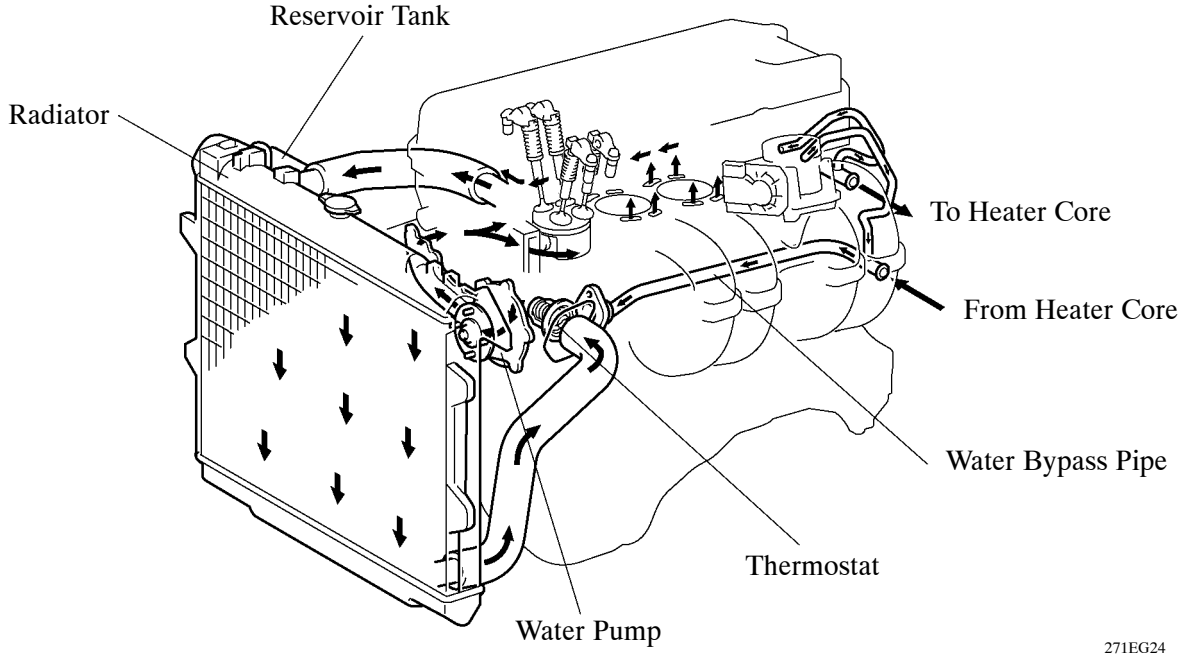
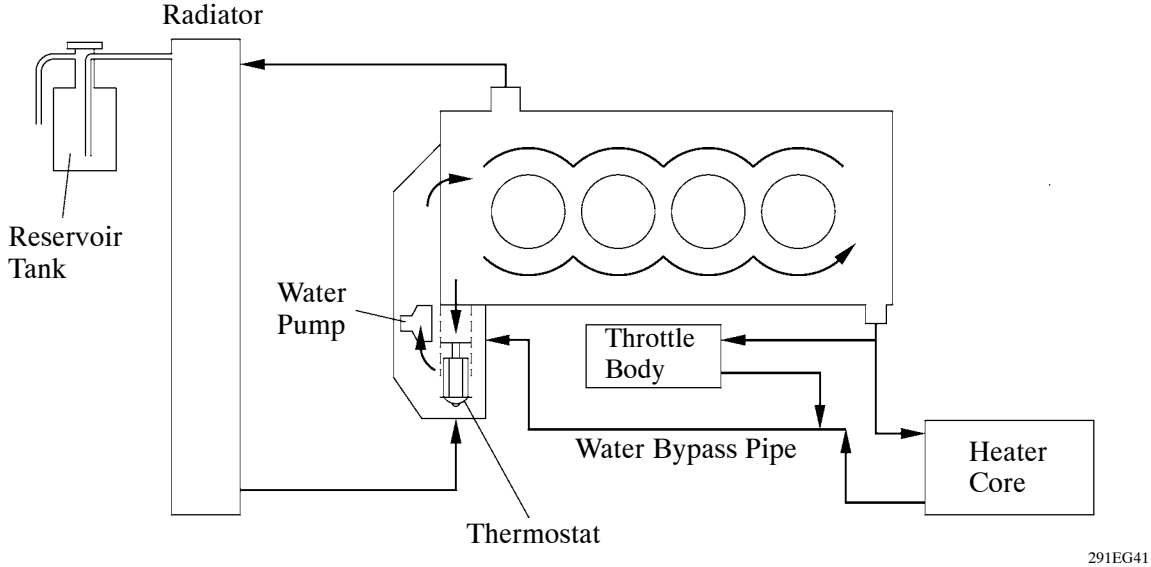
■ COOLING SYSTEM

- 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.
- A water pump swirl chamber and a thermostat housing have been placed in the timing chain cover to achieve a simpler construction and a compact engine.
- An aluminum radiator core is used for weight reduction.
- A water bypass pipe made of plastic is used for weight reduction.
- A 3-stage temperature-controlled coupling fan, which uses the same bimetal that is used on the conventional model, controls the fan speed in three stages to improve cooling performance and reduce cooling fan noise.
- 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°C – 84°C (176°F – 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.