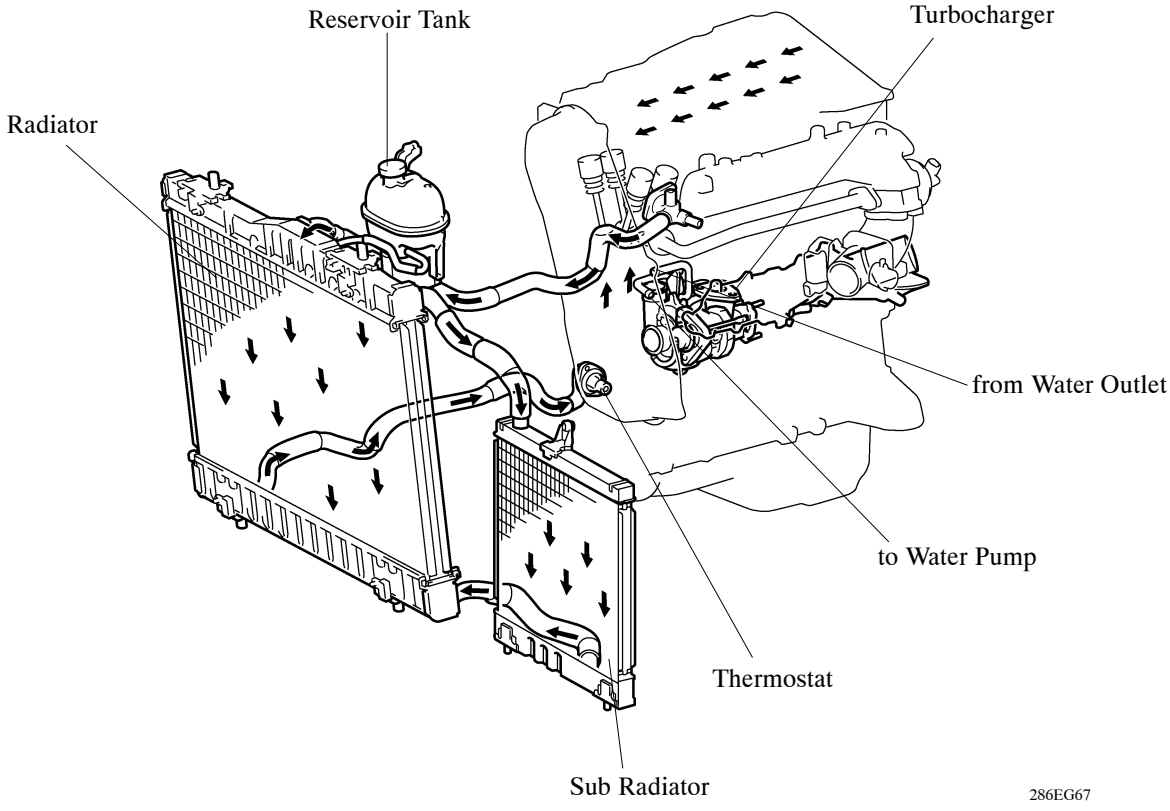
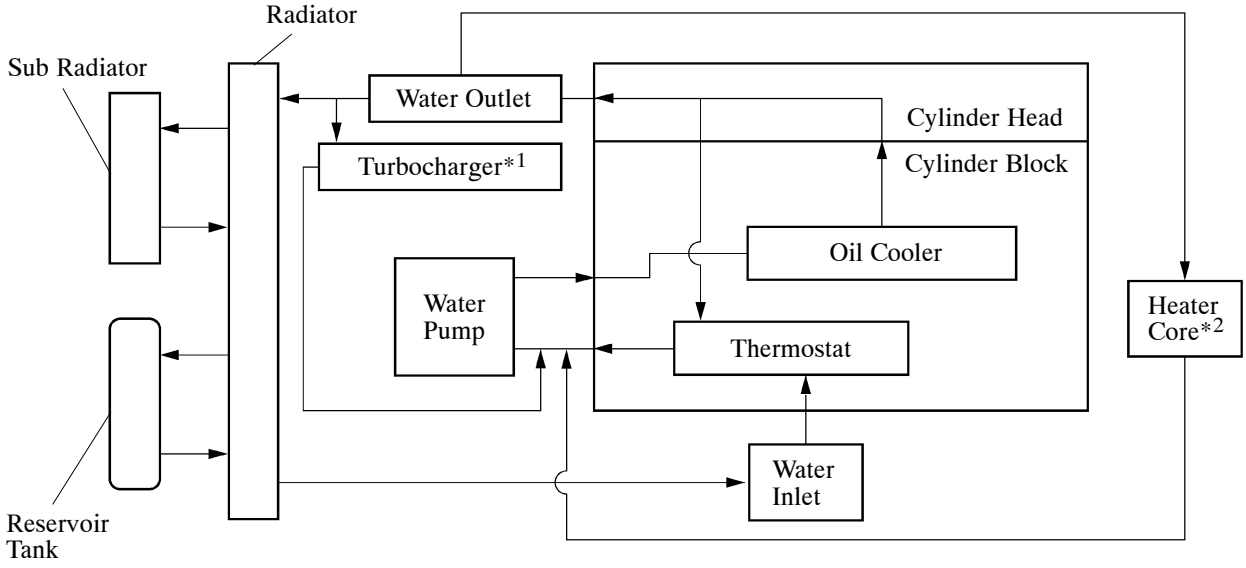
■ COOLING SYSTEM

1. General

- The cooling system uses a pressurized forced circulation system with pressurized reservoir tank.
- A pressurized reservoir tank is used to prevent the engine coolant from deteriorating upon contact with external air.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A sub radiator is used to improve cooling performance.
- The radiator and sub radiator are made of aluminum for lightweight.
- The TOYOTA genuine Super Long Life Coolant (SLLC) is used.
- A cooling fan system in which the operation of the cooling fan is controlled by the engine ECU is used. For details of cooling fan control, see page EG-116.
- On models without an intercooler, a water-cooled type turbocharger is used, and therefore there is a cooling circuit for the turbocharger.



▶ System Diagram ◀



*1: for Models without Intercooler
*2: for Models with Heater

▶ Engine Coolant 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	17 (17.9, 14.9)
		without Rear Heater	15 (15.9, 13.2)
	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). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.

EG