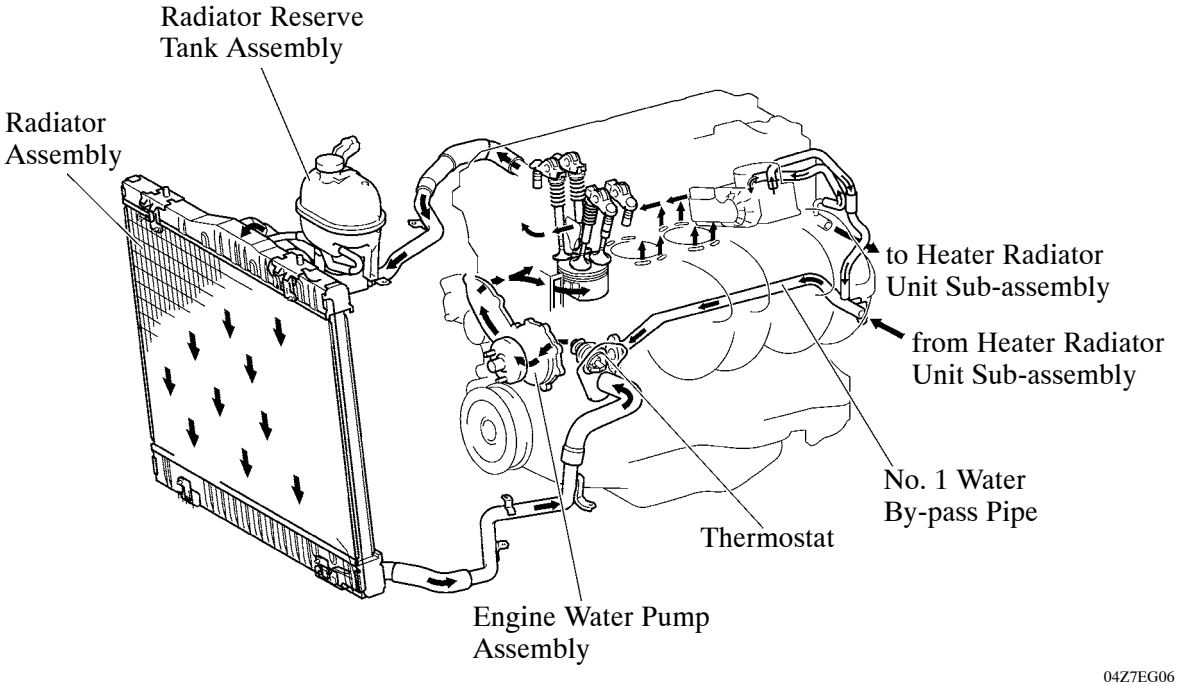
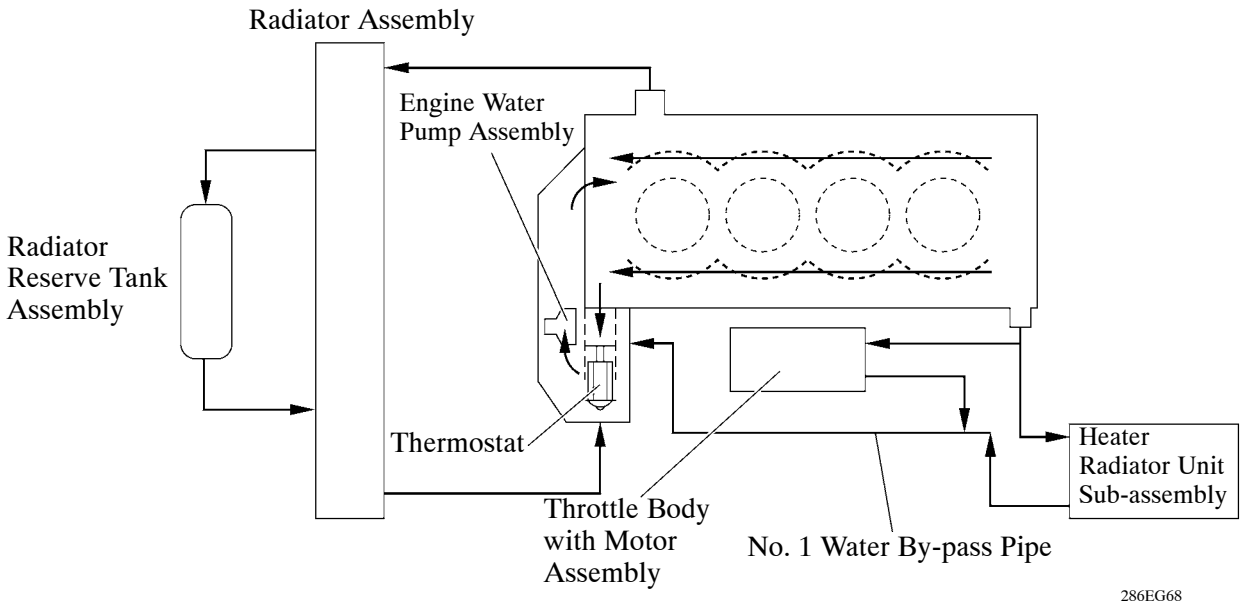
■COOLING SYSTEM

- The cooling system uses a pressurized forced circulation system with pressurized type radiator reserve tank assembly.
- A thermostat with a by-pass 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 or belt cover sub-assembly to achieve a simpler construction and a compact engine.
- A No. 1 water by-pass pipe made of plastic is used for weight reduction.
- A cooling fan system in which the operation of the cooling fan is controlled by the ECM is used. For details, see page 69.
- TOYOTA genuine Super Long Life Coolant (SLLC) is used. As a result, the maintenance interval has been extended.



▶ 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)		11.6 (12.3, 10.2)
	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.