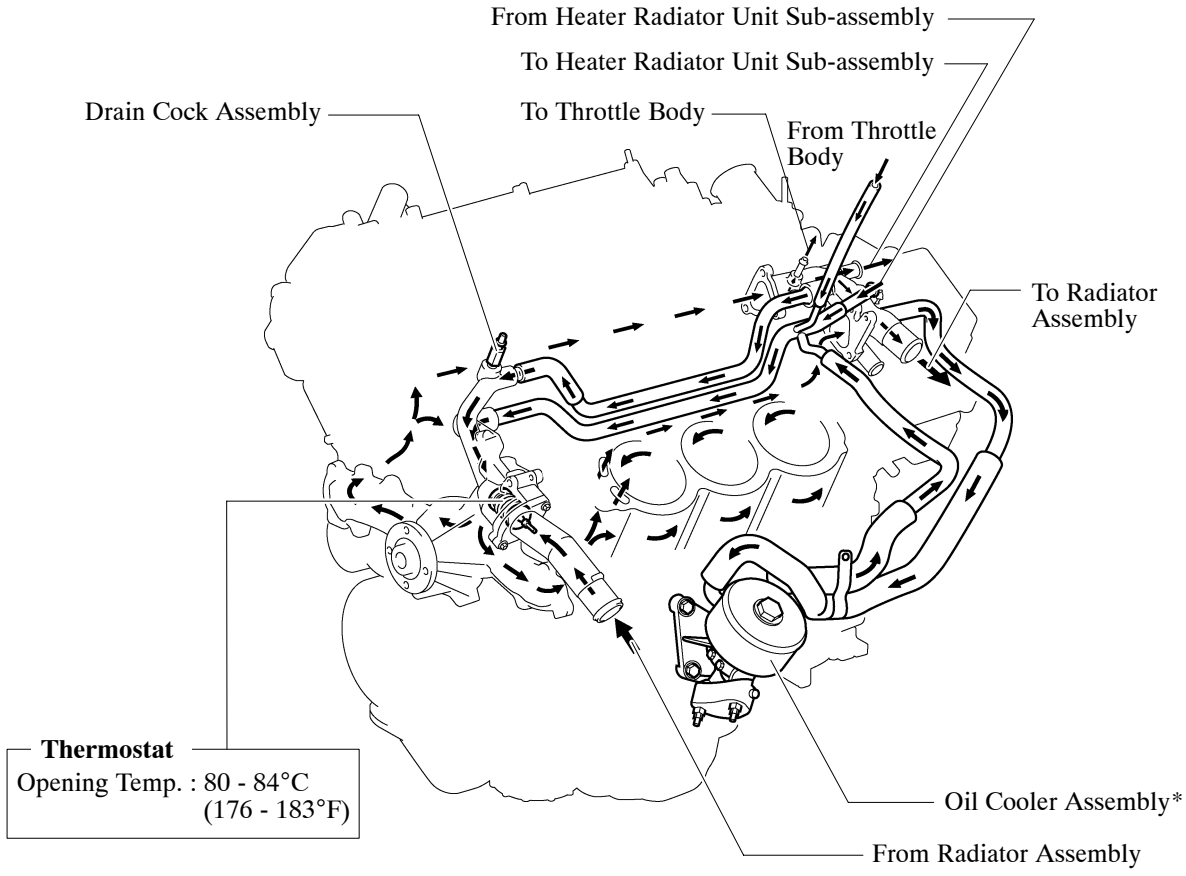
■COOLING SYSTEM

1. General

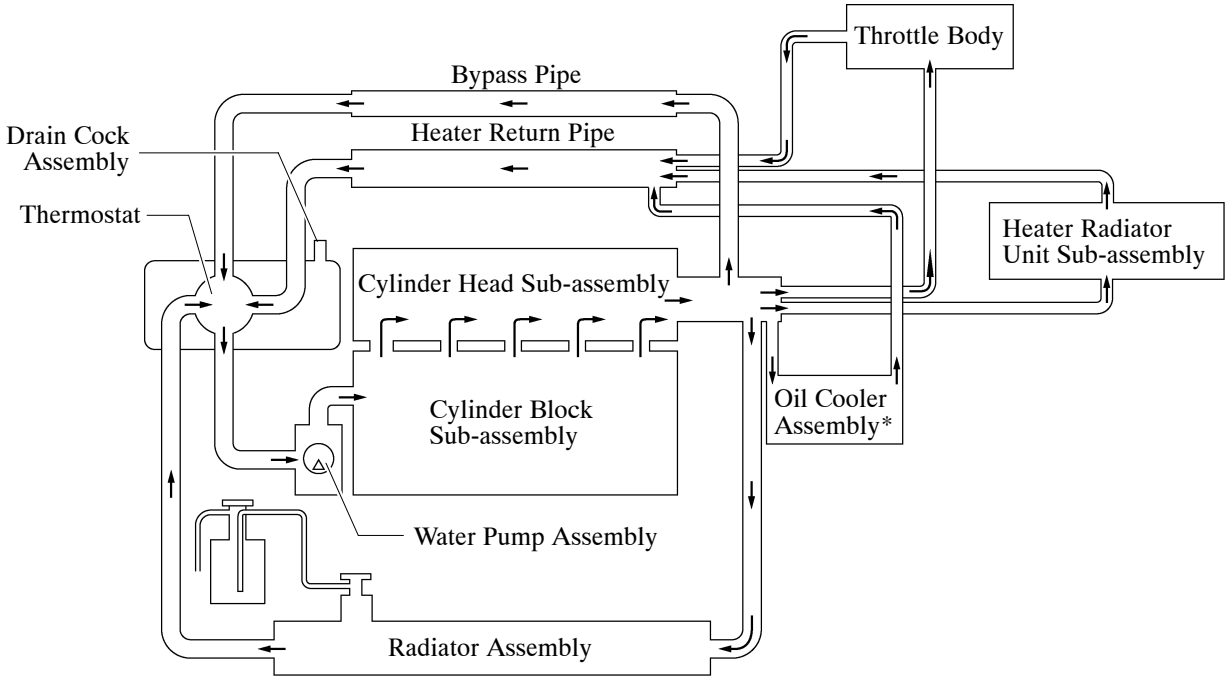
- The cooling system is a pressurized, forced-circulation type. The reservoir tank is not pressurized.
- A thermostat with a bypass valve is located in the water inlet housing to maintain suitable temperature distribution in the cooling system.
- A cooling fan control system in which the ECM optimally controls cooling fan speed is used. For details, see page EG-80.
- A drain cock assembly is provided on the water inlet assembly to improve the efficiency of changing the engine coolant. For details, see the HIGHLANDER Repair Manual (Pub. No. RM06K0E).
- The engine coolant uses TOYOTA genuine SLLC (Super Long Life Coolant).



*: Models for Australia Only

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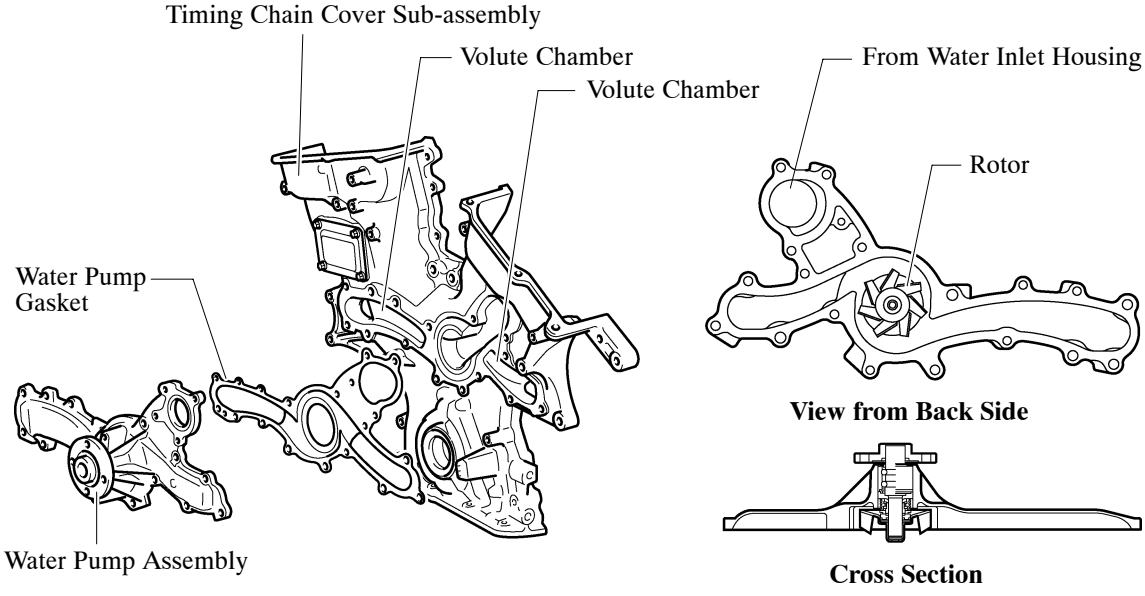
2. Water Circuit



*: Models for Australia Only

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. TOYOTA Genuine SLLC

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

Coolant Type		TOYOTA Genuine SLLC
Maintenance Intervals	First Time	160000 km (100000 miles)
	Subsequent	Every 80000 km (50000 miles)
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 80,000 km/50,000 miles) to vehicles initially filled with LLC (red-colored), if you use SLLC (pink-colored) for the engine coolant change.