

■ MAJOR DIFFERENCE (from '03 Prius)

System		Features
Engine Proper	Piston	<ul style="list-style-type: none"> • The shape of the piston head has been changed. • The wall thickness in various areas of the piston has been optimized for weight reduction. • The area of the piston skirt has been reduced. • The thickness of the resin coating on the piston skirt has been increased. • The width of the piston ring has been reduced and its tension has been further reduced.
Cooling System		<ul style="list-style-type: none"> • Along with the adoption of the coolant heat storage system, the coolant pipes have been changed. • The radiator for the engine and the radiator for the inverter have been integrated. • The radiator reservoir tank and the fan shroud have been integrated. • The TOYOTA genuine super long life coolant has been adopted.
Intake and Exhaust System		<ul style="list-style-type: none"> • Adoption of a carbon filter for absorbing HC (Hydrocarbons) in the air cleaner cap. • A resonator has been provided at the air cleaner inlet. • The wall thickness of the exhaust manifold has been reduced. • The TOYOTA HCAC (HC Adsorber and Catalyst) system has been discontinued.
Fuel System		<ul style="list-style-type: none"> • The pipe layout of the evaporative emission control system has been changed. • The maximum flow rate of the purge VSV has been changed (40 L/min. to 60 L/min.). • A main fuel tube and a purge tube made of aluminum have been adopted. • The quick turn & ratchet construction type fuel tank cap has been adopted.
Engine Control System		<ul style="list-style-type: none"> • Change of the ECM (16-bit → 32-bit) • The flat type knock sensor has been adopted. • The no-contact sensor has been adopted in the accelerator pedal position sensor. For details, see page TH-38. • In place of the heated oxygen sensor (bank 1, sensor 1), a heated air fuel ratio sensor has been adopted. • The maximum retard closing timing of the intake valve by the VVT-i (Variable Valve Timing-intelligent) system has been changed from 115° to 105° ABDC (After Bottom-Dead-Center). • The coolant heat storage system has been adopted. • CAN (controller Area Network), which networks the ECUs of the vehicle control systems (engine electrical, chassis electrical, and hybrid system) and establishes communication among the ECUs, has been newly adopted. • The diagnosis communication has been changed from serial communication (ISO9141) to CAN communication. • All the DTC (Diagnostic Trouble Code) have been made to correspond to the SAE controlled codes.
Other		Configuration and structure are the same as the '03 Prius.