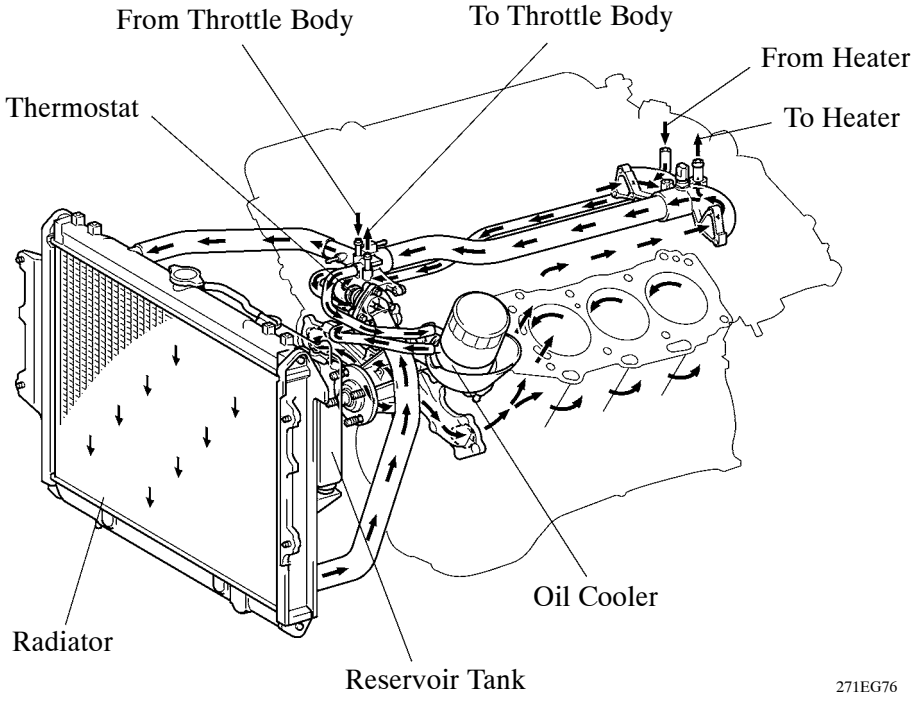
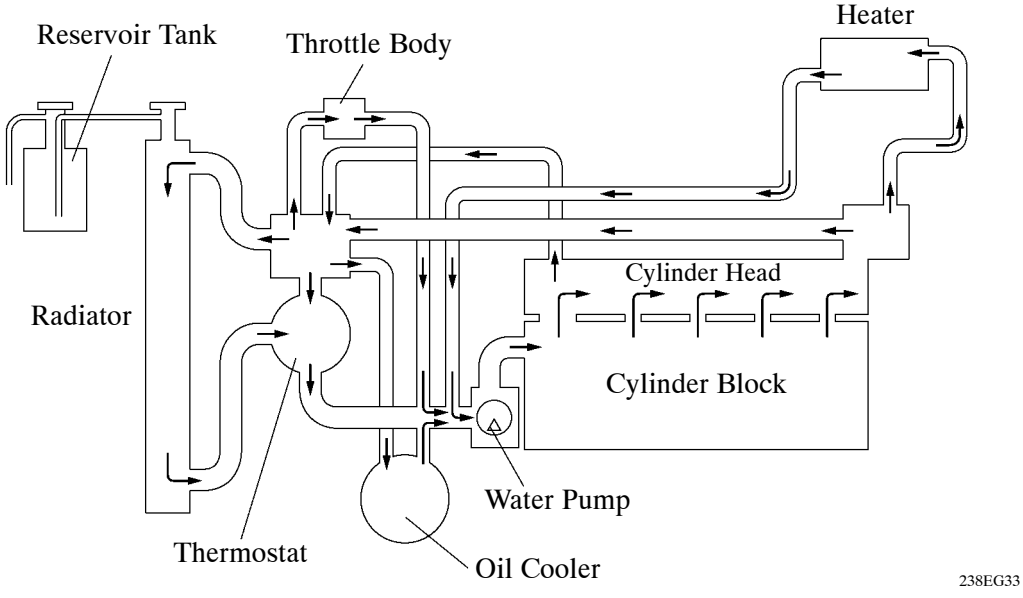
■COOLING SYSTEM

1. General

- The cooling system uses a pressurized forced-circulation system with an open air type reservoir tank.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- An aluminum radiator core is used for weight reduction.
- A 3-stage linear temperature-controlled coupling fan is used.
- A water-cooled oil cooler is provided as standard equipment.
- TOYOTA genuine Super Long Life Coolant (SLLC) is used. As a result, the maintenance interval has been extended.



▶ System Diagram ◀



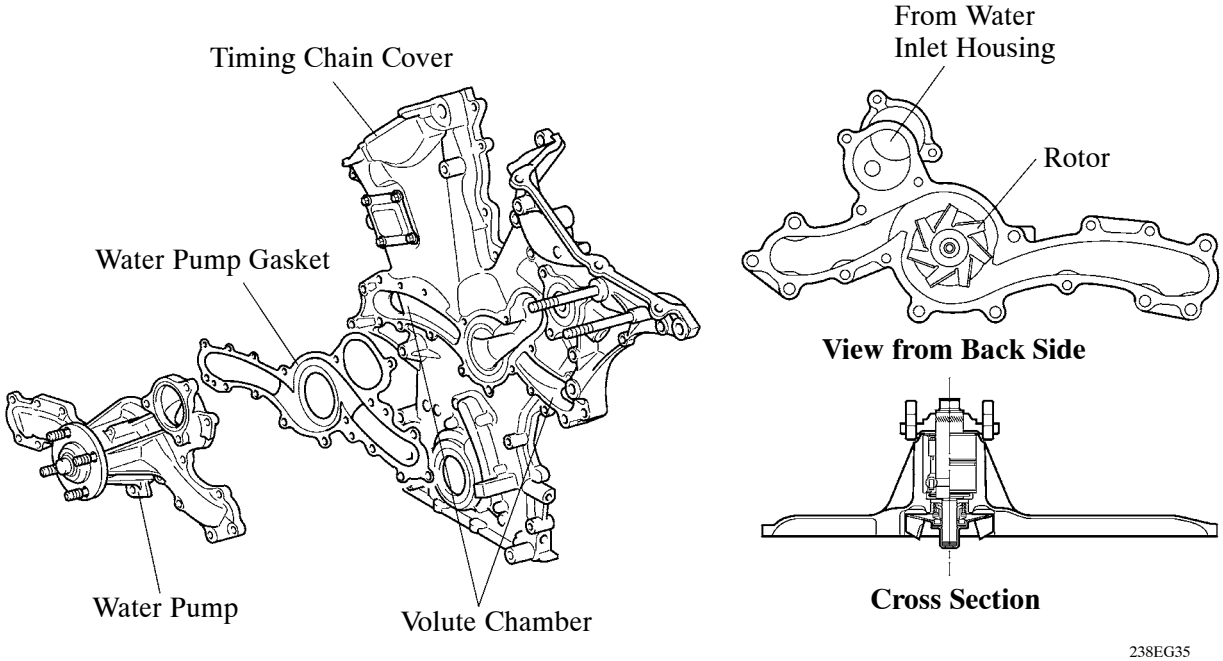
▶ Specifications ◀

Engine Coolant	Type		TOYOTA genuine 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
	Maintenance Intervals	First Time	160000 km (100000 miles)
		Subsequent	Every 80000 km (50000 miles)
Thermostat	Opening Temperature		80 – 84°C (176 – 183°F)

- SLLC is pre-mixed (50% coolant and 50% deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.
- If LLC (red-colored) is mixed with SLLC (pink-colored), the interval for LLC (every 40000 km/25000 miles or 24 months, whichever comes first) should be used.

2. Water Pump

The water pump has two volute chambers, and circulates coolant uniformly to the left and right banks of the cylinder block.



3. Coupling Fan

A 3-stage linear temperature-controlled coupling fan is used. This coupling fan utilizes the characteristics of a bimetal to switch the fluid passages and appropriately control the silicon oil, in order to change the fan speed in three stages: off, middle, and high. The fan speed from middle to high is controlled linearly.

