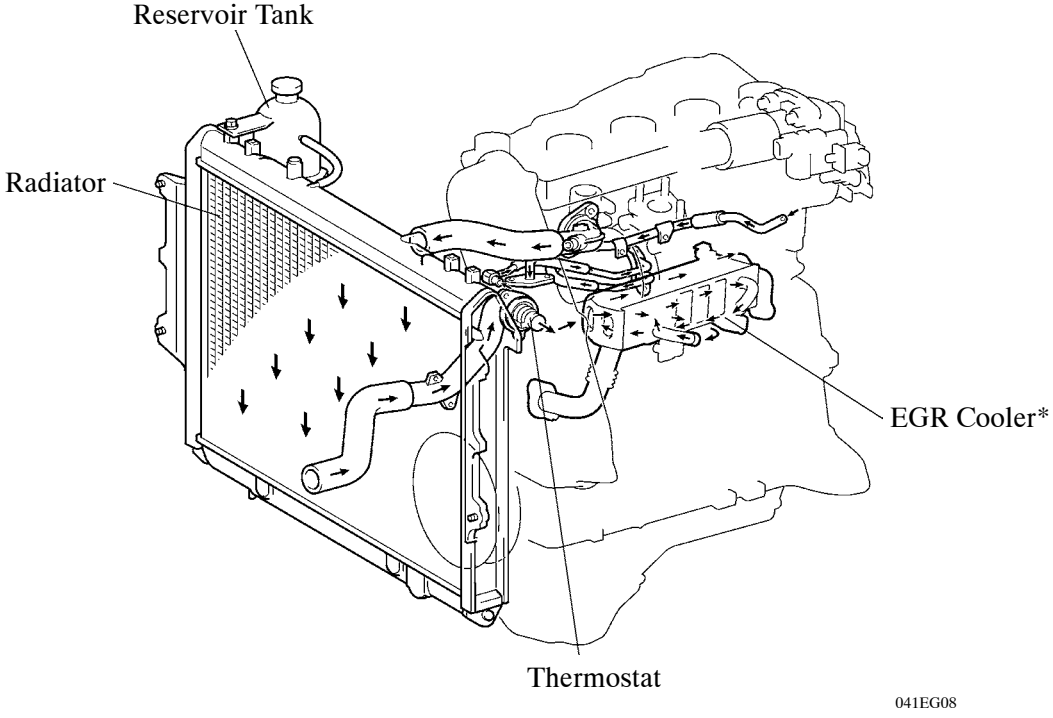
■COOLING SYSTEM

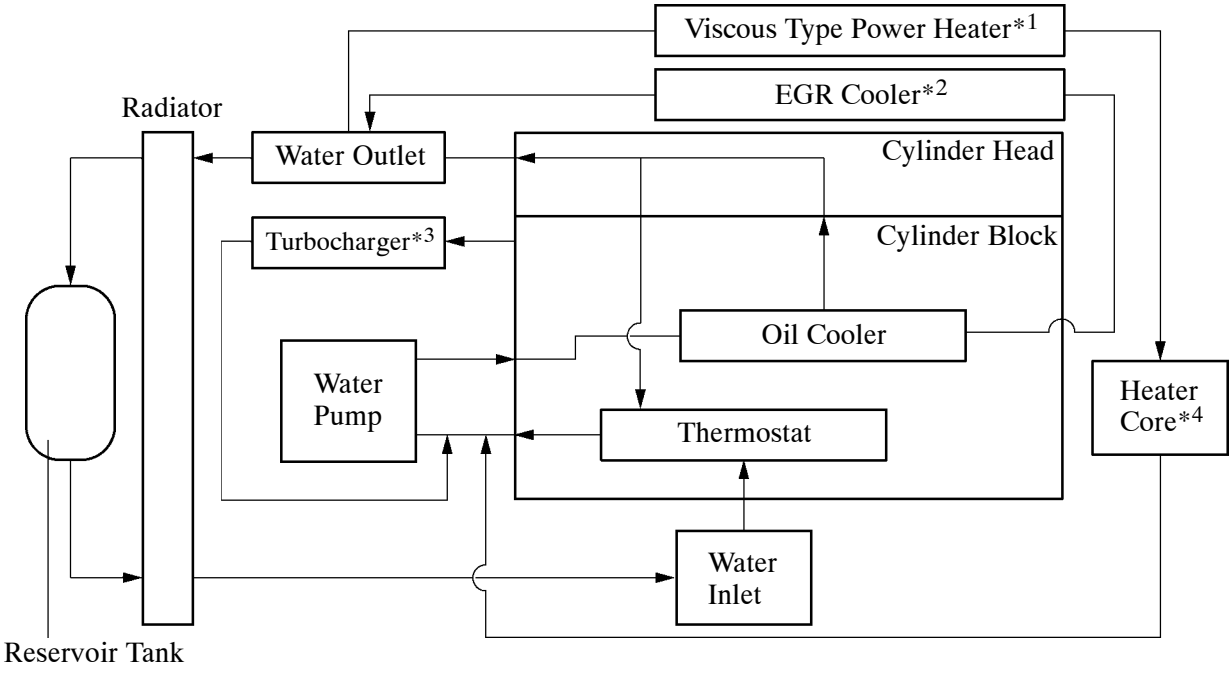
General

- The cooling system uses a pressurized forced circulation system with a pressurized reservoir tank.
- The pressurized reservoir tank is used to prevent the engine coolant deteriorating upon contact with external air.
- 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 water-cooled type engine oil cooler is provided as standard equipment.
- A 3-stage temperature-controlled coupling fan is used and it controls the fan speed in three stages to improve cooling performance and reduce cooling fan noise.
- TOYOTA genuine SLLC (Super Long Life Coolant) is used.
- On the models compliant with EURO IV emission regulations, a water-cooled type EGR cooler that is integrated with a bypass is used.



*: Models compliant with EURO IV emission regulations

▶ System Diagram ◀



041MO012

*1: Models for Europe with cold area specification (without air conditioning system)
*2: Models compliant with EURO IV emission regulations
*3: Models with variable nozzle vane type turbocharger
*4: Models with heater

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 mile)
		Subsequent	Every 80000 km (50000 mile)
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.