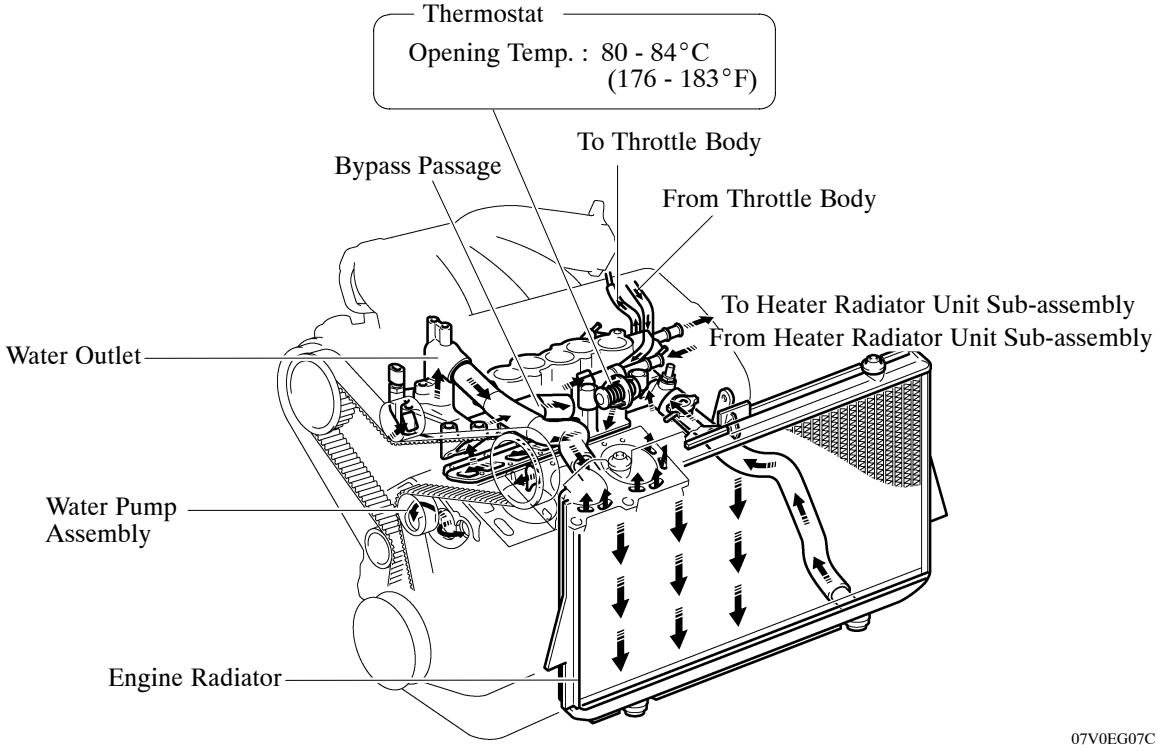
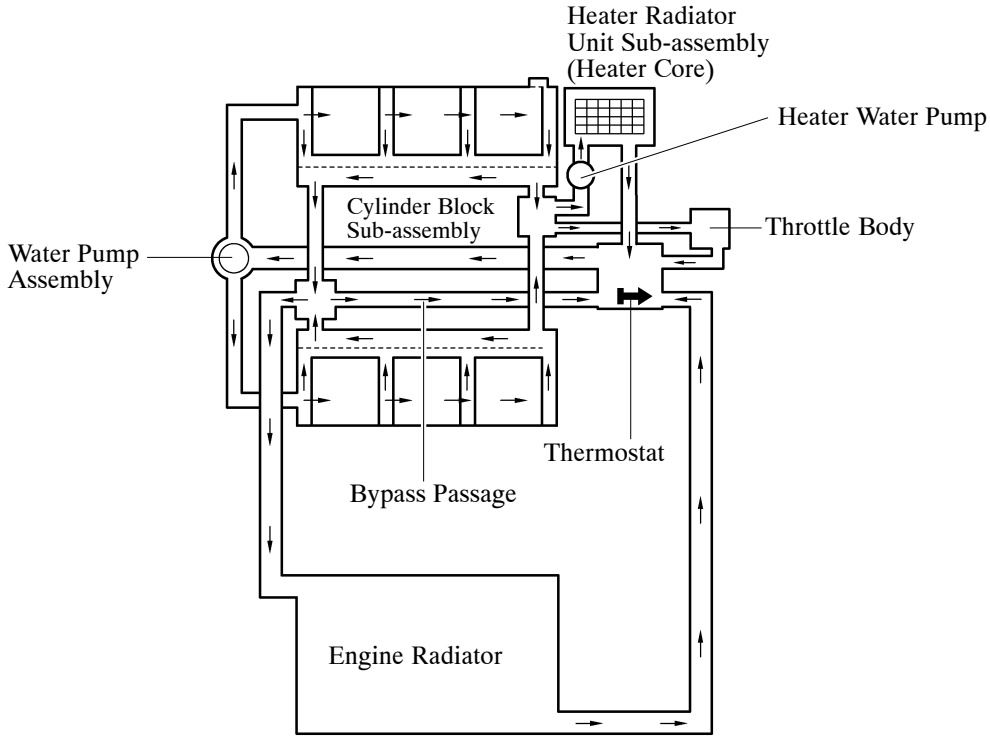
■COOLING SYSTEM

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.
- An engine radiator with plastic tanks and an aluminum alloy core is used for weight reduction.
- The fan shroud and the radiator reserve tank are integrated to reduce weight.
- A cooling fan control system in which the hybrid vehicle control ECU optimally controls cooling fan speed is used. For details, see page EG-56.
- TOYOTA genuine SLLC (Super Long Life Coolant) is used.



▶ Water Circuit ◀



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2. TOYOTA Genuine SLLC

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

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