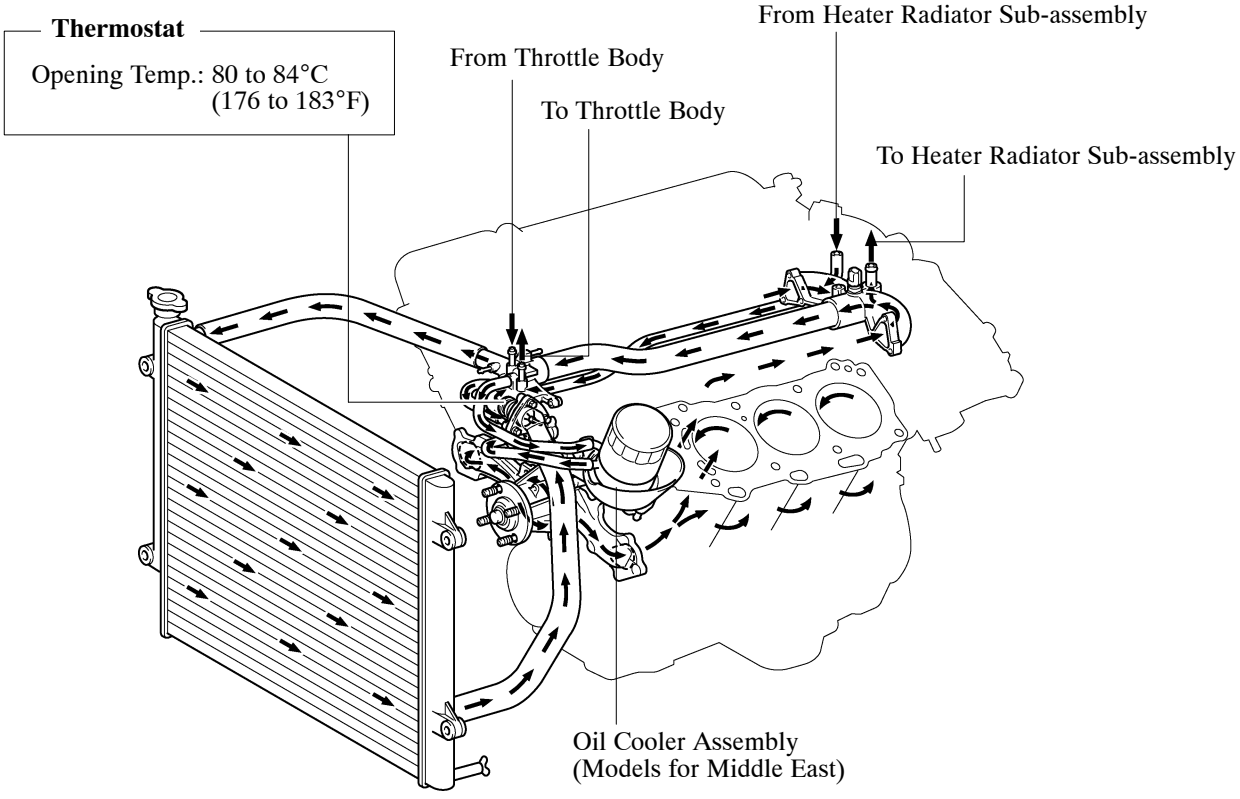
■COOLING SYSTEM

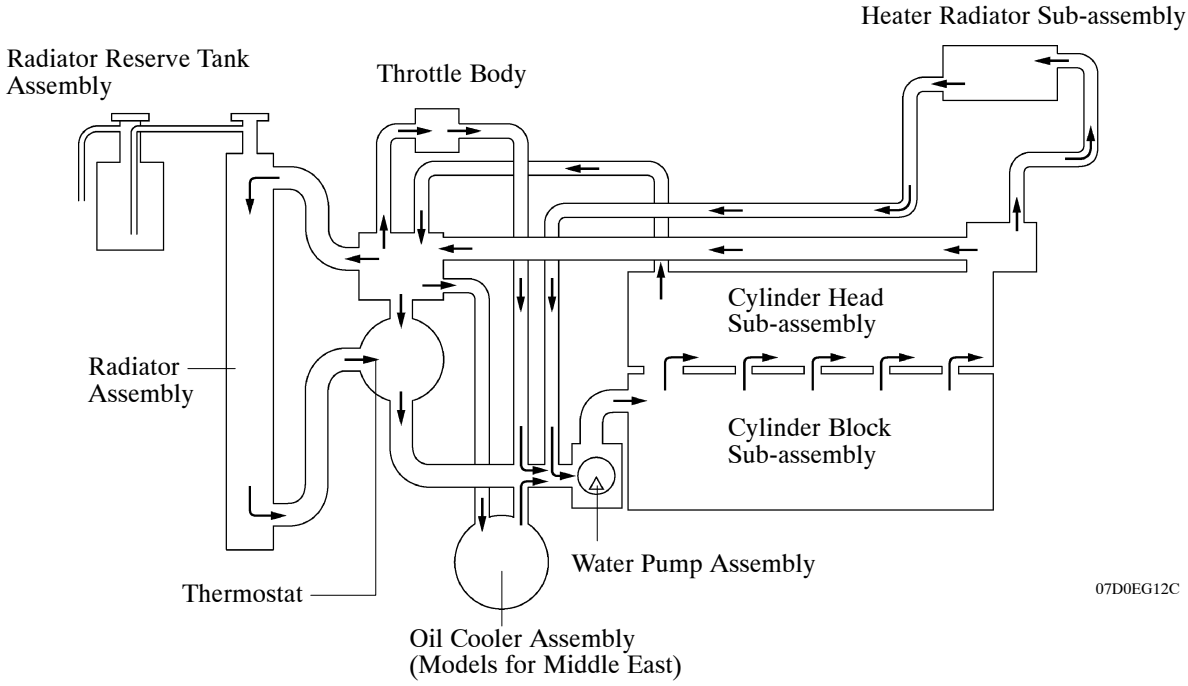
1. General

- The cooling system is a pressurized, forced-circulation type.
- A thermostat with a bypass valve is located in the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A viscous coupling type cooling fan is used.
- The engine coolant that is used is TOYOTA genuine SLLC (Super Long Life Coolant).



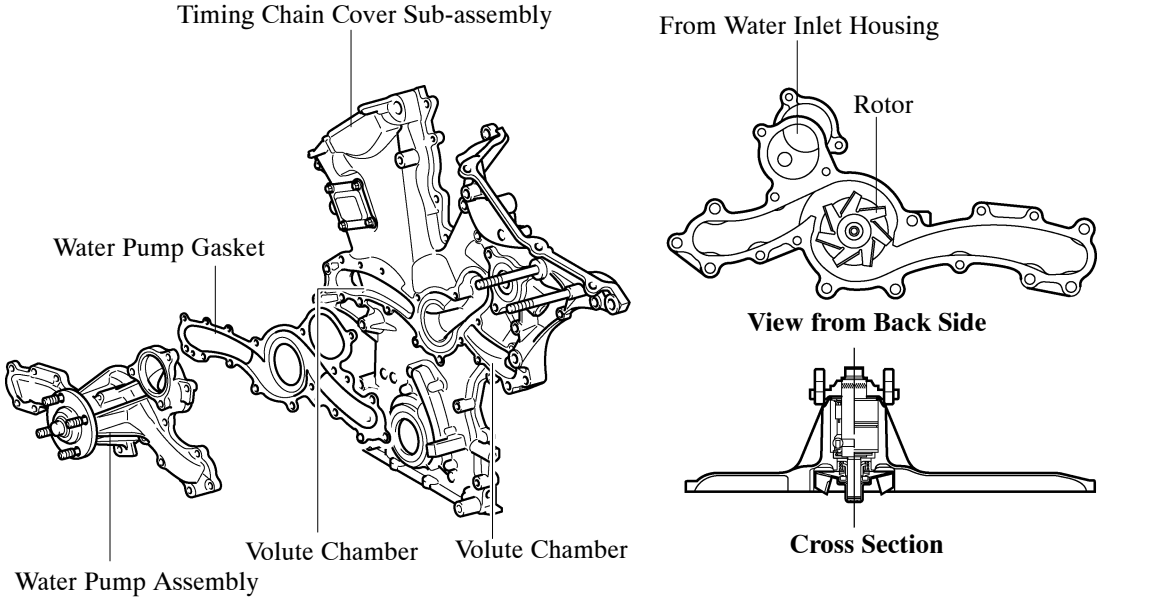
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2. Water Circuit



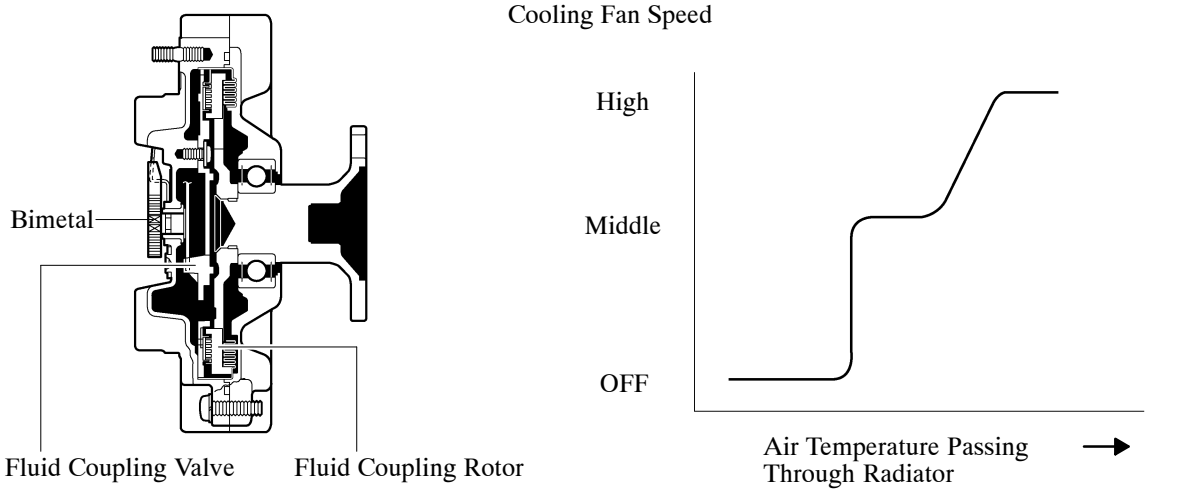
3. Water Pump Assembly

The water pump assembly has two volute chambers, and circulates coolant uniformly to the left and right banks of the cylinder block sub-assembly.



4. Fluid Coupling Assembly

A viscous type fluid coupling assembly is used. This fan utilizes the characteristics of a bimetal spring to switch the fluid passages and appropriately control the silicone oil, in order to change the fan speed in three stages: OFF, middle, and high. The fan speed changes from middle to high speed in response to the temperature of the air passing through the radiator assembly.



5. TOYOTA Genuine SLLC

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

Type		TOYOTA Genuine SLLC
Maintenance Intervals	First Time	160000 km
	Subsequent	Every 80000 km
Color		Pink

- SLLC is pre-mixed (50 % coolant and 50 % deionized water), so no dilution is needed when adding or replacing SLLC in the vehicle.
- You can also apply the new maintenance interval (every 80000 km) to vehicles initially filled with LLC (red-colored), if you use SLLC (pink-colored) for the engine coolant change.