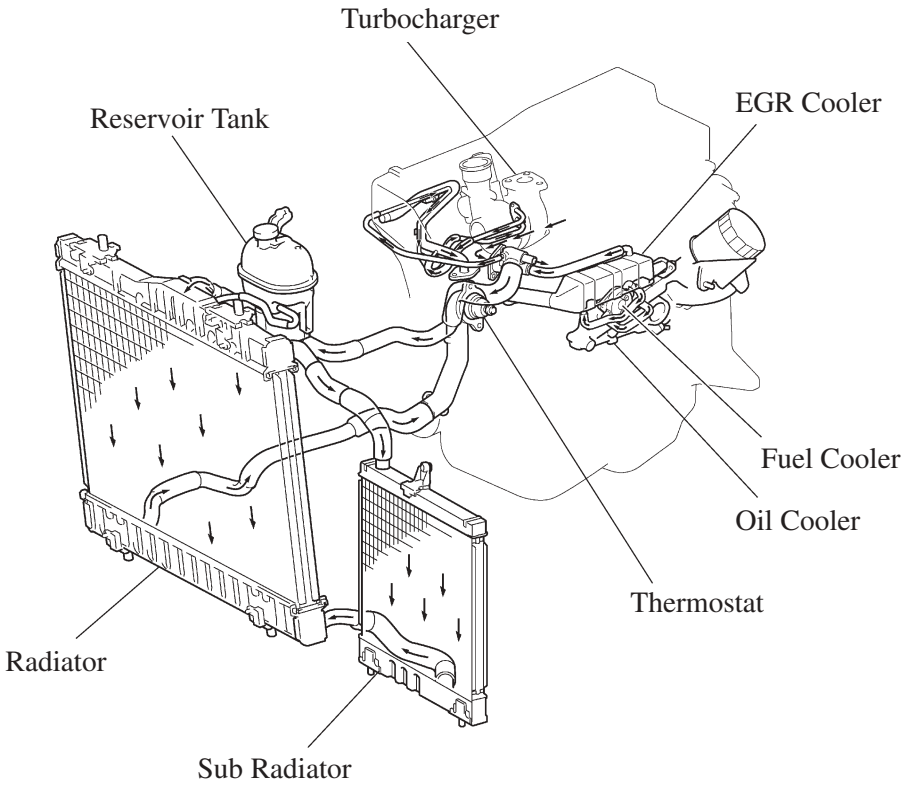
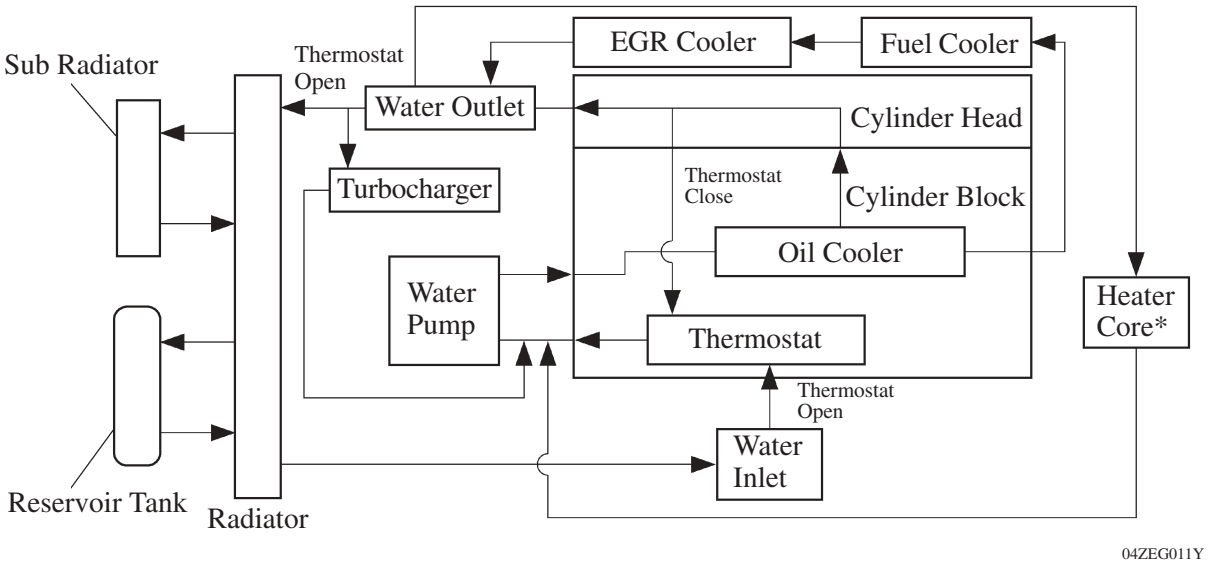
■COOLING SYSTEM

General

- The cooling system is a pressurized, forced-circulation type.
- 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.
- 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 79.
- An EGR cooler to cool down intake air temperature during EGR operation is used.
- The TOYOTA genuine Super Long Life Coolant (SLLC) is used.



▶ System Diagram ◀



*: Except Singapore Models

▶ 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	With Rear Heater	17.0 Liters (17.9 US qts, 14.9 Imp. qts)
		Singapore Models	15.0 Liters (15.9 US qts, 13.2 Imp. qts)
	Maintenance Intervals	First time	160,000 km (100,000 miles)
		Subsequent	Every 80,000 km (50,000 miles)
Thermostat	Opening Temperature	°C (°F)	77 – 82 (171 – 180)

SLLC is pre-mixed (50% coolant and 50% deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.