

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

COMPACT TRUCK/TACOMA, 4x2

Series Chronology

- 1964** - Stout introduced to U.S.
- 1969** - Hi-Lux compact truck introduced with 1.9L engine.
- 1970** - Hi-Lux receives new engine.
- 1972** - Third generation engine debuts in Hi-Lux.
- 1973** - CY 1972 1/2 - 2nd generation Hi-Lux.
- 1973** - Available with extended cargo-bed.
- 1974** - CY 1974 - Wins "Pickup Truck of the Year" from *Pickup, Van & 4WD*.
- 1975** - Third generation, larger engine.
- 1975** - 5-spd manual transmission available.
- 1976** - Pickup name replaces Hi-Lux on U.S.-market trucks.
- 1977 (September)** - 1-millionth truck produced.
- 1977** - SR5 grade introduced.
- 1979** - Fourth generation.
- 1981** - Receives larger gasoline engine and available diesel engine. SR5 wins "Four Wheeler of the Year", *Four Wheeler Magazine*.
- 1983** - Last year of 4-speed manual transmission.
- 1984** - 5th generation.
- 1984** - Xtracab, turbocharged gasoline and diesel engines available. SR5 wins "Four Wheeler of the Year", *Four Wheeler Magazine*.
- 1986** - Last year of diesel engine availability.
- 1989** - Sixth generation, introduction of V-6.
- 1989** - CY 1989 - Wins "Truck of the Year", *Motor Trend*
- 1989** - CY 1989 - SR5 wins "Pickup Truck of the Year", *Four Wheeler Magazine*.
- 1995** - Sixth generation, introduced as 1995 1/2 model.
- 1995** - Introduction of Tacoma name.
- 1995** - "Import Truck of the Year" - *Automundo* magazine.
- 1996** - "Best Compact Pickup in Initial Quality" - J.D. Power & Associates. Tacoma Xtra Cab wins "Pickup Truck of the Year", *Four Wheeler Magazine*.
- 1997** - Minor revision to front styling.
- 1997** - "Best Vehicle in Initial Quality-Compact Pickup segment" - J.D. Power & Associates
- 1998** - Addition of passenger-side airbag.
- 1998** - Introduction of Tacoma PreRunner Xtracab. Tacoma Xtra Cab TRD wins "Pickup Truck of the Year", *Four Wheeler Magazine*.
- 1999** - Tacoma PreRunner adds Regular Cab to model line-up.
- 2000** - Receives daytime running lights as standard on models equipped with ABS
- 2001** - Introduction of PreRunner Double Cab, PreRunner Double Cab V6, S-Runner Xtracab V6 to model line-up, as well as a StepSide bed. Tacoma Double Cab TRD wins "Pickup Truck of the Year", *Four Wheeler Magazine*.
- 2001** - CY 2001 - "Most Wanted Small Pickup" – Edmunds.com
- 2002** - AutoPacific's Vehicle Satisfaction Score (VSS) award for Compact Pickup Truck
- 2002** - *Consumer Reports* Most Reliable Compact Pickup Truck
- 2002** - Intellichoice named Best Overall Value Compact Pickup Class 2WD

2002 - J.D. Power and Associates Initial Quality Study (IQS) award in the Compact Pickup segment.

2004 - Tacoma receives VSC and TRAC as standard on PreRunner models

2004 - "Consumers' Most Wanted Compact Truck of the Year for 2004" – *Consumer Reports*

2005 - Seventh generation compact truck, second generation Tacoma. All-new Tacoma model line – larger, more powerful, more features.

2005 - X-Runner named 2005 Sport Truck of the Year by *Sport Truck Magazine*

2005 - *Motor Trend* Truck of the Year; Among *Consumer Guide's* 2005 Best Buys Compact Pickup Truck; 2005 *Automobile Magazine* All-Star Pickup, *Forbes* Best Pickups 2005 – Least Expensive

Toyota's first foray into the pickup truck market was the Stout, introduced to America in 1964. For 1969, Toyota was determined to develop and sell an all-new light truck worthy of the company that produced the Corolla. With a newly developed four-cylinder 1.9L engine designated 3R, the Hi-Lux was the vehicle Toyota had been looking for. It was somewhat spartan inside (as trucks were utility vehicles first and foremost at that time), with a metal dashboard, a bench seat and a sturdy cargo area.

Changes were few in the early days of truck production, with a new engine, the 1.8L 8R-C, making its debut in 1970, and subsequently being replaced by the 2.0L 18R-C in 1972.

Designated a 1973 (but released in Spring 1972 -- a 1972 1/2), the next generation Hi-Lux looked less utilitarian, and began to take on a car-like quality -- all the while retaining its Toyota-like tendencies to be strong, reliable and inexpensive to operate. Styling was updated, and turn signals originally installed on top of the fenders were now built into the body.

For the official 1973 model year, the Hi-Lux took a large step forward in utility. Now available as an option was a 7 1/2-foot Long Bed model providing Americans with the type of hauling ability that had long been possible with full-size domestic vehicles. The combination of Long Bed models and car-like ride and handling made Toyota's Hi-Lux an immediate strong seller. In 1974, the Hi-Lux was awarded the honor of "Pickup Truck of the Year" from *Pickup, Van & 4WD*.

1975 saw the introduction of the 3rd generation Hi-Lux. It was now powered by a 2.2L version of the 18R-C, called the 20R, and was also available (for the first time on a Toyota utility vehicle) with a 5-speed manual transmission. In 1976, the U.S.-version of the Hi-Lux lost its name, and was to be called "compact truck" from that point forward. Truck sales were booming world wide, and in September 1977, the one-millionth pickup truck rolled out the factory in Japan.

1979 saw the introduction of the SR5 model. With its five-speed manual transmission hooked to the powerful gasoline engine, the SR5 was intended to appeal to a new type of customer -- the sport-truck buyer.

The 1979 model change (the fourth generation) was the most sweeping yet. It resulted in a well-appointed vehicle, with the emphasis toward passenger comfort while retaining its reputation as a true workhorse. Power remained the same with the continuation of the use of the 20R engine for two more years, but in 1981 the "legend" took its place under the hood of the truck. That legend was the 22R engine, and is still used today. The 2.4L gasoline 22R was joined by a 2.2L diesel engine in the same year.

The 1984 truck represented the fifth generation, and saw changes that continued to make it more car-like. An Xtracab model provided additional storage space behind the seats, and engines now included turbo-charged versions of the diesel and the 22R.

With gasoline becoming more affordable, diesel models of the truck were discontinued in 1986, with the turbo-charged gasoline model being discontinued in 1988.

1988 saw the introduction of the sixth generation truck, optionally available with a new V6 engine. Equipped with the V6, the truck was capable of towing 3500 pounds, and was still able to return excellent gas mileage.

From 1988 until 1994, there were very few changes to the truck. Styling was updated regularly, and luxury soon became part of the truck equation. Trucks could now be equipped with an Xtracab, sport seats, air-conditioning -- even a CD player! The pickup truck was as strong, rugged and versatile as ever, but provided the owner with everything that a luxury car could.

In 1995, Toyota introduced an all-new pickup truck, designed and built in America -- the Tacoma. Tacoma featured an all-new line-up of high performance engines. A 142-horsepower 2.4-liter four-cylinder with 160 lb.-ft. of torque was standard on 2WD models, while 4WD models offered a 150 horsepower 2.7-liter four-cylinder producing 177 lb.-ft. of torque. Available on both configurations was a newly developed 190 horsepower 3.4-liter V6 producing 220 lb.-ft. of torque, which the Tacoma shares with the T100.

Putting Tacoma's new-found power to the ground was a redesigned suspension offering a coil spring double-wishbone configuration, which replaces the Hi-Trac torsion bar double wishbone suspension on the previous generation. The lower arm uses a closed cross-sectional structure that adds strength while reducing unsprung weight. Suspension travel on the 4WD models increased from 5.9-inches to 7.7-inches, improving both on- and off-road performance. Tread width on both 2WD and 4WD's also increased, improving steering stability and ride comfort. Tacoma continued to use the tried-and-true leaf-type rear suspension with refinements to layout design.

Because safety is a major concern, a standard driver-side airbag, center high-mount stop light and adjustable seatbelt anchors, improved side-view mirrors, along with optional four-wheel ABS were added. Additionally, Tacoma received side door impact beams and three-point, automatic and emergency locking retractor (ALR and ELR) seatbelts in outboard positions, with an ELR seatbelt on the driver's side.

For 1997, Tacoma remained mechanically unchanged, but received a redesigned front-end. Headlights were faired into a new grille, and the whole assembly is more aerodynamic and stylish than before.

1998 saw the addition of a passenger-side airbag one year ahead of the Federal standard for 1999. For increased safety, the passenger-side airbag could be turned off with the ignition key. But for redesigned sound systems and the addition of new colors, the 2WD Tacoma carried over unchanged.

The Tacoma PreRunner was introduced in mid-year. The new 2WD pickup combines the rugged styling and off-road ability of Toyota's 4WD pickup trucks with the affordability of a 2WD model. For model year 1999, a Regular Cab model with an automatic transmission equipped with the 2.7-liter four-cylinder is added to the PreRunner line-up.

The 2000 model year also saw the addition of the Tacoma StepSide, a sporty stepside package that added a youthful alternative to the Tacoma lineup.

The 2001 Tacoma entered the new model year with aggressive new styling changes, several new upgrade packages and four new exterior colors. In addition, the Tacoma lineup became more diverse with the addition of the four-door Double Cab and sporty S-Runner 4x2.

The 2002 Tacoma carried over with no changes.

The 2003 Tacoma carried over with no exterior changes. A Child Restraint System lower anchor was made standard for the front passenger seat on Regular and Xtracabs, and for the rear outboard seats on the Double Cabs. Anti-lock brake systems were made standard on all models.

The 2004 Tacoma entered the model year with Vehicle Stability Control with Traction Control as standard equipment on four-wheel drive and PreRunner models.

The all-new 2005 Tacoma offered three cab types – Regular Cab, Access Cab with new dual access doors and rear jump seats and the four-door Double Cab. The wheelbase on all cab types increased and front and rear track were widened by up to four inches, yielding additional shoulder and hip room.

The new Tacoma exuded a stronger appearance, with its big, bold headlights and grille. Flush glass and flush body-to-bumper surfaces gave Tacoma a higher-quality appearance. The bed featured a new sheet-molded compound (SMC) deck and walls that were 10 percent lighter than steel, yet tougher and more durable. New TRD Off-Road and Sport Packages became available.

The 2005 Tacoma line introduced a revised 2.7-liter DOHC four-cylinder engine that produced 168 horsepower and 184 lb-ft. of torque and a new 4.0-liter DOHC V6 producing 240 horsepower and 282 lb-ft. of torque. In both engines, a new electronic throttle control system with intelligence (ETCS-i) helped optimize performance and fuel economy.

Six-speed manual and 5-speed automatic transmissions were offered with the V6, and the four-cylinder models offered a five-speed manual or four-speed automatic. Replacing the sporty S-Runner, the exciting X-Runner model blended concept-truck design with sports car performance from the new V6 and a specially tuned and lowered chassis.

Properly equipped, V6 Tacoma models could tow up to 6,500 pounds, 30 percent more than the 2004 V6 models. Toyota dealers offered a Toyota Racing Development (TRD) supercharger kit for the V6 that boosts output to about 300 horsepower.

Vehicle Stability Control (VSC) system became available for all models, while the Hill-start Assist Control (HAC) and Downhill Assist Control (DAC) systems became available in certain configurations. Double Cab models offered optional side impact air bags and curtain side airbags.

For 2006 Tacoma entered the model year with a Tire Pressure Monitor System standard on all models and advanced airbags on models equipped with bench seating.

PRERUNNER:

*PreRunner changes mirror Tacoma 4x2 changes unless otherwise noted.

Tacoma PreRunner was developed in conjunction with Toyota Motorsports' successful desert racing truck program. Much of the suspension tuning and development work was done with the assistance of Toyota-driver Ivan "The Ironman" Stewart.

PreRunner shared identical exterior styling on all '98 4WD models. PreRunners were available only as Xtracab models with an automatic transmission and with either a four-cylinder or V6 engine. Enhancing PreRunner's off-road ability was an available Toyota Racing Development (TRD) Off-Road package.

The package offered a rugged combination of front and rear Bilstein shock absorbers, locking rear differential on V6 models, progressive-rate front coil springs and rear leaf suspension, modified camber rear springs, a larger front stabilizer bar, 31x10.5R15 white lettered Goodyear tires, 15x7-inch alloy wheels, black overfenders and special Off-Road graphics.

In 1999, the Tacoma PreRunner added a Regular Cab to its line-up in addition to the PreRunner Xtracab model, and the 2000 model offered standard daytime running lights on all models equipped with ABS.

For 2004, Tacoma PreRunner receives Vehicle Stability Control with Traction Control as standard equipment.

DOUBLE CAB:

*Double Cab changes mirror Tacoma 4x2/4x4 changes unless otherwise noted.

The Tacoma Double Cab delivers the cargo-hauling capability of a pickup truck, the passenger roominess and comfort of an SUV and rugged styling that makes a strong active-lifestyle statement.

Double Cab is offered in SR5 and Limited trim levels with available off-road package in the two-wheel drive PreRunner series with a four or six-cylinder engine. It offers eleven inches of class-leading ground clearance, and a 61-inch cargo bed. It's four, large conventional doors open to a well-appointed and roomy interior, featuring spacious front and rear seating and a 60/40 fold-down rear bench with three-point outboard belts.

The 2003 Double Cab featured CRS lower anchors for rear outboard seats.

S-RUNNER:

S-Runner changes mirror Tacoma 4x2 changes unless otherwise noted.

The S-Runner was offered in a 4x2 Xtracab trim level with a five-speed manual overdrive transmission and powered exclusively by Tacoma's 190-horsepower V6 engine. Performance was enhanced with a low-to-the-ground sports tuned suspension with Tokico gas shock absorbers and stiffer springs, sway bars and bushings. Ground clearance was reduced by two inches from the standard 4x2.

S-Runner boasted a full color-keyed exterior that included the grille, lower valence panel, front and rear bumper, overfenders and outside door handles and mirrors. For an extreme appearance, a dealer-installed Toyota Racing Development (TRD) body kit was available.

The color-keyed exterior was complemented by an aggressive interior feel which included standard amenities such as front sports and power lumbar driver seat, front seat for and aft adjustable headrests, leather steering wheel and shift knob, tachometer with twin trip meters, AM/FM/Cassette audio with six speakers, tilt steering wheel, variable intermittent wipers and a rear console box.

The 2002 Tacoma S-Runner's side door badging became color-keyed and there was an addition of a driver's side A-pillar assist grip.

The S-Runner was discontinued for the 2005 model year.

STEPSIDE:

The StepSide package was available on Regular and Xtracab 4x2 Tacoma models, powered by either four-cylinder or V6 engines for model years 2001-2003. The StepSide's cargo box was a solid steel unit with a sporty image that was enhanced by the use of front fenders, bumper and grille from the Tacoma 4x4.

The StepSide package was discontinued for the 2004 model year.

X-RUNNER:

The X-Runner is offered in a 4x2 Access Cab trim level and powered by a 245-horsepower 4.0 liter V6 engine. The factory-developed performance truck has an exclusive six-speed manual transmission, specially tuned and high-performance chassis and unique 18-inch alloy wheels. The X-Runner suspension uses firmer and shorter springs, and has specially tuned Bilstein gas shock absorbers for increased stability. The vehicle also features a rear stabilizer bar.

The X-Runner exterior incorporates full-vehicle and color-keyed ground effects, a hood scoop, and integrated fog lamps.

The interior features sport seats, a leather steering wheel and shifter, AM/FM radio with six-disc CD changer and six speakers. Other standard features include cruise control and remote keyless entry.

What does it mean?

4x2 Truck: 4x2 means that the vehicle has 4 wheels, only 2 of which are driven.

Tacoma: From the Salish Indian word for the mountain that provided water to their tribe (later changed to Mount Rainier). The name suggests images of strength and power.

Tacoma PreRunner: PreRunner is a term that refers to a class of vehicle used to “pre-run” an off-road race course in order to save the race vehicle for race day. Often, these “pre-runner” vehicles are heavily modified 2WD trucks.

Double Cab: Double Cab is a Toyota conceived term for a four-door truck.

S-Runner: The term S-Runner is a sport version of the Tacoma PreRunner.

X-Runner: The X-Runner name is derived from its exclusive “X-braced” reinforced frame that provides enhanced torsional rigidity.

Where is it built?

Compact trucks were built at the Honsha Plant in Toyota City, Japan. All truck beds are produced at TABC in Long Beach, Calif. All Tacomas are produced at NUMMI in Fremont, Calif. The Tacoma StepSide pickup truck was co-developed by design engineers at the New United Motor Manufacturing, Inc. (NUMMI), production facility, Toyota Motor Sales (TMS), U.S.A., Inc., Product Planning Group and Rob Millen Motorsports in Huntington Beach, Calif.

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COMPACT TRUCK/TACOMA, 4x4

Series Chronology

- 1979** - Introduction of 4WD.
- 1979** - CY 1979 - 4WD wins *Pickup, Van & 4WD* "4WD of the Year"; *Off-Road* "4WD Vehicle of the Year"; *4x4 and Off-Road Vehicles* "Toughest Truck of the Year".
- 1980** - CY 1980 - Is best selling Compact 4x4 for the next 14 years.
- 1982** - 4WD model available with 5-speed transmission.
- 1984** - Introduction of auto-locking hubs on 4WD.
- 1985** - Automatic transmission available on 4WD.
- 1989** - CY 1989 - Wins "Pickup Truck of the Year", *Four Wheel & Off Road Magazine*.
- 1995** - Introduction of Tacoma name to truck line.
- 1996** - CY 1996 - Named "Pickup Truck of the Year", *Four Wheeler Magazine*.
- 1996** - CY 1996 - Wins JD Power IQS.
- 1997** - Expanded availability of locking rear differential.
- 1998** - Minor change to styling, suspension.
- 1998** - "Pickup Truck of the Year" - *Four Wheeler Magazine*.
- 2000** - Adds appearance package, new exterior colors, and receives daytime running lights on ABS-equipped models
- 2001** - Aggressive styling changes, several new upgrade packages and four new exterior colors
- 2002** - AutoPacific Vehicle Satisfaction Score (VSS) Top performer in Compact Pickup Truck segment.
- 2004** - Tacoma receives VSC and TRAC as standard on PreRunner models
- 2005** - Seventh generation compact truck, second generation Tacoma. All-new Tacoma model line – larger, more powerful, more features.
- 2005** - *Motor Trend* Truck of the Year; Among *Consumer Guide's* 2005 Best Buys Compact Pickup Trucks; 2005 *Automobile Magazine* All-Star Pickup, *Forbes* Best Pickups 2005 – Least Expensive

In 1979, Toyota expanded its popular line of pickup trucks to include both two- and four-wheel drive models. The new four-wheel drives were an immediate success with both consumers and media alike, being awarded "4WD of the Year" by *Pickup, Van & 4WD*, "4WD Vehicle of the Year" by *Off-Road* and "Toughest Truck of the Year" by *4x4 and Off-Road Vehicles*.

Changes and updates on the 4WD models mirrored their 2WD cousins, with the exception of the drivetrain. When first introduced, the four-wheel drive model was available with only a four-speed manual transmission, but was updated with a five-speed unit in 1982. A "shift on the fly" system whereby the front hubs could be locked automatically without exiting the vehicle was introduced in 1984. 1985 saw the next transmission change as a four-speed electronically-controlled transmission was made available.

Toyota trucks earned their reputation as rugged and reliable workhorses. The combination of four-wheel drive and luxury (power windows, door locks and mirrors, compact disc player, sunroof, additional seats in the rear of the cab) proved that Toyota trucks were capable of getting almost anywhere (in style) and coming home again reliably.

Toyota's Tacoma line (see 2WD section for detailed product description) saw minor changes and additions for the 1997 model year. Available on all 4WD models, Tacoma's locking rear differential allows it a trail ability unlike any other compact pickup truck. Other changes were to the availability of bucket seats on non-SR5 level Xtracabs and revised striping on SR5 models.

On the inside, all 1998 Tacomas received a passenger side airbag with cutoff switch for increased occupant safety. Also added were rotary HVAC controls, two additional 12V power outlets and repositioned cupholders.

On the outside, a restyled grille and headlights along with larger front bumper and new overfenders made for a more aggressive appearance. Inspired by Toyota's successful desert racing program, a special Toyota Racing Development Off-Road Package was equipped with specially valved Bilstein shocks, increased-rate front coil and rear leaf springs and a locking rear differential.

After receiving a redesigned interior and styling upgrades in 1998, the 1999 Tacoma remained relatively unchanged with the exception of several new added value packages and safety features. The added safety features included new front seatbelts with pretensioners and force limiters as well as a passenger-side airbag cut-off switch.

The 2000 model offered standard daytime running lights on all models equipped with ABS.

For 2001, the Tacoma received a new front fascia that included a vertical grille and raised hood, new multi-reflector headlamps and jeweled tail lamps. Tether anchor brackets have been added to supplement child restraint systems.

The 2002 Tacoma 4x4 carried over unchanged.

The 2003 Tacoma's 4x4 updates and changes mirrored the Tacoma 4x2. A Child Restraint System lower anchor was made standard for the front passenger seat on Regular and Xtracabs, and for the rear outboard seats on the Double Cabs. Anti-lock brake systems were made standard on all models.

For 2004, Tacoma 4x4 receives Vehicle Stability Control with Traction Control as standard equipment.

Toyota introduced an all-new Tacoma pickup truck line for 2005, that was larger, more powerful and more fuel-efficient than before. A stronger, stiffer chassis and new suspension and steering tuning improved off-road performance and on-road ride and handling.

The all-new 2005 Tacoma offered three cab types – Regular Cab, Access Cab with new dual access doors and rear jump seats and the four-door Double Cab. The wheelbase on all cab types increased and front and rear track were widened by up to four inches, yielding additional shoulder and hip room.

The new Tacoma exuded a stronger appearance, with its big, bold headlights and grille. Flush glass and flush body-to-bumper surfaces gave Tacoma a higher-quality appearance. The bed featured a new sheet-molded compound (SMC) deck and walls that were 10 percent lighter than steel, yet tougher and more durable. New TRD Off-Road and Sport Packages became available.

The 2005 Tacoma line introduced a revised 2.7-liter DOHC four-cylinder engine that produced 168 horsepower and 184 lb-ft. of torque and a new 4.0-liter DOHC V6 that produced 240 horsepower and 282 lb-ft. of torque. In both engines, a new electronic throttle control system with intelligence (ETCS-i) helped optimize performance and fuel economy.

Six-speed manual and 5-speed automatic transmissions became available with the V6, and the four-cylinder models offered a five-speed manual or four-speed automatic.

Vehicle Stability Control (VSC) system became available for all models, while the Hill-start Assist Control (HAC) and Downhill Assist Control (DAC) systems became available in certain configurations. Double Cab models offered optional side impact air bags and curtain side airbags.

For 2006 Tacoma entered the model year with a Tire Pressure Monitor System standard on all models and advanced airbags on models equipped with bench seating.

What does it mean?

4x4 Truck: 4x4 signifies that the vehicle has four wheels, four of which are driven.

Where is it built?

Four-wheel drive compact trucks were built at the Tahara Plant in Tahara, Japan, and all truck beds are produced at TABC in Long Beach, Calif. All Tacomas are produced at NUMMI in Fremont, Calif.

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TUNDRA/T100

Series Chronology

- 1993** - T100 debuts with 3.0L V6 engine.
- 1993** - "Best of What's New" - *Popular Science* magazine.
- 1993** - CY 1993 - T100 wins J.D. Power "Best Full-Size Pickup".
- 1994** - Introduction of 2.7L 4-cylinder engine.
- 1994** - Automatic transmission available on 4WD.
- 1994** - Driver-side airbag, additional safety items standard.
- 1994** - CY 1994 - named "Best Full-Size Pickup" in Initial Quality, J.D. Power.
- 1995** - Introduction of 3.4L V6, deletion of 3.0L V6.
- 1995** - Introduction of Xtracab model.
- 1995** - Named "Best Full-Size Pickup" in Initial Quality - J.D. Power.
- 1997** - Minor option specification changes.
- 1997** - "Top Three Vehicles in Initial Quality-Full-Size Segment" - J.D. Power.
- 1998** - Announcement made that T100 will be replaced in CY99 with the all-new Toyota Tundra full-size pickup truck.
- 2000** - Toyota launches all-new Tundra full-size pick-up truck in June 1999
- 2000** - "Best of the Year" – MotorWeek – PBS automotive television show
- 2000** - "Best Buy" – *Consumer Digest* magazine
- 2000** - "Driver's Choice award – Best Pickup Truck" – *MotorWeek* magazine
- 2000** - Wins Motor Trend's "Truck of the Year"
- 2000** - "4 X 4 of the Year" – *Four Wheel and Off-Road Magazine*
- 2001** - Minor option specifications changes
- 2001** - CY 2001 - "Best Full-Size Pickup" – *Consumer Reports* magazine
- 2001** - CY 2001 - Insurance Institute for Highway Safety (IIHS) – "Good" rating for 40-mile per hour front offset crash test
- 2001** - AutoPacific's Vehicle Satisfaction Score (VSS) award for Large Pickup Truck
- 2002** - CY 2002 - *Consumer Reports* names Tundra "Most Reliable Large Pickup Truck"
- 2002** - Intellichoice named Best Overall Value Full-Size Pickup Class 4x2
- 2002** - J.D. Power and Associates Initial Quality Study (IQS) award in the Full-Size Pickup segment
- 2002** - J.D. Power and Associates Initial Quality Study Best Full-size Pickup
- 2003** - The Tundra receives minor exterior and interior enhancements, as well as a new V8 Access Cab StepSide model, available as an SR5 or Limited 4x2 or 4x4.
- 2004** - All-new 2004 Tundra Double Cab model added to lineup.
- 2004** - "Best Vehicles for \$25,000 or Less," pickup truck – *Consumer Reports*
- 2004** - *Consumer Reports* "Most Satisfying" – Pickup Trucks, April 2005
- 2005** - New 245-hp 4.0-liter V6 replaces 3.4-liter V6; V8 gains VVT-i, now with 282 hp.
- 2005** - Among *Consumer Guide's* 2005 Recommended Large Pickup Trucks
- 2005** - Tundra Regular Cab named "Best Truck Value Under \$26,000" – IntelliChoice's Best Overall Value of the Year Award
- 2005** - *Consumer Reports* "Most Reliable" – Pickup Trucks, Regular Cab 4WD on list for "Best Vehicles for \$25,000 or Less" – Pickup Trucks, *Forbes* Best Pickups 2005 – Most Reliable Full-Size Pickup

In 1993, Toyota responded to requests from its customers to build a larger pickup truck. Toyota truck buyers are fiercely loyal to their trucks, but for those who needed something larger than the compact trucks that Toyota made, the only choice was to purchase a domestic product. Toyota listened, and in 1993 introduced the T100.

The T100 incorporated all the things loyal Toyota buyers loved about their trucks -- reliability, styling, practicality, dependability, ease-of-operation, low maintenance costs -- with what they needed in a larger truck. It offered three-across seating (with enough headroom to keep your cowboy hat on without banging the ceiling!), a bed large enough to hold a four-foot by eight-foot sheet of plywood flat on the floor (with the tailgate up) and the ability to handle two-tier loading.

T100 was an immediate success with the media, garnering J.D. Power and Associates' Initial Quality Survey "Best Full-Size Pickup" award. T100 was the first vehicle - car or truck - ever to receive an IQS award in its first year of production. In 1994, Toyota introduced T100 with a four-cylinder engine. The engine was only available in the standard (entry-level) model, and only with a five-speed manual transmission. To further improve its marketability, Toyota gave T100 an optionally available four-speed automatic transmission on 4WD models (the 1993 4WD was available only as a five-speed manual), a standard driver-side airbag and side-door impact protection beams.

In 1995, to address the two highest reasons that customers gave for not purchasing T100 - insufficient power and lack of an extended cab - Toyota endowed the T100 with a 3.4-liter V6 engine and an Xtracab option. The 3.4-liter engine produces 190 horsepower and 220 lb.-ft. of torque, endowing the T100 with better acceleration performance than the small-block V8-equipped Ford F-150 and Chevrolet C1500. The 3.4L engine incorporates a host of technology, including distributorless ignition, twin-firing spark plugs, sequential multipoint fuel-injection and a water-cooled oil cooler.

The Xtracab provides expanded comfort and convenience with the addition of a cab that is 21.7 inches longer, and provides an additional 21.4 cubic feet of storage or passenger space. It offers a 60/40 split bench front seat, forward-facing 50/50 split rear jump seats for three with shoulder belts for the outer seats and a lap belt for the center rear seat. For easy entry to the rear seats, the passenger-side seatback features a "walk-in" mechanism that automatically slides the seat cushion forward when the seatback is released. Amenities such as dual cupholders, change compartments, coat hooks, and integrated storage areas are standard.

For rear passenger comfort, T100 offers 29.6 inches of legroom, and even more hip room in the rear than in the front (60.4 inches versus 59.4 inches). Unlike the upright rear seats in some trucks, T100's rear seats are reclined 15 degrees.

With these changes, T100 stepped into the mainstream of "big" trucks. Now able to tow up to 5,200 pounds, with some models offering up to 2,450 pounds of payload, T100 is a viable alternative to domestic competitors from Ford and Chevrolet. And the best thing about buying a T100 is Toyota's legendary, proven reliability and customer satisfaction.

For 1997, T100 received only minor changes to improve the product. Aluminum wheels and a power package were available on mid-line models, as were the Tire Upgrade package, tachometer, chrome wheel arch molding, radio prep package and SR5-grade door trim. A larger wheel and tire package with 16-inch wheels was also available.

1998 saw the world premiere of the all-new Toyota Tundra full-size pick-up truck, which was scheduled to replace the T100 when it went on-sale in mid-1999. The Tundra was built exclusively at Toyota Motor Manufacturing, Indiana (TMMI) and was the first Toyota vehicle launched in model-year 2000.

The V8 powered 2000 Toyota Tundra went on sale in June of 1999 and had the best sales debut ever of any Toyota or Lexus product. It sold 8,011 units in its first full month of sales, 3,339 more than Tercel in October of 1979, the previous record holder.

For 2001, minor changes were made, such as two new exterior colors and upgrades including a three-in-one AM/FM/cassette/CD with six-disc changer as an option on all SR5 and Limited models. In addition, a TRD Off Road package was now available on all 4x2 and 4x4 V8 models.

A limited slip differential was made available for 2002 V8 models. New chrome style steel wheels for the (P265/70 R16) SR5 models were newly available.

For 2003, Tundra received minor interior and exterior enhancements, as well as the addition of a new StepSide model. What set the StepSide styling apart from the rest of the Tundra lineup is the addition of a StepSide bed with distinctive tail lamps. The StepSide interior bed width between wheel wells and the bed length remained the same as a regular Tundra bed, while bed depth was increased by nearly two inches. In addition to new 17" alloy wheels, which were standard on Limited and available on SR5, the 2003 Tundra had a new two-tiered center console, standard ABS and steering wheel audio controls (Limited).

The Tundra Double Cab is the new entry to the Tundra lineup for 2004 and features one of the longest beds and most comfortable rear seats of any full-size four-door half-ton pickup on the market.

The 2004 Tundra Double Cab joins the Regular Cab and Access Cab models in the first import-brand full-size pickup model line. The new Tundra Double Cab is built on a stout ladder frame chassis that is longer than the chassis shared by the two-door Tundra Regular Cab and the four-door Tundra Access Cab. The Tundra Double Cab rides on a long wheelbase of 140.5-inches.

It's available in V8 two-wheel drive and four-wheel drive models in SR5 and Limited grades. At 230.1 inches long, Tundra Double Cab is about four inches longer than the new-generation Ford F150 Super Crew. Approached from every angle, the Tundra Double Cab conveys a brawny "big-rig" presence due to an additional three inches of overall height and over four inches of overall width. Revised taillights for 2004 distinguish the Tundra Double Cab models, as well.

At 74.3-inches, the Tundra Double Cab bed is approximately seven inches longer than the bed in either the new Ford F150 Super Crew or Nissan Titan Crew Cab. Its 20.7-inch bed depth is nearly four inches greater than other Tundra models and is one of the deepest of any full-size four-door pickup.

Rear seat passengers get their own heating and air conditioning ducts, and Tundra Double Cab also offers an optional rear seat audio and a rear seat DVD entertainment system with wireless headphones. Each rear seating position also includes a headrest and three-point seatbelts. The 60/40 split-fold-and-tumble seats offer an extra measure of cargo utility for carrying items the owner would prefer not to put in the bed.

The all-new 2004 Tundra Double Cab launched in fall 2003.

For 2005, the full-size Tundra pickup offers more powerful engines. A new 4.0-liter DOHC V6 produces 245 horsepower and 282 lb-ft. of torque, compared to 190 horsepower and 220 lb-ft. of torque for the previous 3.4-liter V6. Output of the i-Force 4.7-liter V8 increases from 240 horsepower to 282, with peak torque rising from 315 lb-ft. to 325 with the addition of a variable valve timing with intelligence (VVT-i) system.

The V8 is teamed with a new five-speed automatic transmission. In Tundra V6 models, a new six-speed manual transmission replaces the five-speed manual, and the five-speed automatic is available as an option.

All Tundra models for 2005 were distinguished by new headlights and taillights, and all models featured a redesigned instrument gauge panel and offered a new optional navigation system. The 4x4 Regular Cab V8 SR5 grade model became the base V8 4x4 model. A new high-value 4x2 Regular Cab V8 model featured a bench seat, color-keyed grille, chrome bumper and AM/FM CD stereo with four speakers. The 4x4 Tundra V6 Access Cab models were discontinued. Double Cab models offered a new 60/40 split front bench seat for six-passenger seating, as well as front seat side-impact airbags and side curtain airbags.

Tundra enters 2006 as a carry-over model.

What does it mean?

Tundra is a term that conveys strength and ruggedness.

Where is it built?

The Tundra is built at Toyota Motor Manufacturing, Indiana (TMMI) in Princeton, Indiana. The T-100 was built by Hino Motors, Ltd. in Tokyo, Japan.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

RAV4

Series Chronology

- 1994** - CY 1994 - RAV4 introduced in Japan in May.
- 1996** - CY 1996 - Introduced in the U.S. in January with 2.0L four-cylinder engine.
- 1996** - "Driver's Choice award - Best Mini-SUV" - *Motor Week* magazine.
- 1996** - "Best of What's New" - *Popular Science* magazine.
- 1996** - "Best New Products - Silver Award" - Edison American Marketing Assoc.
- 1997** - "Best Small SUV" - *Consumer Reports* magazine.
- 1997** - "Automobile of the Year" - *Automobile* magazine.
- 1998** - Minor facelift, interior additions.
- 1998** - RAV4 two-door Soft Top begins production
- 1999** - RAV4L Special Edition models receive optional leather interior, special edition colors introduced.
- 2000** - Two-door RAV4 and soft-top models have been discontinued. RAV4 continues in 2000 available as a four-door model only.
- 2001** - Introduction of all-new, completely redesigned, second-generation RAV4
- 2001** - *Consumer Reports* names RAV4 "Best Small SUV"
- 2002** - RAV4 receives minor exterior enhancements
- 2002** - Intellichoice named Best Overall Value Compact Sport Utility Class under \$20,000
- 2002** - J.D. Power and Associates Initial Quality Study (IQS) award in the Entry SUV segment
- 2004** - RAV4 receives significant exterior and interior enhancements, safety feature enhancements, and a new 2.4-liter four-cylinder engine.
- 2004** - RAV4 named "Best Vehicles for \$25,000 or Less," SUVs – *Consumer Reports*
- 2005** - Minor changes to optional Sport Package.
- 2005** - RAV4 (AWD) listed on *Consumer Reports* "Best Vehicles for \$25,000 or Less" – SUVs
- 2006** - Third generation RAV4 introduced

Toyota began selling the RAV4 in Japan in May of 1994 and sales were strong immediately. Initial sales estimates were 4,500 units per month, but after 8,000 orders the first month, production was doubled immediately.

RAV4 features a 2.0-liter, 16-valve, four-cylinder engine originally used in the second generation Camry. RAV4 is available in two- and four-door body styles, and with either five-speed manual or four-speed automatic transmissions. It has a full-time all-wheel-drive system, and offered an optional locking center differential.

RAV4's size, four-wheel drive, wide stance and short front and rear overhangs make for great maneuverability both on- and off-road and in all weather conditions. All RAV4s were designed with safety equipment allowing them to be called passenger cars rather than trucks. Standard equipment includes dual airbags, adjustable three-point seatbelts and enhanced side-impact protection. Four-door models also include child-proof rear door locks.

By combining conventional passenger-car elements with the features of a light, off-road vehicle, Toyota called its RAV4 a "new-concept" SUV. The RAV4 provided Toyota and its customers with an attractive entry into the growing sport utility market.

The 1997 RAV4 saw only minor changes to an already revolutionary product. Changes were limited to revised seat fabric in two-door models, the availability of a power moonroof in four-door models, a standard digital clock and larger front speakers on power-window equipped models.

For 1998, RAV4 saw its first minor changes. Exterior changes included a new grille, front bumper cap, multi-reflector headlamps and jeweled taillights. On the inside, a digital odometer, dual cupholders, revised door panels, a three-spoke steering wheel and new audio systems topped the list. Four door models also received revised seat fabric.

The two-door RAV4 Soft Top was introduced in mid-year. The RAV4 Soft Top was based on the two-door RAV4 and featured a combination front hard top/rear convertible soft top.

The RAV4 Soft Top was built with structural braces in the rocker panels and rear fenders were added to the body of the vehicle for extra support and rigidity.

The U.S.-made top was constructed of double-layered, vinyl-coated polyester with a two-ply substrate and featured durable, lightweight plastic windows. The heavy-duty top was reinforced at all key stress points and was also kink and wrinkly resistant. In the event of inclement weather, the top offered a water management system that funneled moisture away from the cabin.

For 1999 Toyota once again raised the refinement mark for the mini sport utility segment by offering an optional perforated sport leather interior in its RAV4L Special Edition packaged models. Beginning this year, color-keyed body cladding, mirrors and door handles were standard on RAV4L. Three new special addition colors with matching cladding also became available, including White Pearl Mica, Quicksilver and Black.

RAV4 entered the 2000 model year as a four-door only model. The two-door Soft Top model had been discontinued.

For 2001, the second-generation RAV4 was completely redesigned making it a roomier, sportier and more versatile compact SUV. RAV4's overall length, width, height and wheelbase were all increased by approximately an inch or more for greater room, inside and out. The exterior was completely redesigned for a more aerodynamic, aggressive appearance.

The 2001 RAV4 is powered by a lighter, all-new, all-aluminum 2.0 liter, four-cylinder 16-valve DOHC engine with Variable Valve Timing with intelligence technology (VVT-i). VVT-i helped the engine produce 148 horsepower at 6,000 rpm and 142 ft./lb. of torque at 4,000 rpm. RAV4 became certified as a low emission vehicle (LEV).

The 2002 RAV4 carried over mostly unchanged except for the increased availability of colors on the "L" model -- Rainforest Pearl, Spectra Blue Mica and Pearl White.

The RAV4 remained unchanged for 2003, with the exception of a newly available Sport Package which added a more aggressive exterior appearance and many interior amenities.

The RAV4 entered 2004 with significant mechanical, exterior and safety changes. Exterior changes included color-keyed back door handle, a new front bumper, headlights, grille, fog lights, tail lamps and spare tire cover designs. RAV4 also received a 2.4-liter four-cylinder engine producing 161 horsepower and 162 lb.-ft. of torque. Vehicle Stability Control with Traction Control and Brake Assist became standard, along with Anti-lock Brakes and Electronic Brake-force Distribution. Five new exterior colors were added and first- and second-row side curtain airbags and front side airbags also became optional.

For 2005, the RAV4's optional Sport Package featured a unique metal mesh grille and silver sport pedals. The JBL 3-in-1 audio system was deleted and the Star Safety System added.

Third generation RAV4 introduced for 2006 model year.

What does it mean?

RAV4: **R**ecreational **A**ctive **V**ehicle with **4**-wheel drive.

Where is it built?

All RAV4s are produced in the Tahara Plant in Tahara, Japan.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

4RUNNER

Series Chronology

- 1985 - (CY 1984 1/2) - 4Runner introduced with 2.4L 4-cylinder engine.
- 1986 - Hi-Trac front suspension added.
- 1986 - Turbo available on SR5 grade.
- 1987 - SR5 trim available on both passenger and truck models.
- 1987 - Minor exterior styling revision.
- 1988 - 3.0L V6 engine available.
- 1990 - (CY 1989 1/2) - Second generation introduced.
- 1990 - (CY 1989 1/2) - 2WD 4Runner available.
- 1990 - Among "Best Buys" - *Consumers Digest* magazine.
- 1990 - "Best Compact SUV in Initial Quality" - J.D. Power & Associates.
- 1991 - "Best Compact SUV in Customer Satisfaction" - J.D. Power.
- 1991 - "Best Compact SUV in Initial Quality" - J.D. Power.
- 1992 - Minor exterior styling revision.
- 1992 - "Best Compact SUV in Customer Satisfaction" - J.D. Power.
- 1992 - "Best Compact SUV in Initial Quality" - J.D. Power.
- 1993 - CY 1993 - Named "Best Compact Sport Utility", IQS, J.D. Power.
- 1994 - Safety modifications, optional 4-wheel ABS on V6 models.
- 1994 - "Best Compact SUV in Initial Quality" - J.D. Power.
- 1996 - Third generation introduced.
- 1996 - 2.7L 4-cylinder and 3.4L V6 engines available.
- 1996 - "Compact 4-Door SUV Best Buy" Runner-up - *Four Wheeler* magazine.
- 1996 - "Most Appealing Compact SUV" - J.D. Power.
- 1997 - Introduction of 2WD SR5 model.
- 1997 - "1997 Top Three Vehicles in Initial Quality - Compact SUV" - J.D. Power.
- 1997 - "Best SUV" - *Consumer Reports* magazine.
- 1997 - "Top 10 Trucks Overall Resale Value After Three Years of Ownership" - ADP Autosource Survey.
- 1997 - "1997 Total Quality Award - Medium SUV Segment" - Strategic Vision, Inc.
- 1998 - Minor interior changes.
- 1999 - New, standard multi-mode 4WD system on 4Runner Limited, redesigned front fascia and numerous upgrades on all 4Runner models
- 1999 - "Best Compact SUV in Initial Quality" – J.D. Power
- 1999 - "Best Compact SUV Segment" – J.D. Power
- 2001 - Receives standard-equipped 3.4 liter V6 engine and automatic transmission, new interior features and three new colors
- 2002 - 4Runner receives minor enhancements.
- 2002 - Intellichoice named Best Overall Value Compact Sport Utility Class Over \$20,000
- 2002 - Intellichoice named Best Overall Value Sport Utility Under \$28,000 (SR5 2WD)
- 2003 - Fourth generation 4Runner introduced.
- 2003 - *Truckin's SUV Magazine* "SUV of the Year" award
- 2003 - Recipient of a *Popular Science Magazine's* "Best of What's New" award

- 2004** - Optional third-row seat available on Limited and SR5 models, backup camera available with Navigation system.
- 2004** - Named "Most Dependable Midsize Sport Utility Vehicle" by J.D. Power & Associates.
- 2005** - Receives engine, transmission, safety and cosmetic enhancements
- 2005** - Named Edmunds.com Editors' Most Wanted SUV Under \$35,00
- 2005** - *Money Magazine* named 4Runner "Best Mid-Size SUV" in their "Best Car Values 2005" March 2005 issue

In mid-1984, for the 1985 model year, Toyota brought to market a revolutionary new vehicle - the 4Runner. Based on the mechanicals of its rugged (and strong-selling) 4-wheel drive pickup, truck, the 4Runner combined the versatility and go-anywhere ability of 4WD with the comfort and utility found in passenger cars. It had a fiberglass top covering the cargo area which could be removed for open-air driving.

The first generation 4Runner was available in two models. The first was little more than a pickup truck with a covered rear cargo area. Its emphasis was on utility. With seats in the front only, the rear of the vehicle was intended to be used for cargo (or camping equipment, bicycles, etc.) The second was designed to carry up to five passengers. It included a rear seat (with seatbelts for three occupants) which could be folded flat for additional storage space. The passenger model was available in the SR5 grade, and included a larger fuel tank and more luxurious interior appointments. Both models were powered by the venerable 2.4L 22R four-cylinder engine coupled to a five-speed manual transmission with two-speed transfer case, and all had manual locking front hubs.

In 1986, Toyota added the Hi-Trac independent front suspension to 4Runner, giving it more ground clearance and improved ride quality. In addition to the improved ride, Toyota gave the 4Runner an injection of power with the addition of a turbocharged engine available on SR5 models.

For 1987, the SR5 trim was available on all models, both truck and passenger, but the turbo engine was still confined to passenger models. Slight changes to the grille, headlights, and striping were also new for 1987.

More power was on tap for 1988, as Toyota introduced the 3.0L V6 engine to the 4Runner. Because the V6 was more suited to the off-road environment that the 4Runner was designed for, the turbo model was discontinued, leaving only the V6 and four-cylinder engines.

For the 1990 model year, but introduced in spring of 1989, Toyota unleashed an entirely new breed of 4Runner. Based on the completely redesigned line of pickup trucks, the new 4Runner was muscular and aggressive looking, but still capable of delivering the off-road performance for which Toyota's four-wheel drive trucks had long been known. The vehicle was now available in either two- or four-door configuration, with either a four- or six-cylinder engine and with either two- or four-wheel drive. The new styling eliminated the removable fiberglass top, making the vehicle quieter and more weather tight. 1992 saw a minor styling revision for the 4Runner, with flush headlamps and new grille and molding treatments. It also saw 4Runner become more than just a vehicle for driving in the hills as it was now available with leather seats as an option.

In 1994, safety was emphasized and 4Runner received side-impact protection, a center (third) brake light, and the option of four-wheel anti-lock brakes on all V6 models. Fully optioned with a CD-player, eight-speaker stereo, sunroof, leather seats and anti-lock brakes, 4Runner's price was approaching \$30,000 - quite a departure from its beginnings some ten years earlier as a glorified pickup truck! But 4Runner hadn't forgotten its off-road heritage either, and remained as strong a back-woods performer as ever.

For 1996, Toyota's most popular SUV received a complete redesign, including all-new engines, chassis, interior and exterior styling, enhanced safety equipment and added utility. It was the first 4Runner to not share either body panels or a frame with Toyota's compact pickup trucks.

Available in two- or four-wheel drive, in base, SR5 and Limited trim, and with two engine choices, there was a 4Runner for everyone. Engine choices were a 2.7-liter four-cylinder or a 3.4-liter V6, both twin cam, multi-valve designs.

The new chassis was stiffer for improved steering feel and more precise suspension travel, and was two inches longer to increase wheelbase for a more stable ride. Front suspension was a coil spring with double wishbone design replacing the previous Hi-Trac system, which resulted in greater wheel travel and ride comfort.

Other features on the new 4Runner included a one-piece lift-up tailgate with power window, larger outside mirrors, much increased interior volume with greater head and legroom and a lowered step-in and cargo loading height. For safety, dual airbags were included along with four-wheel ABS, side-door impact beams and ALR/ELR seatbelts front and rear.

For 1997, 4Runner saw only minor changes including the addition of a 2WD Limited model, revised seat fabric in SR5 models, the ability to order 16-inch alloy wheels on 2WD models and two new Preferred Equipment Packages.

For 1998, minor interior changes were made to 4Runner with the addition of rotary-style HVAC controls, a new four-spoke steering wheel and revised audio head units.

The third generation 4Runner entered its fourth year with more standard features and options than any 4Runner to date. All 1999 4Runners received a redesigned front bumper, valence cover and grille with multi-reflector headlamps with an auto-off function, a new center console with dual cupholders, an overhead console with garage door/sunglass holder, two power outlets in the center cluster and an LCD odometer with digital dual trip meters.

In addition, SR5 grades now feature as standard heated outside mirrors and cruise control as well as an upgraded optional Sports Package which includes color-keyed bumpers with projector fog lamps, fender flares, a new wheel design and a sporty hood scoop.

The 1999 4Runner Limited model received a new multi-mode 4WD system as standard. The new multi-mode feature is actually a full-time all-wheel-drive system with 2WD capability and can be used in normal driving conditions on all types of roads including dry, hard surfaces such as pavement.

For 2001, all 4Runner models were standard equipped with the 3.4 liter V6 engine and automatic transmission, Vehicle Skid Control with traction control, multi-mode 4WD and a 2WD/4WD selector switch and a pre-wired trailer hitch harness. The brake booster was changed to hydraulic assisted and the rear differential lock has been discontinued. The 2001 4Runner also boasted new interior additions and three new exterior colors.

The 2002 4Runner had equipment and available packages. All 4Runner SR5 models featured standard 15-inch aluminum alloy wheels with P225/70R15 tires, while the SR5 and Limited grades have a new chrome license plate garnish. The Sport Edition has been enhanced with perforated aluminum front skid plate, new interior sport fabric, Sport Edition badges and embroidered floor mats. A new Chrome Package is available on the SR5 grade to provide a more upscale appearance. The package includes chrome front grille, side mirrors, door handles, wheel arch moldings, tail lamp garnish, rear license plate garnish, exhaust tip and available 16-inch high gloss alloy wheels.

The 2003 4Runner was completely redesigned and offered numerous technological advancements and firsts for Toyota. It was larger, roomier, delivers more power, produced increased fuel efficiency and provided improved ride comfort. The all-new 4.0-liter V6 aluminum engine was Toyota's first all-aluminum engine on a light truck (available in Winter 2002) and delivered 245 hp at 5,200 rpm, with 283 lb-ft torque at 3,400 rpm. 4Runner offered a 4.7-liter i-Force V8 engine for all models with an output of 235 horsepower at 4,800 rpm and 320 lb-ft of torque at 3,400 rpm. Both engines were LEV-certified. The 2003 4Runner was the world's first use of a Torsen® sensing type limited-slip center differential in a mid-size SUV transfer case. Both V6 and V8 engines featured the Torsen® technology. The V8 engine was paired with Toyota's first use of an ECT-i five-speed automatic with overdrive in a light truck. All 4Runners came standard-equipped with Hill-start Assist Control (HAC) and 4WD models also get Downhill Assist Control (DAC).

For 2004, an optional third row seat became available on the 4Runner Limited and SR5 models. A backup camera became available with the navigation system.

The 2005 4Runner gained more power for its available V8 engine for 2005. Equipping the 4Runner's available 4.7-liter i-Force V8 engine with the variable valve timing with intelligence (VVT-i) system and an electronic throttle control system with intelligence (ETCS-i) significantly increased output from 235 horsepower to 270. Torque rose from 320 lb-ft. to 328 lb-ft. With the V6 engine, a five-speed automatic transmission replaced the four-speed automatic, improving performance and fuel efficiency.

All model grades featured minor trim changes for 2005, plus advanced driver and passenger SRS airbags. The Limited grade's available navigation system used upgraded operating software for better performance and greater convenience. The standard VSC system incorporated an Auto-LSD function, which eliminated the need for a heavy mechanical limited-slip rear differential.

4Runner receives freshened exterior styling and minor interior upgrades for 2006. The 4Runner's front fascia receives a new grille, bumper, headlamps and fog lamps, while the rear receives a new bumper and combination lamp. In addition, the vehicle gains redesigned overfenders and lower cladding and is available in three new colors, Driftwood Pearl, Nautical Blue Metallic and Shadow Mica. Dorado Gold, Stratosphere Mica and Pacific Blue are discontinued.

SR5 models receive a chrome grille, door handles and rear license plate garnish. Sport Edition models receive a smoked chrome grille and headlamp bezels. Eighteen-inch alloy wheels are now standard on the Limited grade.

Power adjustable seats are now standard on Sport Edition and SR5 V8 models and available on SR5 V6 models. Memory seats become standard for Limited models. In addition, unique, seat fabric is updated for SR5 and Sport Edition grades. Limited grades receive black, wood-grain trim.

What does it mean?

4Runner: Combine "4-wheel drive" and "off-road **Runner**", and you have 4Runner, Toyota's fun-to-drive off-road vehicle.

Where is it built?

All 4Runners are built at the Tahara Plant in Tahara, Japan.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

LAND CRUISER

Series Chronology

- 1950 - During CY 1950 - Development of Model BJ prototype begins in Japan..
- 1954 - BJ takes on name of Land Cruiser.
- 1955 - F-series 3.8L 6-cylinder engine adopted.
- 1958 - CY September, 1958 - Land Cruiser introduced to U.S.
- 1958 - First hard-top version produced.
- 1961 - Pickup and wagon version of Land Cruiser introduced in Japan.
- 1961-1965 - Land Cruiser is best selling Toyota in U.S.
- 1967 - New station wagon version introduced (FJ55).
- 1968 - CY 1968 - 100,000th Land Cruiser sold worldwide.
- 1972 - CY 1972 - 200,000th Land Cruiser sold worldwide.
- 1973 - CY 1973 - 300,000th Land Cruiser sold worldwide.
- 1975 - 4.2L engine introduced.
- 1980 - Second generation station wagon introduced (FJ60).
- 1980 - "4x4 of the Year" - *Off-Road* magazine.
- 1981 - CY 1981 - 1,000,000th Land Cruiser sold.
- 1983 - Last year of FJ40 sales in the U.S.
- 1988 - Minor updates on Wagon.
- 1990 - CY 1990 - Named "Best Buy" by *Consumer's Digest*.
- 1990 - CY 1990 - 2,000,000th Land Cruiser sold.
- 1991 - Third generation station wagon introduced (FJ80).
- 1991 - Full-time 4-wheel drive introduced.
- 1991 - Among "Best Buys" - *Consumers Digest* magazine.
- 1991 - "Best Full-Size SUV in Customer Satisfaction" - J.D. Power & Associates.
- 1992 - CY 1992 - Named "Best Full-Sized Sport Utility" in IQS and CSI, J.D. Power.
- 1992 - Among "Best Buys" - *Consumers Digest* magazine.
- 1993 - 4.5L engine introduced.
- 1993 - CY 1993 - Named "Best Full-Sized Sport Utility" in IQS, J.D. Power.
- 1993 - Among "Best Buys" - *Consumers Digest* magazine.
- 1994 - Among "Best Buys" - *Consumers Digest* magazine.
- 1995 - At mid-year intro, receives updated grille and standard dual airbags and ABS.
- 1996 - "Best Full-Size SUV in Initial Quality" - J.D. Power.
- 1997 - "Luxury SUV Best Buy" - *Four Wheeler* magazine.
- 1997 - "Best Overall Truck: Resale Value After Three Years of Ownership" - ADP Autosource Survey.
- 1997 - "1997 Top Three Vehicles in Initial Quality-Full-Size Segment" - J.D. Power.
- 1998 - Fifth-generation Land Cruiser is introduced powered by Toyota Division's first-ever V8
- 1999 - CY 1999 - "Best Full-Size Sport Utility Vehicle Segment" – J.D. Power
- 2000 - Receives Active TRAC, VSC and EBD as standard equipment
- 2001 - A DVD-based navigation system is available.
- 2002 - CY 2002 - *Consumer Reports* "Most Reliable Large SUV"

2002 - Intellichoice named Best Overall Value Full-Size Sport Utility Class
2003 - Receives minor interior, exterior and mechanical changes
2003 - "Most Wanted Large SUV Over \$45,000" Award by Edmunds.com
2004 - Backup camera is now available with Navigation system.
2004 - *Consumer Reports* "Most Satisfying" – Large SUVs, April 2005
2005 - Among *Consumer Guide's* 2005 Best Buys Premium Large SUVs
2005 - *Consumer Reports* "Most Reliable" – Sport-Utility Vehicles

From its humble beginnings in 1950 as a development project based on the design of the Willys Jeep, the Land Cruiser has taken its rightful place as Toyota's flagship four-wheel drive vehicle.

When the Land Cruiser (then named "Model BJ") was first tested in August, 1951, it climbed to the sixth station of Mt. Fuji -- the first motor vehicle to perform this feat. The first orders for the vehicle were from police and forestry departments because of its off-road abilities. In 1954, when the BJ was formally named Land Cruiser, the vehicle officially entered mass-production, rather than being built on a made-to-order basis. The following year, the original 85-horsepower diesel engine was replaced with a 125-horsepower 3.8L gasoline unit.

1958 saw the formal introduction of the Land Cruiser to the U.S., and it was the best selling Toyota vehicle in the U.S. from 1961-1965. During that time the line-up consisted of soft-top, open, and pickup versions.

In 1965, Land Cruiser moved toward the mainstream U.S. market with the introduction of the five-door station wagon. The wagon was hailed as a vehicle that was competent enough to drive through the back country, yet was comfortable and powerful enough to drive on any public street. Mid-1967 saw the U.S.-sales introduction of a hardtop version of the two-door, sales of which ceased in 1983 (although production ended in 1979).

In 1975, the 3.8L engine was replaced by a larger and more powerful 4.2L version, making the Land Cruiser easier to drive. For the home market (Japan), Land Cruiser has almost always been available with a diesel engine -- originally 3.2L, reintroduced at 3.0L in 1976, and updated to 3.2L again in 1979 -- but it was never officially available in the U.S.

Since 1980, the U.S.-spec Land Cruiser has only been available in one body style -- five-door station wagon. It was replaced in 1991 by a larger, more luxurious vehicle that sported full-time four-wheel-drive and a fully independent four-wheel coil-spring suspension.

In 1993, Land Cruiser grew up even further. Now sporting a 24-valve, DOHC inline six-cylinder engine displacing 4.5L, Land Cruiser produced 212 horsepower and 275 pound-feet of torque, and was more than capable of pulling Land Cruiser's 5153 pounds of curb weight.

The 1993 Land Cruiser was a far cry from the 1951 Model BJ. Sporting optional leather upholstery, available seating for eight, an available compact-disc player, manually locking front and rear, and automatic locking center, differentials, Land Cruiser was now a shadow of its former self.

1994 updates to the Land Cruiser were minimal (changes have only been made to the Land Cruiser when necessary), limited to the addition of CFC-free air-conditioning.

In 1995, Land Cruiser took a large step toward additional passenger safety. With more and more consumers using their "sport-utility" vehicles as passenger cars, and those consumers looking for vehicles that offer enhanced safety features, Toyota was ready. Along with a new grille featuring redesigned headlights, the 1995 Land Cruiser included, as standard equipment, both driver- and passenger-side airbags and adjustable shoulder-belt anchors. These additions did nothing to diminish Land Cruiser's off-the-road abilities, though, and it continues on as the most refined, most capable four-wheel-drive vehicle on the market.

For 1998, Toyota introduced the fifth-generation Land Cruiser and the first all-new Cruiser since 1991.

The new Cruiser was larger, heavier, structurally more solid and substantially more powerful than its predecessor. Yet it delivered improved fuel efficiency, lower emissions and considerably quicker, more responsive acceleration. It also featured the first V8 engine in a Toyota Division vehicle. Its all-new 4.7-liter 32-valve DOHC produced 230 horsepower, 18 more than its predecessor's inline six-cylinder, and 320 lbs.-ft. of torque, an improvement of 45 over the '97 model.

For 1999 the recently redesigned Land Cruiser featured an independent rear automatic climate control system for added convenience and passenger comfort.

In 2000, Toyota again raised the benchmark in SUV performance and refinement by adding active traction control (Active TRAC), vehicle skid control (VSC) and electronic brake force distribution (EBD) systems as standard equipment. The Cruiser also added a six-disc in-dash CD player as standard.

For 2001, the legendary Land Cruiser received a few new additions. It featured an available navigation system with a DVD player, standard auto dimming rear view mirror, and integrated compass in the rear view mirror (on models without the navigation system), JBL Premium three-in-one AM/FM/Cassette/CD six-disc in-dash changer with seven speakers with an available Electro Multi-Vision screen with center console six-disc CD player.

The Land Cruiser entered 2002 with additional equipment and improved value. Third row seats, automatic rear climate control system and HomeLink® became standard features. The only available factory option was a DVD-based navigation system.

Along with an updated front grille, rear bumper, rear turn signals and interior, output by the 2003 Land Cruiser's 4.7-liter V8 was increased by five horsepower for improved responsiveness. For the first time, Land Cruiser had rear seat audio and steering wheel audio controls as standard equipment, and a DVD rear seat entertainment system and SRS front and second row side curtain airbags became available.

The 2004 Land Cruiser introduced an available backup camera with the navigation system. New side privacy glass color was changed from bronze to dark green.

For 2005, 18-inch wheels became standard.

In 2006, the Land Cruiser receives minor changes to the exterior and engine. The 4.7-liter V8 engine comes equipped with VVT-i and ETCS-i to produce 275 horsepower and 332 lb.-ft. torque. Land Cruiser also gains LEVII status. Adjustable Height Control and Adaptive Variable Suspension become options, while a Tire Pressure Monitor System becomes standard.

Exterior updates include a new grille, headlights, LED rear combination lamps, a high-gloss finish on the 18-inch wheels and an available rear spoiler. Two new colors include Classic Silver and Pacific Blue.

What does it mean?

Land Cruiser: Land Cruiser is Toyota's flagship four-wheel drive vehicle. The name implies its go-anywhere ability.

Where is it built?

Land Cruiser is built at the Araco Corporation plant in Toyota City, Japan.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

SEQUOIA

Series Chronology

- 2001** - Introduced with 4.7 liter i-Force V8 engine
- 2001** - CY 2001 - *Truckin'* magazine's "2001 SUV of the Year"
- 2001** - CY 2001 - *Trailer Boats* magazine's "Tow Vehicle of the Year"
- 2001** - CY 2001 - "Most Wanted Large SUV" - Edmunds.com
- 2002** - Selected as one of the top SUVs by the Good Housekeeping Institute
- 2003** - "Most Wanted Large SUV Under \$45,000" award by Edmunds.com
- 2005** - Receives engine, transmission, safety and cosmetic enhancements
- 2005** - Among *Consumer Guide's* 2005 Recommended Large SUVs
- 2005** - Sequoia SR5 2WD named "Best SUV Value Over \$28,000" – IntelliChoice Best Overall Value of the Year Award

The full-size Sequoia is the largest, most versatile SUV in the Toyota lineup. Featuring a 4.7-liter i-Force V8 engine that produces 240 horsepower and 315 pounds of torque, it is the first Toyota truck engine to be EPA-certified as ULEV, or ultra-low-emission. It is offered in both two-wheel and four-wheel drive models, with Toyota's vehicle stability control ---VSC--- offered as an option.

Sequoia rides on a double-wishbone-type front suspension. The rear suspension, revised for increased ride and comfort and excellent control, features a five link live axle with coil springs and a four-wheel disc anti-lock brake system is standard on all models.

Sequoia transports eight passengers in three rows of seating and features curtain side air bags. It also features three-point seat belts at all eight passenger positions.

The Sequoia remains unchanged for 2002. Fog lamps and remote keyless entry are now available as stand-alone options on SR5 models.

The 2003 Sequoia received minor enhancements. Some new equipment which was standard on Limited models and available for SR5 included larger tires on 5-spoke 17" alloy wheels with dark chrome finish, electrochromic rearview mirror, and steering wheel audio controls. For the first time, a factory DVD rear seat entertainment system was available. A rear load leveling suspension system was made available and Brake Assist was made standard.

The 2004 Sequoia carried over with no changes.

For 2005, equipping the 4.7-liter i-Force V8 engine with a variable valve timing with intelligence (VVT-i) system and an electronic throttle control system with intelligence (ETCS-i) increased horsepower from 240 to 280. Torque rose by 13 lb.-ft. to 328 lb.-ft. A five-speed automatic transmission replaced the four-speed automatic.

New advanced dual-stage deployment airbags were added to the driver and passenger seating positions. Curtain side airbags that extend to the second row became available and included a rollover sensor that's linked to the standard Vehicle Stability Control (VSC) system. The sensor sends a signal to inflate the side airbags and side curtain airbags if an imminent rollover is detected.

A new front fascia and grille, standard color-keyed overfenders and redesigned tail lamps with clear-lens covers identified the 2005 Sequoia.

A newly optional touch-screen DVD navigation system was paired with a JBL premium 2-in-1 AM/FM CD audio system with 10 speakers. A new Limited Luxury Package featured second-row bucket seats and a removable center console, memory driver's seat and exterior mirrors, height-control rear air suspension, wood trim and distinctive Optitron instrumentation.

A new optional Sport Package for the Sequoia SR5 featured height-control rear air suspension, a unique grille design, fog lamps, tubular running boards, front skid plates and five-spoke 16-inch aluminum alloy wheels, plus a JBL 3-in-1 cassette/CD audio system with 10 speakers.

The 2006 Sequoia enters the 2006 model year as a carry-over model with a few exceptions. The Sequoia is available in two new exterior colors, Timberland Mica and Salsa Red Pearl. In addition, cloth bucket seats are now standard for second rows with center console on models with the available Sport Package.

What does it mean?

Named after the great Sequoia tree to convey strength, longevity and beauty.

Where is it built?

The Sequoia is built alongside the Tundra at Toyota Motor Manufacturing, Indiana.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

HIGHLANDER

Series Chronology

- 2001** - Highlander is introduced and is Toyota's second entry in the popular mid-size SUV segment, which includes 4Runner.
- 2001** - *Car and Driver's* "Best Large Sport Utility Vehicle"
- 2001** - *Popular Science's* "2001 Best of What's New" award in the Cars category.
- 2001** - Named one of *Car and Driver's* 5Best Trucks
- 2002** - Highlander carries over with minor interior improvements.
- 2002** - Winner of 2002 American Automobile Association Auto Guide Award for "SUV under \$25,000"
- 2002** - AutoPacific's Vehicle Satisfaction Score (VSS) award for Mid-Size SUV (tied with Hyundai Santa Fe)
- 2002** - CY 2002 - *Consumer Reports* names Highlander "Best Midsized SUV"
- 2002** - CY 2001 - *Consumer Reports* Top Pick for Midsized SUV
- 2002** - J.D. Power and Associates Initial Quality Study (IQS) award in the Midsize SUV segment
- 2004** - Highlander receives freshened front and rear styling, increased power and performance, added safety features, and numerous interior enhancements.
- 2004** - "Best Bet" - *The Car Book 2004*
- 2004** - Highlander named "Best Vehicles for \$25,000 or Less," SUVs – *Consumer Reports*
- 2005** - Highlander Hybrid will be introduced – world's first 7-passenger hybrid SUV.
- 2005** - Among *Consumer Guide's* 2005 Best Buys Midsize SUV
- 2005** - Highlander 2WD named "Best SUV Value Under \$28,000"- IntelliChoice's Best Overall Value of the Year Award
- 2005** - *Consumer Reports* "Most Reliable " – Sport-Utility Vehicles

The unibody-based Highlander gives Toyota a second entry in the popular mid-size SUV segment, which includes 4Runner. Highlander is available with either two- or four-wheel drive and is powered by either an all-aluminum four-cylinder or V6 engine. The 3.0-liter, DOHC, 24-valve, V6 engine with VVT-i delivers an impressive 220 horsepower at 5,800 rpm and 222 lbs./ft. of torque at 4,400 rpm. The 2.4-liter, DOHC, 16-valve, 4-cylinder engine with VVT-i produces 155 horsepower at 5,600 rpm and 163 lbs./ft. of torque at 4,000 rpm. Both engines carry low emission vehicle (LEV) EPA certification.

All Highlanders are equipped with a four-speed electronically controlled automatic transmission with snow mode.

The 2002 Highlander featured a new standard center console.

The 2003 Highlander carries over with no changes.

For 2004, Toyota extensively enhanced Highlander, increasing power and performance, adding safety features and offering a new third row seat in specific models. The 2004 Highlander also gained freshened front and rear exterior styling and numerous interior enhancements.

The 2005 Highlander carried over with a few interior and exterior enhancements. Front side airbags and front and second row roll-sensing side curtain airbags became available on all models. New standard features for the Highlander included roof rack with cross bars, remote keyless entry, and tonneau cover. A windshield wiper de-icer grid became standard on Limited models and optional on all other models.

The Highlander carries over for 2006.

What does it mean?

Highlander conveys images of power and ruggedness.

Where is it built?

Highlander is built at the Toyota Motor Kyushu, Inc. plant in Kyushu, Japan.

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HIGHLANDER HYBRID

Series Chronology

2006 - Highlander Hybrid is introduced and is Toyota’s first hybrid SUV and second hybrid vehicle.

For 2006, Toyota introduces the Highlander Hybrid, the world’s first seven-passenger hybrid gas/electric powered SUV. A specially developed version of Toyota’s patented Hybrid Synergy Drive powertrain includes an enhanced 3.3-liter V6 engine and produces approximately 270 peak system horsepower. Highlander Hybrid provides better acceleration than the V6 Highlander model yet delivers the best fuel economy in the mid-size SUV segment. In addition, it is rated as a Super Ultra Low Emissions Vehicle (SULEV), one of the most stringent emissions ratings in the industry.

Highlander Hybrid comes standard-equipped with front-wheel-drive and offers electric four-wheel-drive with intelligence (4WD-i), which uses front and rear electric motors to deliver balanced power to all four wheels. A new Vehicle Integrated Dynamic Management (VIDM) system enhances the STAR SAFETY SYSTEM® and all-weather capability. The VIDM system acts more quickly and effectively than Vehicle Stability Control (VSC), but is less obtrusive.

The Highlander Hybrid provides the same comfort, safety and versatility as the conventional seven-passenger Highlander. Its exterior styling is freshened with the addition of a new front grille and bumper and rear LED tail lamps, and it rides on standard 17-inch alloy wheels.

What does it mean?

Highlander conveys images of power and ruggedness.

Where is it built?

Highlander Hybrid is built at the Toyota Motor Kyushu, Inc. plant in Kyushu, Japan.

****NOTE: All chronology dates are model year, unless noted otherwise. CY refers to "Calendar Year."****

MINIVAN

Series Chronology -- Van

- 1984 - Introduction of Van with 2.0L 4-cylinder engine.
- 1985 - Available in both passenger and cargo trim.
- 1986 - New 2.2L engine replaces previous unit.
- 1986 - Minor front and rear styling changes.
- 1987 - CY 1987 - Named "Best Compact Van" in CSI by J.D. Power.
- 1987 - 4WD available on all models.
- 1989 - CY 1989 - Named "Best Compact Van" in CSI by J.D. Power.

Series Chronology -- Previa

- 1991 - CY 1990, full redesign, Previa introduced with 2.4L 4-cylinder engine.
- 1991 - CY 1991 - Named "Best Buy" by *Consumer's Digest*.
- 1991 - "Ten Best Cars" - *Car and Driver* magazine.
- 1991 - "Design and Engineering Award" - *Popular Mechanics* magazine.
- 1992 - Addition of safety features.
- 1992 - CY 1992 - named "Best Compact Van" in IQS, CSI, J.D. Power.
- 1992 - Among "Best Buys" - *Consumers Digest* magazine.
- 1993 - CY 1993 - named "Best Compact Van" in IQS, J.D. Power.
- 1993 - Among "Best Buys" - *Consumers Digest* magazine.
- 1994 - Addition of passenger-side airbag.
- 1994 - Introduction of available supercharged engine.
- 1994 - CY 1994 - named "Best Compact Van" in IQS, J.D. Power.
- 1994 - Among "Best Buys" - *Consumers Digest* magazine.
- 1994 - "Best Overall Value" - Intellichoice, Inc.'s *Complete Car Cost Guide*.
- 1995 - "Best Compact Van in Initial Quality" - J.D. Power.
- 1996 - Discontinuation of non-supercharged engine.
- 1996 - "Best Compact Van in Initial Quality" - J.D. Power.
- 1997 - Among "Most Reliable Used Vehicles, Model Years 1989-1995" - *Consumer Reports Magazine*.
- 1997 - "Top Three Vehicles in Initial Quality - Compact Van Segment" - J.D. Power.

SIENNA

Series Chronology

- 1997 - In January, 1997, Sienna is unveiled at Detroit Auto Show.
- 1998 - Sienna first model year.
- 1998 - MotorWeek names Sienna "Best Minivan" – Driver's Choice awards
- 1998 - Among "Best Buys" – *Consumer's Digest*
- 1998 - "Most Appealing Compact Van in APEAL" – J.D. Power
- 1998 - Named "Top Three Vehicles in Initial Quality, Compact Van" – J.D. Power

- 1999** - Sienna adds 5-door CE grade to model line-up and standard daytime running lights
- 1999** - Named "Best Minivan" – *Consumer Reports*
- 1999** - Among "Best Buys" – *Consumer's Digest*
- 1999** - "Best Compact Van in Initial Quality" – J.D. Power
- 1999** - "Best Compact Van Segment" – J.D. Power
- 1999** - "Top Three Vehicles in APEAL, Compact Van" – J.D. Power
- 1999** - "Top Three Vehicles, Minivan" – Strategic Vision, Inc.
- 2000** - Among "Best Picks for Safety" – *Money* magazine
- 2000** - Named "Best Buy Minivan" – *Money* magazine
- 2001** - New front fascia, new interior 50/50 split 3rd bench and new exterior colors
- 2002** - Symphony package is introduced
- 2002** - *Consumer Reports* "Most Reliable Minivan."
- 2002** - Intellichoice named "Best Overall Value" Minivan Class over \$25,000 and under \$25,000.
- 2002** - J.D. Power and Associates Initial Quality Study (IQS) award in the Compact Van segment
- 2004** - All-new second-generation Sienna introduced in Spring 2003
- 2004** - "Best Minivan," "Top Picks for 2004," minivan, "Best Cars for Kids," Sienna CE named "Best Vehicles for \$25,000 or Less," minivans - *Consumer Reports*
- 2004** - "5 Best Trucks" – *Car and Driver Magazine*
- 2004** - "Most Wanted Cars and Trucks for 2004" minivan category – Edmunds.com.
- 2004** - "10 Best Cars for Your Buck" minivan category – *Smart Money Magazine*
- 2004** - Annual Light Truck and SUV Award for "Favorite Van"– Sport Truck Connection
- 2004** - Driver's Choice Award "Best Minivan" – *Motor Week*
- 2004** - "Women's Automotive Satisfaction" minivans and sport utility vehicles category – *Good Housekeeping*
- 2004** - "Best Cars for Families" minivans category AAA and *Parents* magazine
- 2004** - "Consumers' Most Wanted Minivan of the Year for 2004" – *Consumer Reports*
- 2004** - *Consumer Reports* "Most Satisfying" – Minivan, April 2005
- 2005** - Among *Consumer Guide's* 2005 Recommended Minivans
- 2005** - *Consumer Reports* "Best Vehicles for \$25,000 or Less" – Minivan

In 1984, Toyota set out to capture a portion of the rapidly growing minivan market that Chrysler had recently created. Instead of following Chrysler's lead, Toyota designed a "one-box" type vehicle powered by a mid-mounted 2.0L four-cylinder engine. Instead of front-wheel drive, Toyota's Van was rear-wheel drive. Originally available in either Deluxe or LE trim levels, it could be ordered with either a five-speed manual transmission or a four-speed automatic. As options, it offered dual air-conditioners with separate controls for front and rear seat occupants, seating for up to seven and even an ice maker/cooler box that was cooled by the vehicle's air-conditioner.

In 1985, Toyota offered the Van in both passenger and cargo configuration. In cargo trim, the interior of the vehicle was empty with the exception of two front seats and a full dashboard to allow greater storage space or for the vehicle to be customized. With the exception of a minor freshening to the dash and gauges, there were no other changes made.

In 1986, Toyota endowed the Van with a 2.2L engine. Along with its new-found power, the Van also received luxury upgrades on the passenger model in the form of swivel seats for the front passenger, upgraded door trim and new interior materials and colors.

For 1987, a four-wheel drive model was added to the Van line-up. Manual transmission models were equipped with a two-speed transfer case, while automatics were simply either in two- or four-wheel drive with their one-speed transfer gearing. Interior richening continued with the addition of optional captain's chairs in the middle-seat position on the passenger Van, while the front passenger seat became optional on the cargo model.

The next real change took place in early 1990 as the Van was replaced with the Previa. Toyota pulled out all the stops for this vehicle. Styling was futuristic both inside and out, and a radical departure from the boxy Van. With its 2.4L mid-mounted engine and rear wheel drive, the Previa drove more like a large car than a mini-van. It was available in both DX and LE trim levels, and could be had with either two- or four-wheel drive (All-Trac). Previa was never available in a cargo configuration, but with its rear seats folded up and out of the way, and its center bench seat removed, Previa was able to swallow up huge amounts of cargo and could even accommodate a four-foot by eight-foot sheet of plywood flat on the floor.

In 1992, Toyota recognized the market's need for not only an efficient vehicle, but for a safe one, too. They responded by giving Previa a standard driver's-side airbag, side-door intrusion protection, roll-over protection and a Center High-Mount Stop Light (CHMSL), making Previa the first (and at that time, the only) mini-van to meet all applicable passenger-car safety standards.

For 1994, Toyota increased passenger safety even further, including as standard-equipment a passenger-side airbag. To enhance drivability, and as the design of the Previa will not allow the installation of a V6 engine, Toyota gave Previa a supercharger. Operating similarly to a turbocharger, a supercharger is a turbine driven by a toothed belt, rather than exhaust gasses. As a result, it is able to generate its full boost pressure at lower revolutions and with virtually no lag time. The supercharger forces air into the engine, taking with it additional fuel and creating more power.

Fully optioned with the supercharged engine, leather seats, compact disc player, dual moonroofs and captain's chairs, the Previa was every bit as comfortable as the finest luxury cars, but exceeded the abilities of a normal car in its ability to carry seven passengers or be instantly transformed into a roomy cargo hauler. The humble van had indeed come a long way!

In 1998, Toyota's engineers and designers pulled out all the stops and created the Sienna, the Camry of minivans. Front-wheel drive and riding on a stretched and modified Camry platform, the Sienna also was powered by the same 3.0-liter V6 used in Camry and Avalon, and was also available with sliding rear doors on both sides.

Interior comfort and ease of use were tops on Sienna's list. Modular, multi-adjustable seats with passenger seatback trays, up to 14 cupholders (depending on seating and door configuration), front and rear powerports, rotary-type HVAC controls, multiple storage compartments and automatic interior lighting with auto-off feature address all the needs of the young family.

This also was the safest minivan ever produced by Toyota, offering ALR/ELR seatbelts on all outboard seating positions, dual airbags, standard ABS and a tire pressure warning system. Sienna met or exceeded all current and foreseeable crash-test criteria worldwide.

For 1999, the recently introduced Sienna added a 5-door CE grade to its model mix as well as an optional power sliding door system for its LE and XLE models and an optional dual Child Restraint Seat. Sienna also received standard daytime running lights and a front passenger seat belt warning system.

For 2001, the strong-selling Sienna carried over with significant improvements. It continued to be offered in CE, LE and XLE grades in the five-door configuration. The four-door model was discontinued. Mechanically, Sienna's engine now received Toyota's VVT-i technology, providing an increase of 16 horsepower and is also certified as a Low Emission Vehicle (LEV) and had an improved EPA fuel economy. For better control on the road during inclement weather, Sienna now offered Vehicle Skid Control.

The exterior received a new front fascia, which included a redesigned grille and front bumper. The LE and XLE models featured an in-glass antenna and four new exterior colors were available. On the inside, the Sienna received a multi-function 50/50 split third row seat and numerous options for specific grades.

The 2002 model Sienna introduced the Symphony special edition for the LE grade which added a JBL Premium AM/FM/cassette/CD with eight speakers in six locations, on-glass antenna with FM diversity reception, keyless entry, cloth seats with new unique fabric in either gray or oak, captain's chairs in the first two rows, a power 6-way driver's seat, carpeted floor mats with Symphony logo and cargo mat, Symphony badge, a leather-wrapped steering wheel, an overhead console with HomeLink®, a roof rack, color-keyed heated power side mirrors, painted bumpers and cladding, and alloy wheels with P215/65R15 tires with a full size steel spare.

2003 model year Sienna CE grade now offers a right-hand power sliding door while the LE grade offers dual power sliding doors. Additional CE grade enhancements include available captain's chairs as part of an Extra Value Package and a tachometer as part of the available right-hand power sliding door.

The all-new second-generation 2004 Sienna is a true American minivan. At launch, more than 90 percent of Sienna's content was sourced from North American suppliers. Finally, Sienna is assembled, exclusively, on an all-new assembly line at Toyota Motor Manufacturing, Indiana (TMMI) in Princeton.

The new Sienna rides on an all-new low-slung chassis with a wheelbase that is more than five inches longer than the current generation Sienna. Both its front and rear tracks are nearly four inches wider, yet its turning diameter is reduced by more than three feet, nearly one foot tighter than its closest competitor.

Inside, Sienna offers class-leading cargo volume behind the third row, as well as the most passenger volume among front-drive minivans. In total, its interior volume has increased by nearly 45 cubic feet.

Standard equipment on all models is a 60/40 Split & Stow 3rd Row™ bench seat that folds flat into the floor. Either side of the seat can be stowed separately with a low-effort, one-hand operation. With the entire rear seat stowed and the second row seats removed, four-by-eight foot sheets of plywood can be loaded flat onto Sienna's floor.

The new Sienna delivers a substantial boost in power, fuel-efficiency, and refinement, thanks to an all-new 230-horsepower V6 engine and an all-new five-speed automatic transmission. Both the engine and the transmission are built at Toyota Motor Manufacturing, West Virginia's powertrain production facility.

For 2005, Sienna added a power passenger seat to the XLE and XLE Limited grades.

Sienna enters the 2006 model year with freshened exterior and interior enhancements. Its redesigned front fascia includes new grille, fog lamps and headlights, while the rear receives new taillamps. Limited models receive standard power folding outside mirrors with integrated turn signals and puddle lamps. The Sienna is also available in three new colors, Dark Gray Metallic, Pistachio Metallic and Dark Blue Mica, while Phantom Gray Pearl, Aspen Green Pearl and Stratosphere Mica have been discontinued.

Inside, the Sienna receives a universal mini-jack port for portable music player connectivity in all models. CE and LE models receive a silver interior trim. XLE and Limited models receive Optitron meters. A memory driver's seat and outside mirror become standard on Limited and optional on XLE models. On LE, XLE and Limited models, the rear entertainment screen has increased to nine-inches.

What does it mean?

Previa: From the Italian word meaning "to preview" or "to look ahead."

Sienna: Derived from a color and an Italian city (spelled "Siena")

Where is it built?

All Previas were built at the Toyota Auto Body Industrial plant in Kariya, Japan.

For the 2004 model year, Sienna production was moved from Toyota Motor Manufacturing Kentucky (TMMK) in Georgetown, Kentucky to Toyota Motor Manufacturing Indiana (TMMI), in Princeton, Indiana.