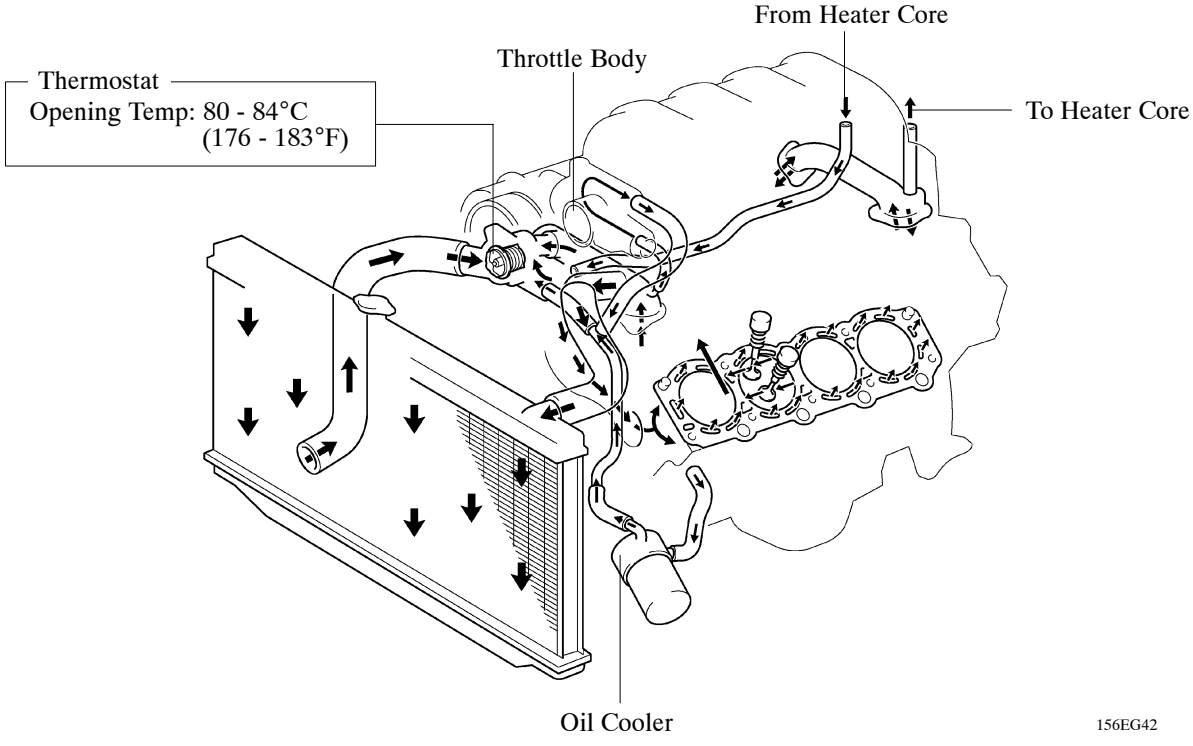
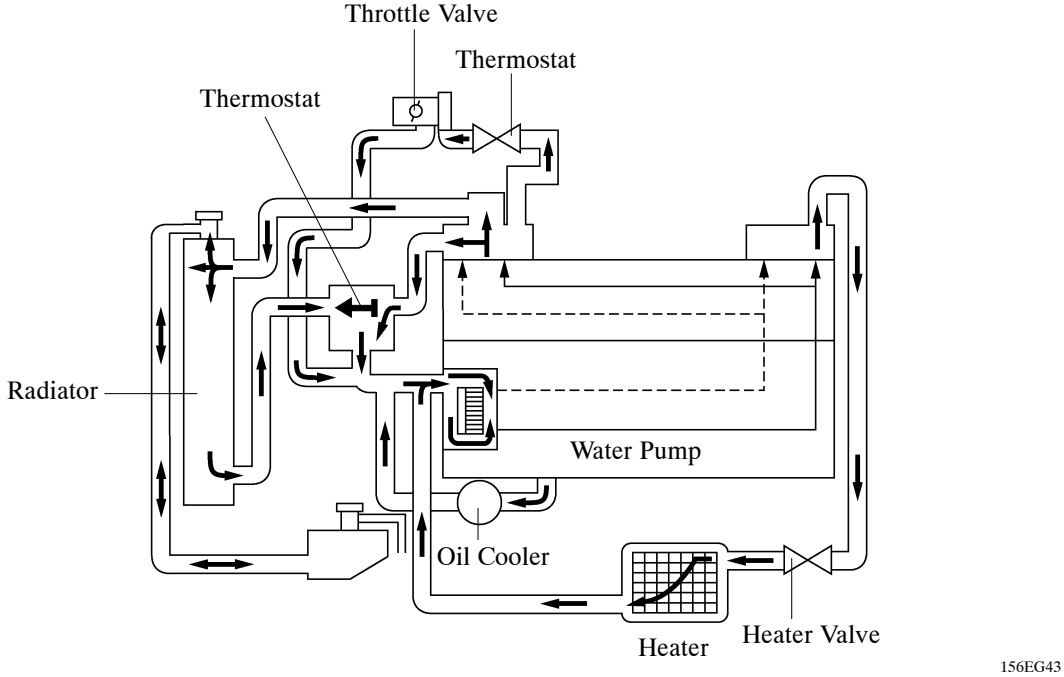
■COOLING SYSTEM

1. General

- The cooling system is a pressurized, forced-circulation type.
- 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 2-stage temperature-controlled coupling fan is used. It rotates at lower speeds when the engine is started to minimize fan noise.
- The engine coolant that is used is TOYOTA genuine SLLC (Super Long Life Coolant).

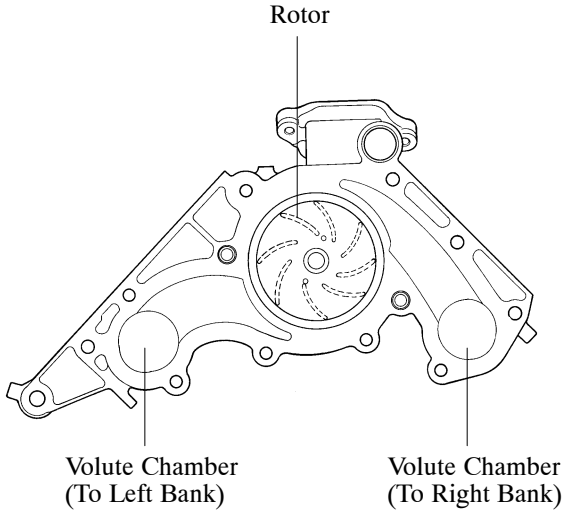


▶ **Water Circuit** ◀

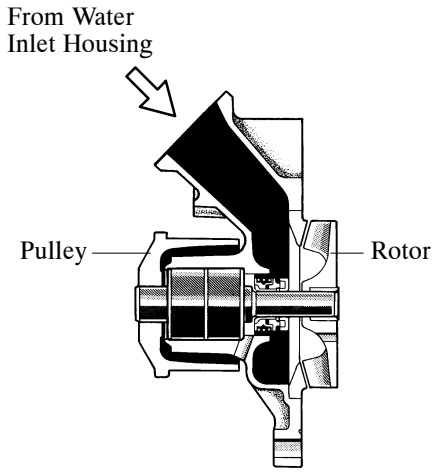


2. Water Pump

- The water pump has two volute chambers, and coolant circulates uniformly to the left and right banks of the cylinder block.
- The water pump is driven by the timing belt.
- The rotor is made of resin.



156EG13



156EG14

3. 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.