for the driver and front right passenger.
- In the beginning of a collision, the seat belt pretensioner instantly pulls up the seat belt thus providing the excellent belt's effectiveness in restraining the occupant.
When the impact of a collision causes the tension of the seat belt applied to the occupant to reach a predetermined level, the force limiter restrains the tension, thus controlling the force applied to the occupant's chest area.

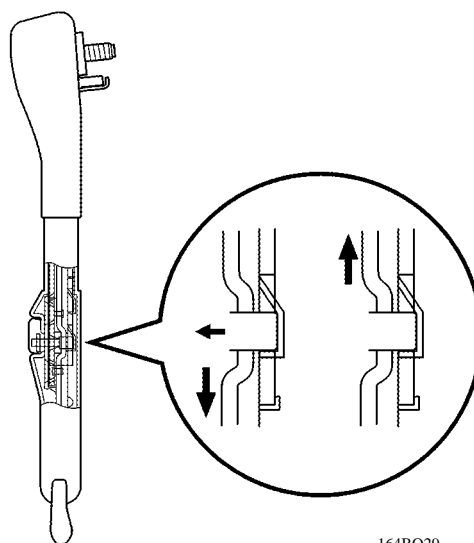
The basic construction and operation are the same as in the '99 Sienna.

3. Adjustable Cantrail

It is constructed as an adjustable anchor that has a lock pin on the movable side and a lock hole on the fixed side. To adjust it downward, pull the lock knob to disengage the lock. To adjust it upward, slide the cantrail body itself upward, without operating the lock knob.



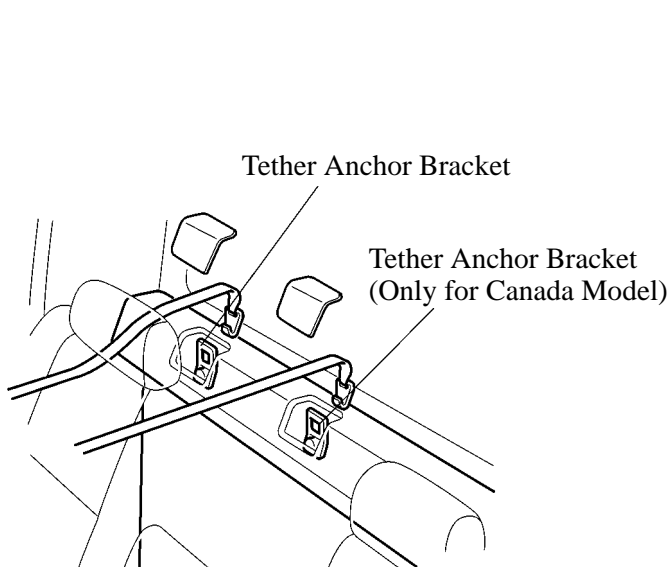
164BO42



164BO29

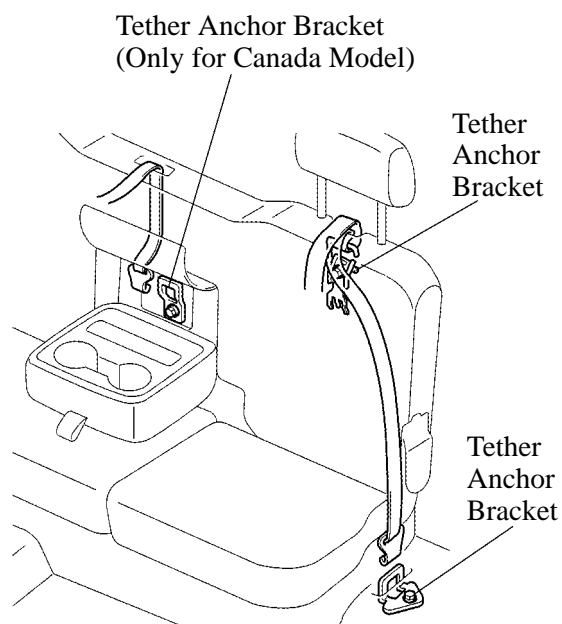
4. CRS Tether Anchor Bracket

A tether anchor bracket for the CRS is provided as standard equipment on all models.



Standard Cab

164BO46

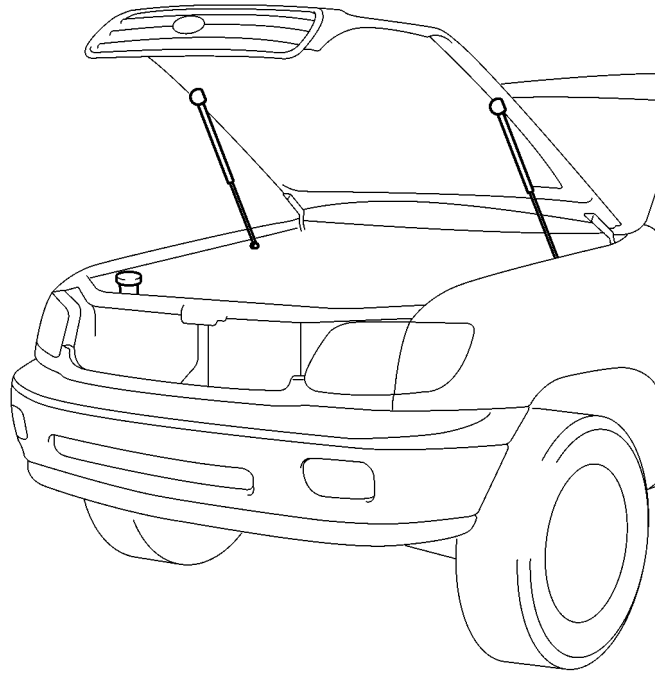


Access Cab

164BO44

■ HOOD STAY

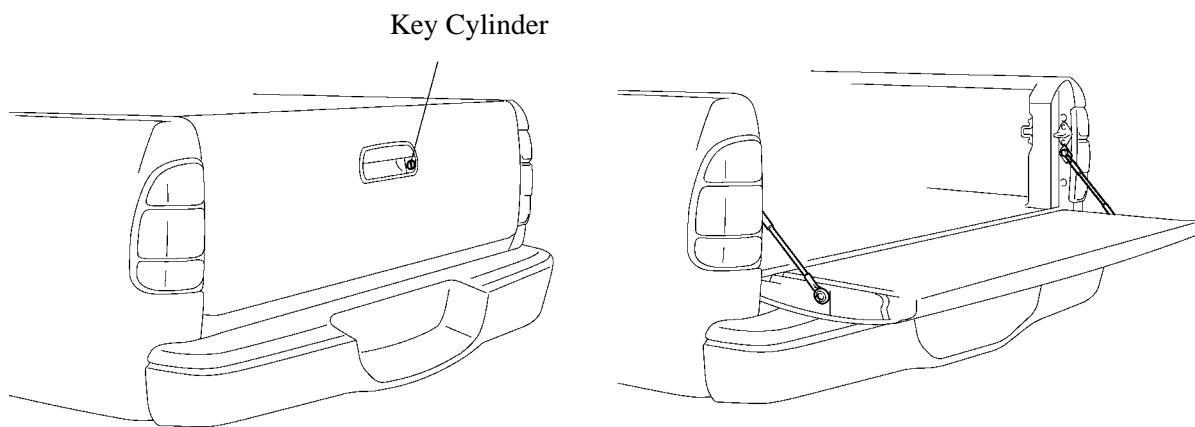
The hood stay has been changed from the previous support rod to the damper type to reduce the amount of operating effort required in opening the hood.



164BO30

■ TAILGATE

To accommodate a retrofit canopy, a key cylinder has been provided on all models. The tailgate straps have been changed from the previous sheet metal type to the wire type to improve their appearance.



164BO45

164BO43