

History Snippet of 2nd Generation Toyota Tundra that will work with our Toyota Truck Racks

Second Generation (2007-Present) continued

When the new Tundra was first launched in February 2007, it was available in 31 configurations, which consisted of 3 bed lengths, 3 cab configurations, 3 wheelbases, and 2 transmissions. The new Double Cab replaces the previous generation's Access Cab, and the all new CrewMax replaces the previous generation's Double Cab, it is also built to compete with the [Dodge Ram Mega Cab](#). The Double Cab and Regular Cab are available with a 6.5-foot (2.0 m) regular bed or an 8-foot (2.4 m) long bed, while the CrewMax is only available with a 5.5-foot (1.7 m) short bed. The Tundra also features a new 6-speed [automatic transmission](#) which can lock the torque converter in 5th and 6th gears with a [manual shift mode](#) which is standard with the 5.7-liter, giving it a 0–60 mph (0–97 km/h) time of 6.3 seconds and a quarter mile time of 14.7 seconds.

Toyota made the new Tundra useful for many construction workers by including extra large door handles, deck rail system, integrated tow hitch, and head restraints that can fit a worker with a hardhat. The Tundra also includes as standard: an electronic automatic limited-slip differential (Auto LSD), Vehicle Stability Control, traction control, electronic brakeforce distribution, brake assist, anti-lock brakes and tailgate assist. However, its starting was more expensive than the Chevrolet Silverado Work Truck and the base Ford F-150.

This Historical info drawn attributed to Wikipedia at https://en.wikipedia.org/wiki/Toyota_Tundra