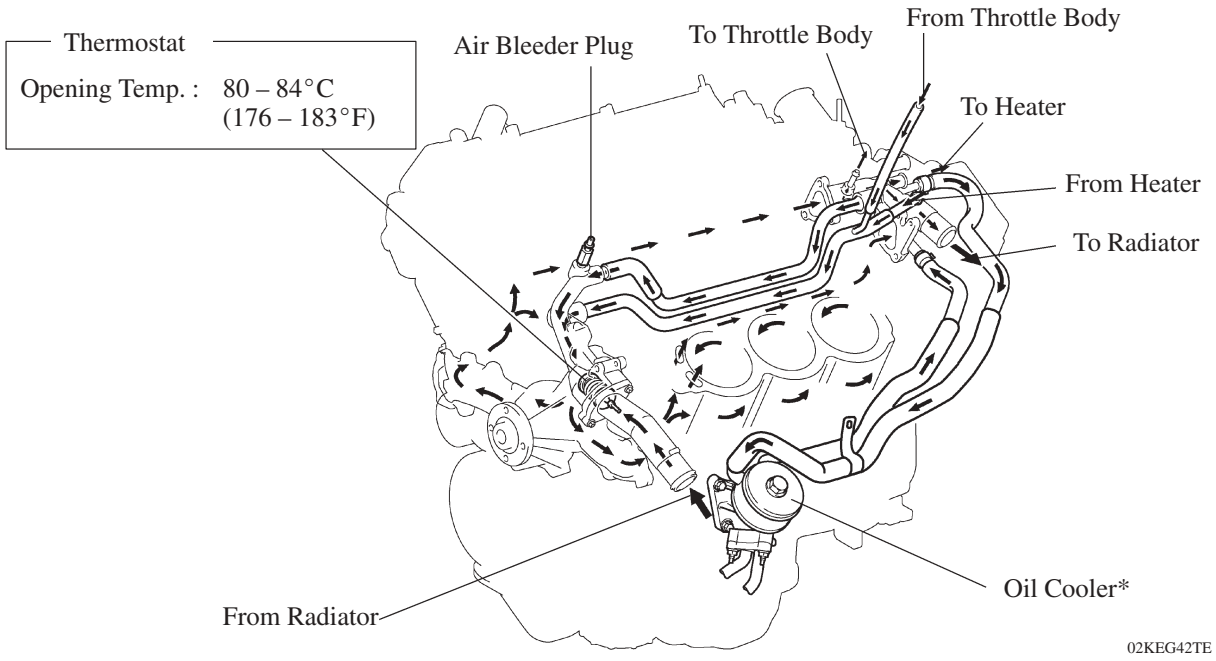
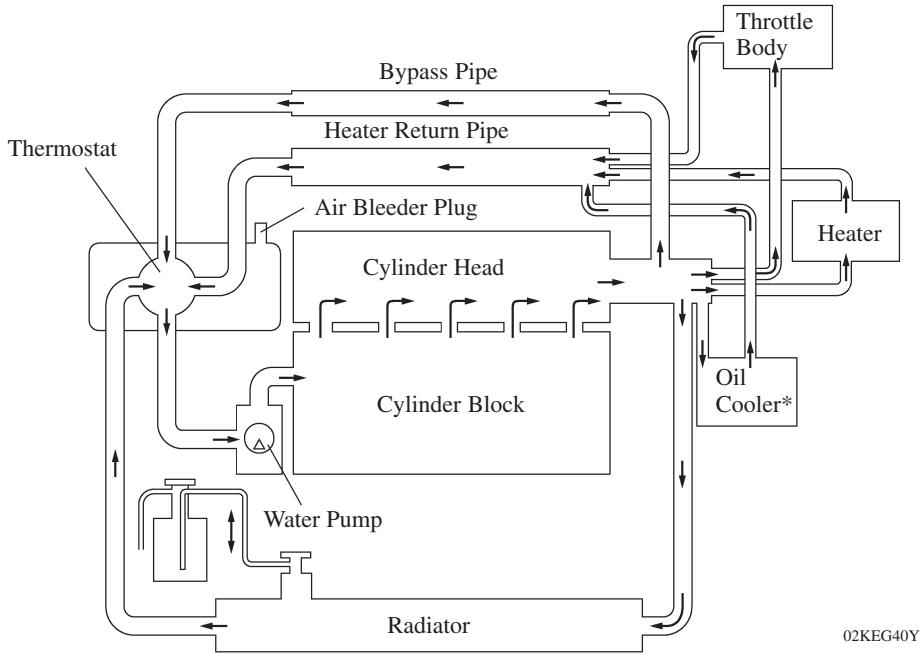
■COOLING SYSTEM

1. General

- The cooling system is a pressurized forced circulation system with open air type reserve tank.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A cooling fan control system in which the engine ECU optimally controls cooling fan speed is used. For details, see page EG-119.
- An air bleeder plug is provided on the water inlet assembly to improve the efficiency of changing the engine coolant. For details, refer to the Camry Repair Manual.
- The engine coolant uses TOYOTA genuine SLLC (Super Long Life Coolant).



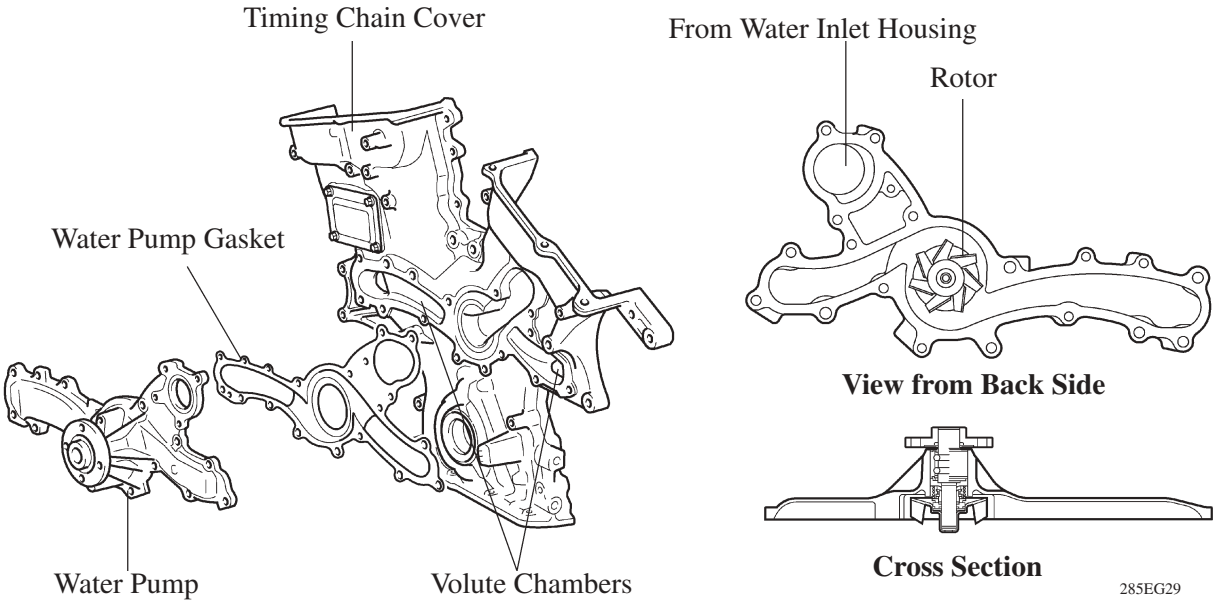
▶ Water Circuit ◀



*: Only for Australian and G.C.C. Countries models

2. Water Pump

- The water pump has two volute chambers, and circulates coolant uniformly to the left and right banks of the cylinder block.
- A rust-resistant water pump rotor made of stainless steel is used.



3. 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.