TECH TIP

Group:	16-COOLING
Bulletin No:	TT-15-023
Issue Date:	9-10-2015

HINO LONG LIFE COOLANT

SUBJECT VEHICLES: 11MY-16MY Hino Conventional Models

Note: This tech tip is provided as technical information and is not authorization for a warrantable repair.

OVERVIEW:

The Long Life Coolant and Extended Long Life coolant in Hino Conventional models differ greatly in formula and should never be mixed with other brands of coolant. The differences and information on both formulas will be explained in the following pages.

Hino Conventional trucks starting with the 2011 model year to current can be equipped with 3 different coolant formulas depending on the build date and options. These formulas are different in composition and should never be mixed.

Any coolant added to systems with either coolant should be topped off with the same formula. For further information on the correct coolant to add to the vehicle, consult the owners manual.

Hino Extended Life Coolant – LLC-EX PLUS – 2012 Mid Year Production Conventional

Visual Identification – Blue in color

Replacement Interval – Every 500,000 miles or 4 years whichever comes first

Mix ratio – 50% coolant/water concentration

Part Number – HP – EXLLC-01 (1 gallon)
HP – EXLLC-55 (55 gallon drum)

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Hino Genuine Coolant – Long Life Coolant – 2011-2012 Conventional 2013 and up COE

Visual Identification – Pink in color

Replacement Interval – Every 360,000 miles or 3 years whichever comes first

Mix ratio – 50% coolant/water concentration

Part Number – HP – LLC-01 (1 gallon)
HP – LLC-55 (55 gallon drum)

Penske Owned Units – Shell Rotella ELC NF – 2011 and up Conventional

Visual Identification – Red in color

Replacement Interval – Every 600,000 miles or 12,000 hours whichever comes first

Mix ratio – 50% coolant/water concentration

Part Number – SO – 550041810 (1 gallon)
SO – 550041811 (55 gallon drum)

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If the coolant is contaminated, perform the below procedure.

REPAIR PROCEDURE

1. Flush the cooling system. Remove and inspect the thermostat, temperature sensor for erosion.

2. If erosion is found, replace the necessary parts after thoroughly flushing the system.

3. If erosion is not found, remove any contaminated fluid from the cooling system. Thoroughly flush the cooling system and refill with clean coolant.