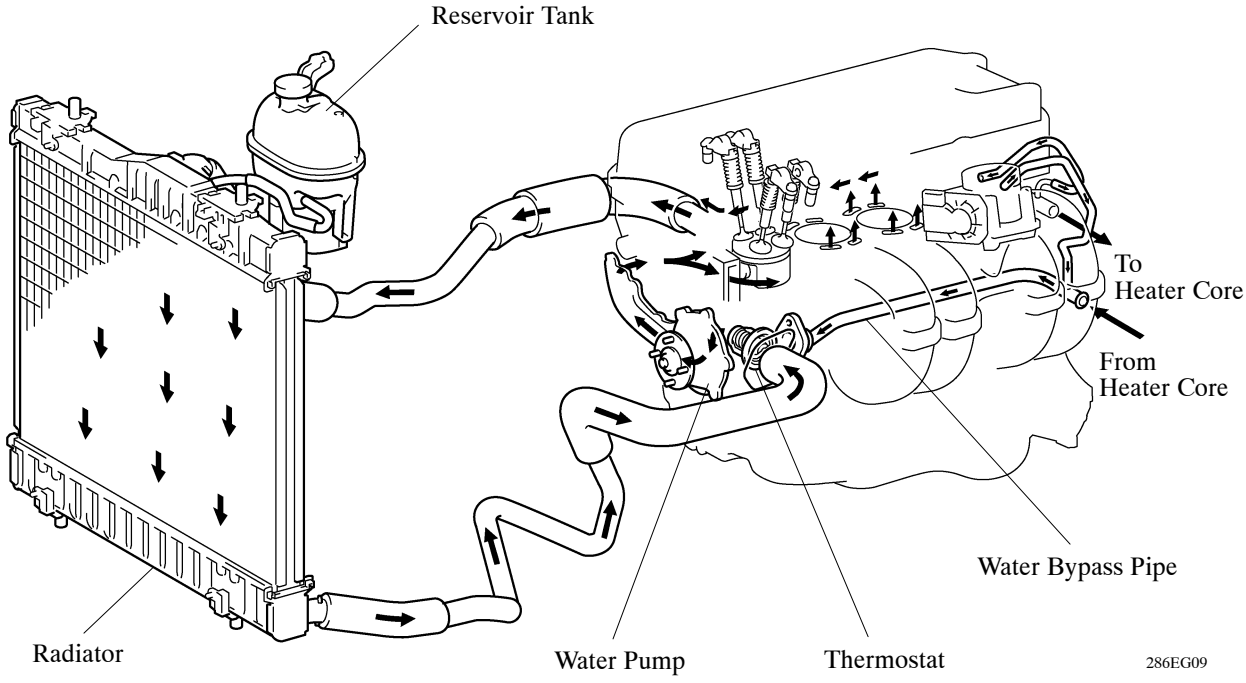
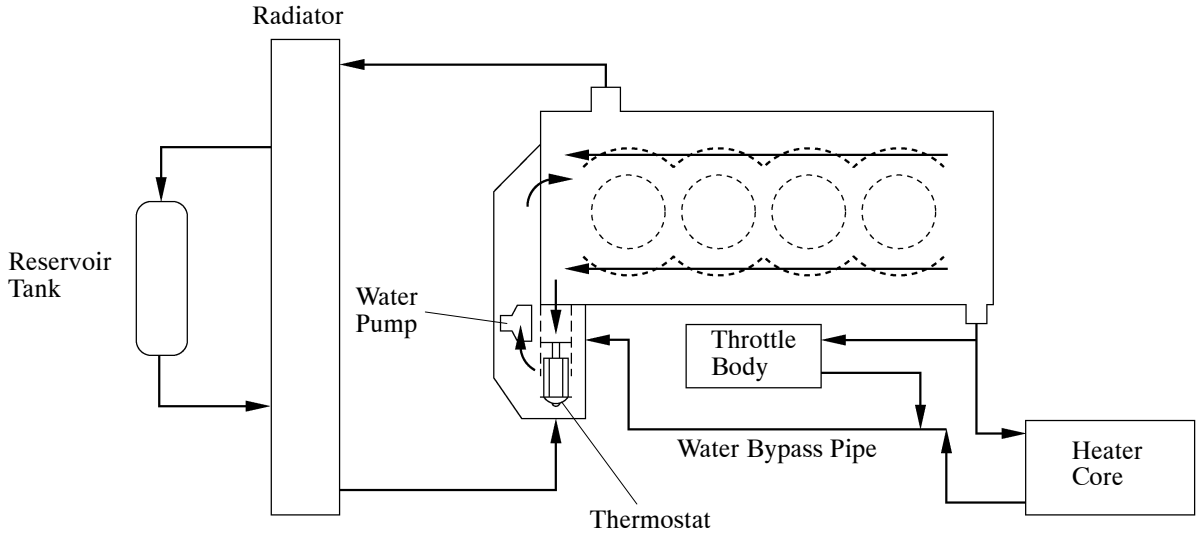
■ COOLING SYSTEM

- The cooling system uses a pressurized forced circulation system with pressurized type reservoir tank.
- A pressurized reservoir tank is used to prevent the engine coolant from deteriorating upon contact with external air.
- A thermostat with an air bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A water pump swirl chamber and a thermostat housing have been placed in the timing chain cover to achieve a simple construction and a compact engine.
- An aluminum radiator core is used for weight reduction.
- The water bypass pipe made of plastic is used for weight reduction.
- The TOYOTA genuine Super Long Life Coolant (SLLC) is used at factory fill.
- A cooling fan system in which the operation of the cooling fan is controlled by the engine ECU is used. For details, see page EG-62.



▶ System Diagram ◀



▶ Specifications ◀

Engine Coolant	Type		TOYOTA genuine Super Long Life Coolant (SLLC) or 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 long-life hybrid organic acid technology is a combination of low phosphates and organic acids.) Do not use plain water alone.
	Color		Pink
	Capacity Liters (US qts, Imp. qts)	with Rear Heater	15 (16, 13)
		without Rear Heater	13 (14, 11)
	Maintenance Intervals	First Time	160,000 km (100,000 mile)
		Subsequent	Every 80,000 km (50,000 mile)
Thermostat	Opening Temperature °C (°F)		80 – 84 (176 – 183)

SLLC is pre-mixed (50% coolant and 50% deionized water), so no dilution is needed when adding or replacing SLLC in the vehicle.