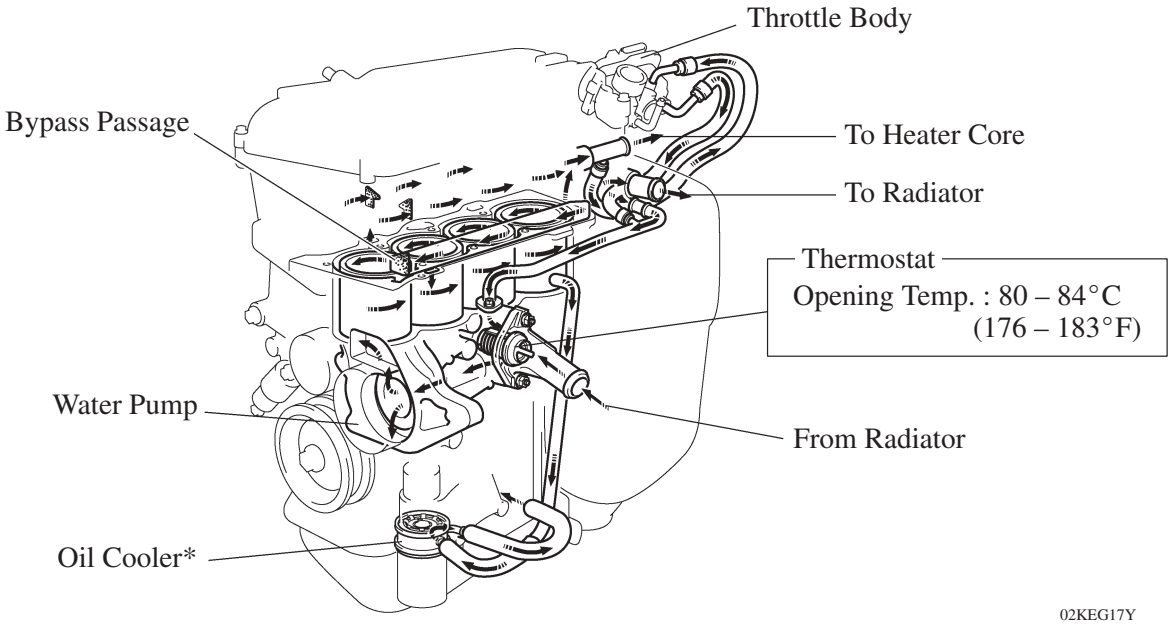
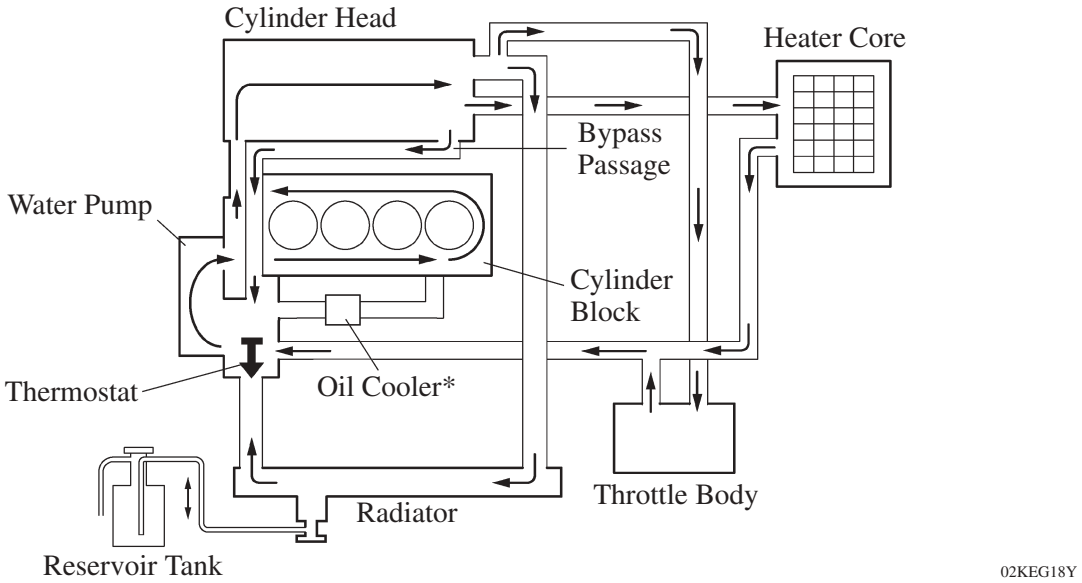
■COOLING SYSTEM

1. General

- The cooling system uses a pressurized forced circulation system with open air type reservoir tank.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system. This prevents sudden jumps in temperature while the engine is warming up.
- The flow of the engine coolant makes a U-turn in the cylinder block to ensure a smooth flow of the engine coolant. In addition, a bypass passage is enclosed in the cylinder head and the cylinder block.
- Warm engine coolant from the engine is sent to the throttle body to prevent freeze-up.
- TOYOTA Genuine SLLC (Super Long Life Coolant) is used to extend the maintenance interval.



▶ Water Circuit ◀



*: Models for Australia and G.C.C. countries

2. Engine Coolant

- TOYOTA genuine SLLC (Super Long Life Coolant) is used. Maintenance interval is as shown in the table below:

Type		TOYOTA Genuine SLLC or the Following*
Maintenance Intervals	First Time	160,000 km (100,000 miles)
	Subsequent	Every 80,000 km (50,000 miles)
Color		Pink

*: Similar high quality ethylene glycol based non-silicate, non-amine, non-nitrite, and non-borate coolant with long-life hybrid organic acid technology. (Coolant with hybrid organic acid technology consists of the combination of low phosphates and organic acids.)

- SLLC is pre-mixed (50% coolant and 50% deionized water), so no dilution is needed when adding or replacing SLLC in the vehicle.
- The new maintenance interval (every 50,000 miles/80,000 km) can be applied to vehicles initially filled with LLC (red-colored), if SLLC (pink-colored) is used when the engine coolant is changed.