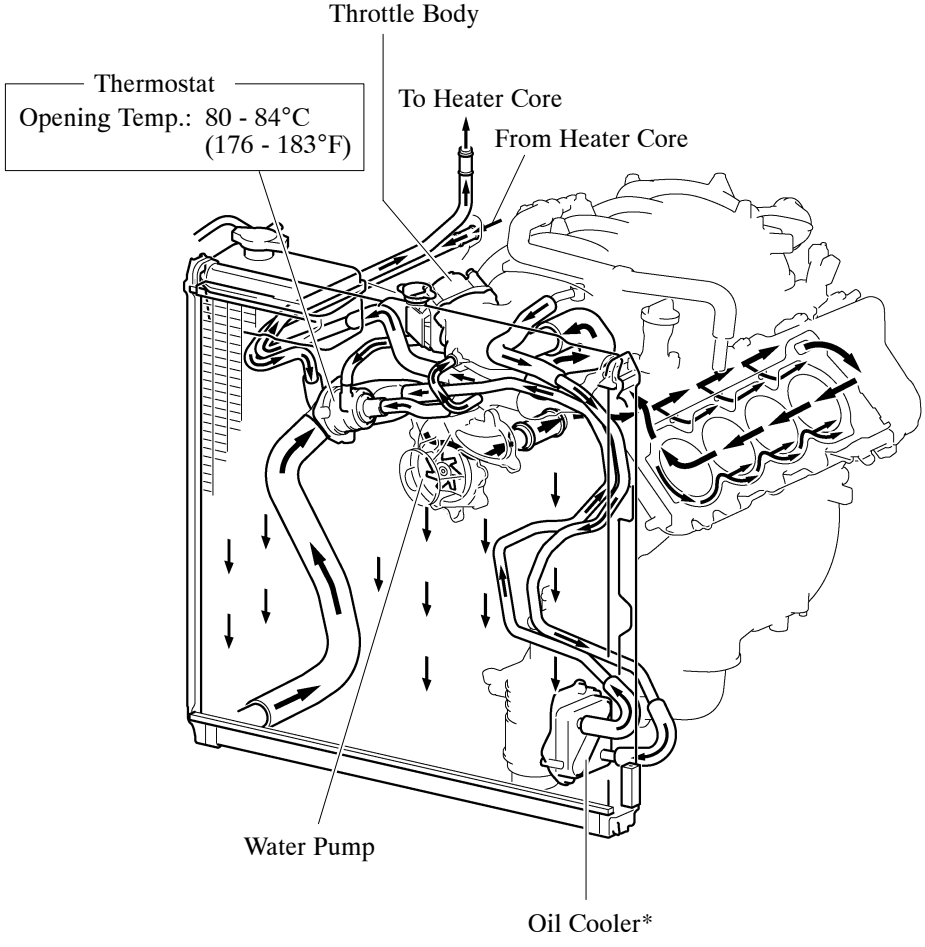
■COOLING SYSTEM

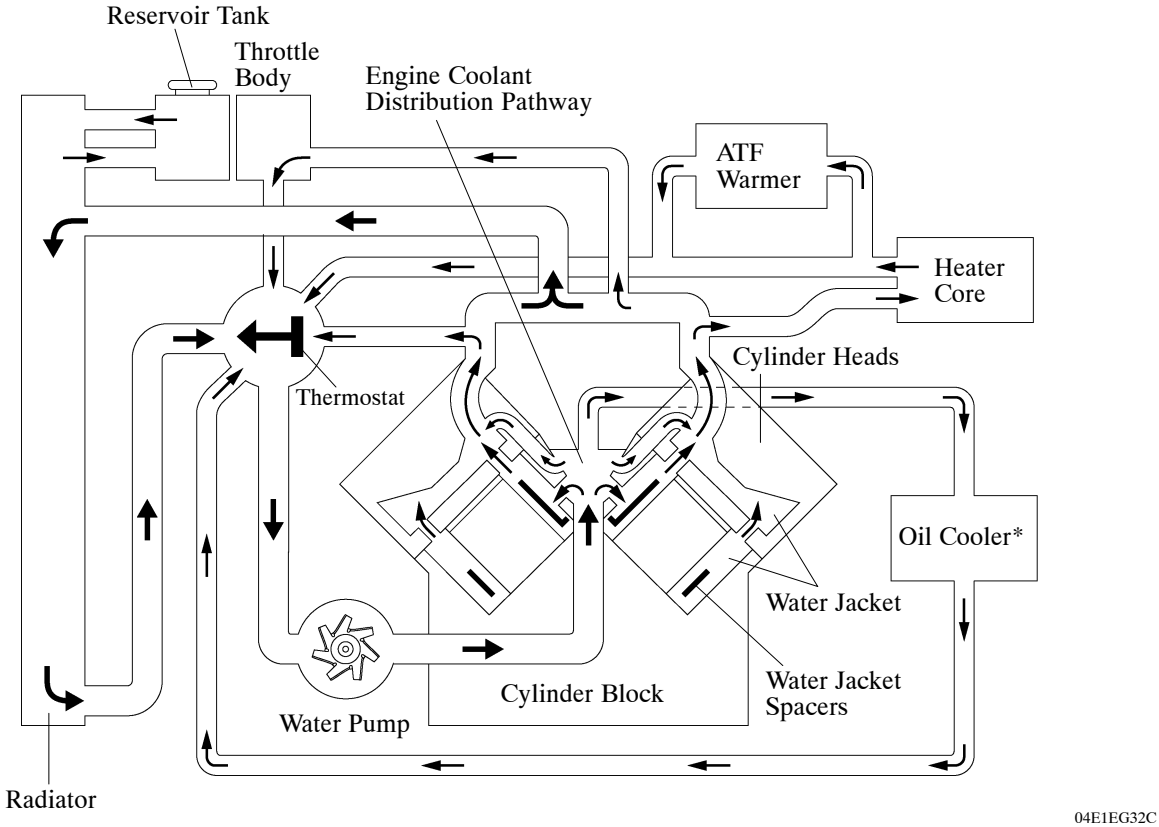
1. General

- The cooling system is a pressurized, forced-circulation type.
- An engine coolant distribution pathway is provided between the left and right banks of the engine block.
- A thermostat with a bypass valve is located on the plastic water inlet to maintain suitable temperature distribution in the cooling system.
- An aluminum radiator core is used for weight reduction.
- A 2-stage temperature-controlled coupling fan is used. It rotates at lower speeds when the engine is cold to minimize fan noise.
- The engine coolant that is used is TOYOTA genuine SLLC (Super Long Life Coolant).



*: Only for Models with Towing Package

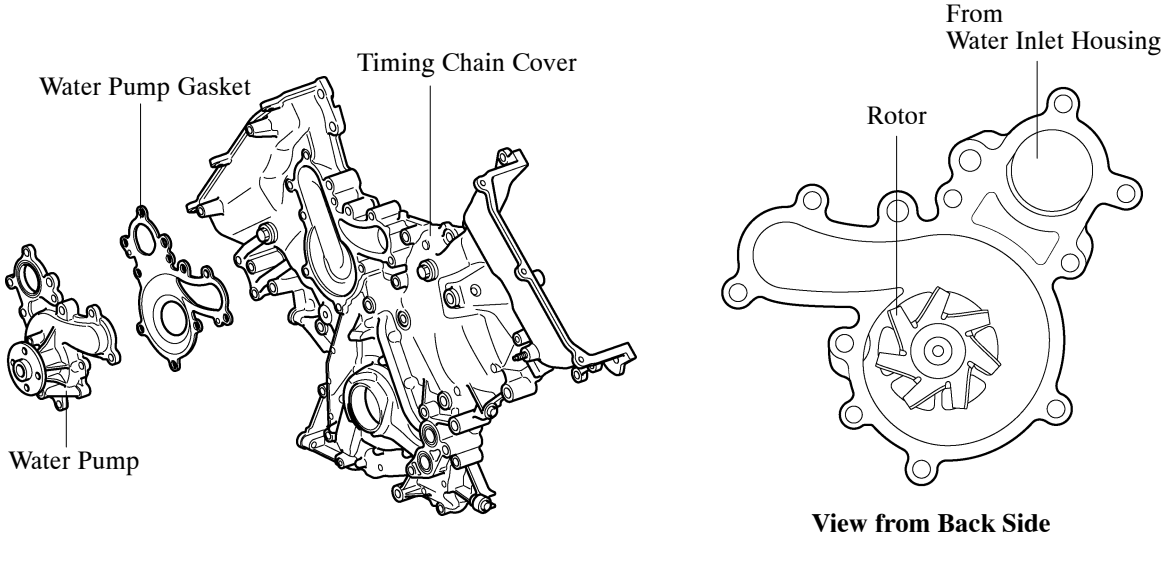
▶ Water Circuit ◀



*: Only for Models with Towing Package

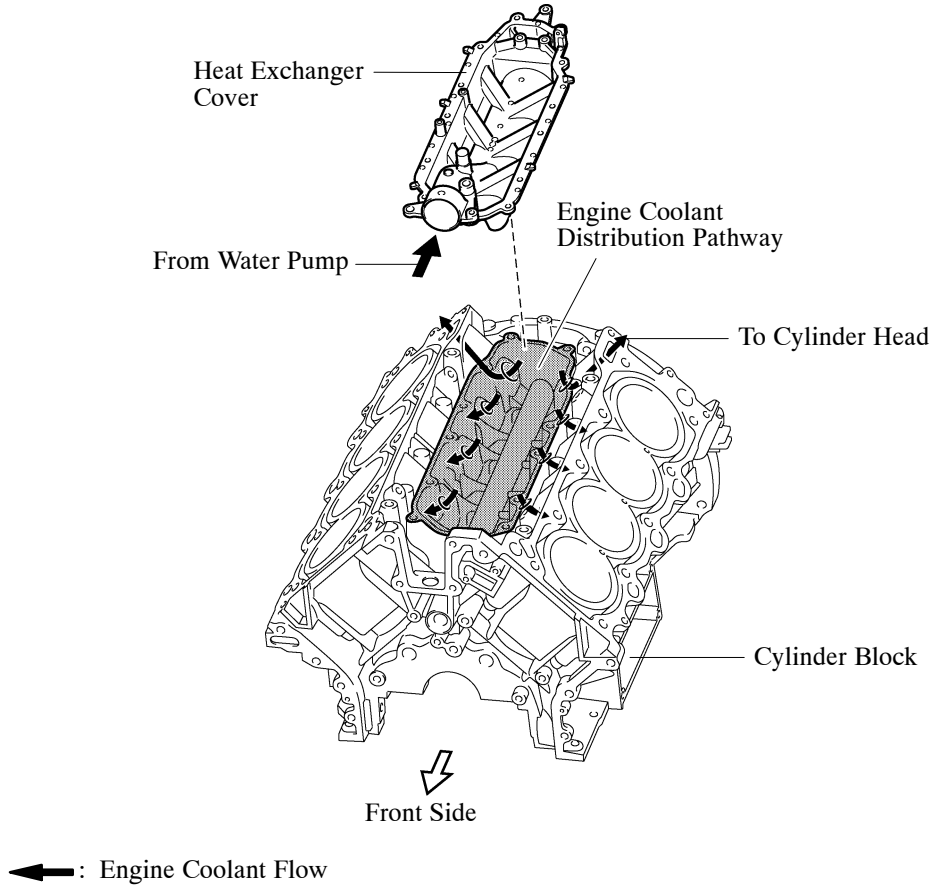
2. Water Pump

- A rust-resistant water pump rotor made of stainless steel is used.
- The water pump circulates the engine coolant to the engine coolant distribution pathway located between the left and right banks of the engine block.



3. Engine Coolant Distribution Pathway

The water pump circulates the engine coolant and directs it to the engine coolant distribution pathway located between the left and right banks. From there, the engine coolant is uniformly distributed to each cylinder of the cylinder block, and also directly discharged to the cylinder heads. As a result, the cooling performance of the cylinder heads is assured and reliability is improved.



4. 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.
- If LLC is mixed with SLLC, the interval for LLC (every 25000 miles (U.S.A.), 32000 km (Canada) or 24 months whichever come first) should be used.
- 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.