

# FLAVOR AND FUNCTION

A FAMILY PYRAMID WITH MULTIPLE TOPS BY JOE SAGE

Toyota Sequoia represents that most utilitarian category of sport utilities, those built on the bones of corresponding full-size body-on-frame pickups, where the whole SUV idea got its start. The success of the Toyota Tundra pickup, in a market long ruled by Detroit and Detroit only, speaks to the credentials of the big three-row Sequoia.

To cement a domestic competitive spirit for Tundra and Sequoia, both are built in the US, at Toyota's San Antonio truck plant. This is on land originally established as Rancho de la Purisima Concepción in 1794, which was the inspiration for the Tundra's 1794 build, which has now been extended to Sequoia for 2025.

Sequoia 1794 brings an appealing mix of historic ranch styling cues (which are a lot like Arizona styling cues), especially inside—luxury leather and walnut wood-grain trim—and augments this with performance wheels, tires, shocks and drive modes (which are a lot like Arizona driving cues).

Heated and ventilated front seats include 10-way power adjustment and massage. In the rear are standard captains' chairs. Above them all is a panoramic moonroof, and the atmosphere is set by 14-speaker JBL premium audio.

All versions of the 2025 Toyota Sequoia (six 4x4 trim levels, plus the bottom two available as 4x2; see sidebar) have the same 437-horsepower 583-

lb.ft i-Force MAX twin turbo V6 hybrid powertrain.

While Capstone in core form is the top trim by price, at about \$84,000, either the TRD Pro or 1794 Edition are very close to it, at just over \$80,000. Add a TRD Off-Road Package to the 1794, as ours does, and you arguably have a new top dog, especially for our market, where rugged and stylish can be equally compelling (even though still a few dollars less than Capstone). Our finished product bears badging to represent all of it, with i-Force MAX on the hood, 1794 Edition on the doors, TRD Off-Road on the D-pillars, and, just to mix it up a little, boldly labeled TRD Pro floor mats.

A Tow Technology Package (with digital display rearview mirror, wifi trailer camera and trailer backup guide with straight path assist) is also included (as on other trims from Platinum up).

While a TRD Pro has 18-inch wheels, as you

would expect for an off-roader (where wider side-walls are a huge plus), and Capstone has 22-inchers (where big, big wheels are a fashion), ours, even with its TRD Off-Road credentials, shares a 20-inch wheel spec with the rest of the lineup, including 1794 itself—which could be seen as an extension of its multidimensional personality, or as a paradox. Or as underscoring its double duty credentials. Or as a balance point between its two personalities.

Put it all together, and, while a great build for any endless variety of urban and tough-duty week-end duty, we can see this really hitting its stride as a tow vehicle for the horse show circuit, unfazed by long highway miles or rough rodeo grounds.

Detroit still holds inordinate power in the big pickup segment, for reasons including tradition (we think Tundra would benefit exponentially from adding a heavy-duty build to its lineup). But this situation is not the same among their sibling SUVs. Here, Sequoia gets to shine. ■



## SPECIFICATIONS

ASSEMBLY	San Antonio, Texas
ENGINE	i-Force MAX 3.5L V6 hybrid, twin-turbo w water-cooled intercoolers, 24v DOHC 24v chain drive w Dual VVT-i
HP/TORQUE	437 hp / 583 lb-ft
COMPRESSION RATIO	10.4:1
ELEC MOTOR	perm magnet synchronous, parallel hybrid system w motor/generator btwn engine and transmission
HP/TORQUE	48 hp / 184 lb-ft
HYBRID BATTERY PACK	sealed Ni-MH, 288v (240 cells, 40 modules), 1.87 kWh, system voltage 650 V max
TRANSMISSION	10-spd electronically controlled auto w intelligence (ECT[-i]), sequential shift mode, uphill/downhill logic, Tow/Haul modes
DRIVETRAIN	4WDemand part-time 4WD, electronic 2-spd transfer case (hi/low), automatic limited slip diff; +TRD OFF-ROAD PKG: addtl modes/assist
SUSPENSION	F: indep dbl-wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mounted twin-tube shocks; +TRD OFF-ROAD PKG: Bilstein shocks
STEERING	elec power asst rack & pinion
BRAKES	F: 13.9 vented, opposed dual-piston; R: 13.6 vented, single piston
WHEELS	(1794) 20-in alloy > +TRD OFF-ROAD PKG: 20-in TRD Off-Road alloys
TIRES	+TRD OFF-ROAD PKG: P265/60R20 112H Falken Wildpeak A/T AT3Wa
LENGTH / WHEELBASE	208.1 / 122.0 in
GROUND CLEARANCE	8.7 in
APPR / DEPART	15 / 20°
TURNING CIRCLE	40.2 ft
HEADROOM (F/2/3)	(pano) 39.2 / 37.5 / 35.6 in
LEGROOM (F/2/3)	41.2 / 39.2 / 28.1-33.7 in
CARGO CAPACITY	11.5-22.3 / 49.0 / 86.9 cu.ft
WEIGHT	6150 lb
PAYLOAD	1410 lb
GVWR	7560 lb
TOW CAPACITY	9010 lb
TOW TECH PKG INCL	trailer backup guide, straight path assist, wifi trailer camera
FUEL / CAPACITY	87-oct reg unl / 22.5 gal
MPG	(4x4) 19/22/20 (city/hwy/comb)
BASE PRICE	<b>\$80,135</b>
TRD OFF-ROAD PKG	20-in TRD Off-Road alloy wheels w A/T tires, TRD Off-Road badging, off-road suspension w Bilstein shocks, skid plates, red TRD engine start button, TRD leather-wrapped shift knob, alum sport pedals, electronic lock rear diff, multi-terrain select & monitor, crawl control, downhill assist control
TRD FRONT SKID PLATE	385
10-IN HEADS-UP DISPLAY	600
WHEEL LOCKS	105
CONNECTED SERVICES: 2 yrs addtl trial	325
DESTINATION CHARGE	1945
TOTAL	<b>\$85,630</b>

Note: sticker price varies from info below.

## 2025 TOYOTA SEQUOIA LINEUP

(all are i-Force MAX)	4x2	4x4
SR5	\$62,425	\$65,425
Limited	68,825	71,825
Platinum		79,570
TRD Pro		80,295
1794 Edition		80,385
Capstone		83,915