

SECTION 3

STARTING AND DRIVING

Starting and driving

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Before starting the engine

1. Check the area around the vehicle before entering it.
2. Adjust seat position, seatback angle, seat cushion angle, head restraint height and steering wheel angle.
3. Adjust the inside and outside rear view mirrors.
4. Lock all doors.
5. Fasten seat belts.

How to start the engine— —Cranking hold function

Once you turn the ignition switch to the "START" position and release it, the cranking hold function continues to crank the engine in "ON" position until it starts.

The function stops cranking the engine after about 25 seconds maximum if the engine has not started yet. When you crank the engine again, wait a few seconds and restart it.

If you hold the ignition switch in "START" position, the function will keep cranking for about 30 seconds maximum.

(a) Before cranking

1. Apply the parking brake firmly.
2. Turn off unnecessary lights and accessories.
3. Put the selector lever in "P". If you need to restart the engine while the vehicle is moving, put the selector lever in "N". A starter safety device will prevent the starter from operating if the selector lever is in any drive position.
4. Depress the brake pedal and hold it to the floor until driving off.

(b) Starting the engine

Before starting the engine, be sure to follow the instructions in “(a) Before cranking”.

Normal starting procedure

The multiport fuel injection system/sequential multiport fuel injection system in your engine automatically controls the proper air–fuel mixture for starting. You can start a cold or hot engine as follows:

With your foot off the accelerator pedal, crank the engine by turning the ignition switch to the “START” position. Release it when the engine starts.

Engine should be warmed up by driving, not in idle. For warming up, drive with smoothly turning engine until engine coolant temperature is within normal range.

If the engine stalls...

Simply restart it, using the correct procedure given in normal starting.

If the engine will not start...

See “If your vehicle will not start” on page 488 in Section 4.

NOTICE

- ◆ *Do not crank for more than 30 seconds at a time. This may overheat the starter and wiring systems.*
- ◆ *Do not race a cold engine.*
- ◆ *If the engine becomes difficult to start or stalls frequently, have the engine checked immediately.*

Tips for driving in various conditions

- Always slow down in gusty crosswinds. This will allow you much better control.
- Drive slowly onto curbs and, if possible, at a right angle. Avoid driving onto high, sharp-edged objects and other road hazards. Failure to do so can lead to severe tire damage such as a tire burst.

Drive slowly when passing over bumps or travelling on a bumpy road. Otherwise, the impact could cause severe damage to the tires and/or wheels.

- When parking on a hill, turn the front wheels until they touch the curb so that the vehicle will not roll. Apply the parking brake, and place the transmission in “P”. If necessary, block the wheels.

- Washing your vehicle or driving through deep water may get the brakes wet. To see whether they are wet, check that there is no traffic near you, and then press the pedal lightly. If you do not feel a normal braking force, the brakes are probably wet. To dry them, drive the vehicle cautiously while lightly pressing the brake pedal with the parking brake applied. If they still do not work safely, pull to the side of the road and call a Toyota dealer for assistance.
- Four-wheel drive models—Toyota recommends not using four-wheel drive on dry hard-surfaced roads, because four-wheel driving will cause unnecessary noise and wear, and poor fuel economy.
- Four-wheel drive models—In cold temperatures, noise may occur when driving in two-wheel drive before the transfer is warmed up. Therefore, first drive in four-wheel drive until the transfer is warmed up.

 **CAUTION**

- **Before driving off, make sure that the parking brake is fully released and the brake system warning light (parking brake reminder light) is off.**
- **Do not leave your vehicle unattended while the engine is running.**
- **Do not rest your foot on the brake pedal while driving. It can cause dangerous overheating, needless wear, and poor fuel economy.**
- **To drive down a long or steep hill, reduce your speed and downshift. Remember, if you ride the brakes excessively, they may overheat and not work properly.**
- **Be careful when accelerating, upshifting, downshifting or braking on a slippery surface. Sudden acceleration or engine braking, could cause the vehicle to skid or spin.**


- **Do not drive in excess of the speed limit. Even if the legal speed limit permits it, do not drive over 140 km/h (85 mph) unless your vehicle has high-speed capability tires. Driving over 140 km/h (85 mph) may result in tire failure, loss of control and possible injury. Be sure to consult a tire dealer to determine whether the tires on your vehicle are high-speed capability tires or not before driving at such speeds.**
- **Do not continue normal driving when the brakes are wet. If they are wet, your vehicle will require a longer stopping distance, and it may pull to one side when the brakes are applied. Also, the parking brake will not hold the vehicle securely.**

Driving in the rain

Driving on a slippery road surface

Drive carefully when it is raining, because visibility will be reduced, the windows may become fogged-up, and the road will be slippery.

- Drive carefully when it starts to rain, because the road surface will be especially slippery.
- Refrain from high speeds when driving on an expressway in the rain, because there may be a layer of water between the tires and the road surface, preventing the steering and brakes from operating properly.

 CAUTION
<ul style="list-style-type: none"> ● Sudden braking, acceleration and steering when driving on a slippery road surface may cause tire slippage and reduce your ability to control the vehicle, resulting in an accident. ● Sudden changes in engine speed, such as sudden engine braking, may cause the vehicle to skid, resulting in an accident. ● After driving through a puddle, lightly depress the brake pedal to make sure that the brakes are functioning properly. Wet brake pads may prevent the brakes from functioning properly. If the brakes on only one side are wet and not functioning properly, steering control may be affected, resulting in an accident.

When encountering flooded roads

Do not drive on a road that has flooded after heavy rain etc. Doing so may cause serious damage to the vehicle.

NOTICE
<p><i>Driving on a flooded road may cause the engine to stall as well as cause serious vehicle malfunctions such as shorts in electrical components and engine damage from water immersion. In the event that you drive on a flooded road and the vehicle is flooded, be sure to have your Toyota dealer check brake function, changes in quantity and quality of oil and fluid used for the engine, transmission, transfer (4WD vehicles), differentials, etc. and lubricant condition for the propeller shaft, bearings and suspension joints (where possible) and the function of all joints and bearings.</i></p>

Off-road driving precautions

When driving your vehicle off-road, please observe the following precautions to ensure your driving enjoyment and to help prevent the closure of areas to off-road vehicles.


- a. Drive your vehicle only in areas where off-road vehicles are permitted to travel.
- b. Respect private property. Get owner's permission before entering private property.
- c. Do not enter areas that are closed. Honor gates, barriers and signs that restrict travel.
- d. Stay on established roads. When conditions are wet, driving techniques should be changed or travel delayed to prevent damage to roads.

For owners in U.S. mainland, Hawaii and Puerto Rico:

To obtain additional information pertaining to driving your vehicle off-road, consult the following organizations.

- State and Local Parks and Recreation Departments
- State Motor Vehicle Bureau
- Recreational Vehicle Clubs

- U.S. Forest Service and Bureau of Land Management

 **CAUTION**

Always observe the following precautions to minimize the risk of serious personal injury or damage to your vehicle:

- **Drive carefully when off the road. Do not take unnecessary risks by driving in dangerous places.**
- **Do not grip the steering wheel spokes when driving off-road. A bad bump could jerk the wheel and injure your hands. Keep both hands and especially your thumbs on the outside of the rim.**
- **Always check your brakes for effectiveness immediately after driving in sand, mud, water or snow.**

- **After driving through tall grass, mud, rock, sand, rivers, etc., check that there is no grass, bush, paper, rags, stone, sand, etc. adhering or trapped on the underbody. Clear off any such matter from the underbody. If the vehicle is used with these materials trapped or adhering to the underbody, a breakdown or fire could occur.**
- **In a rollover crash, an unbelted person is significantly more likely to die than a person wearing a seat belt. Therefore, the driver and all passengers should fasten their seat belts whenever the vehicle is moving.**
- **When driving off-road or in rugged terrain, do not drive at excessive speeds, jump, make sharp turns, strike objects, etc. This may cause loss of control or vehicle rollover causing death or serious injury. You are also risking expensive damage to your vehicle's suspension and chassis.**

NOTICE

- ◆ *If driving through water, such as when crossing shallow streams, first check the depth of the water and the bottom of the river bed for firmness. Drive slowly and avoid deep water.*
- ◆ *Take all necessary safety measures to ensure that water damage to the engine or other components does not occur.*
- ◆ *Water entering the engine air intake will cause severe engine damage.*
- ◆ *Water entering the automatic transmission will cause deterioration in shift quality, locking up of your transmission accompanied by vibration, and ultimately damage.*
- ◆ *Water can wash the grease from wheel bearings, causing rusting and premature failure, and may also enter the differentials, transmission and transfer case, reducing the gear oil's lubricating qualities.*

- ◆ *Sand and mud that has accumulated in brake drums and around brake discs may affect braking efficiency and may damage brake system components.*
- ◆ *Always perform a maintenance inspection after each day of off-road driving that has taken you through rough terrain, sand, mud, or water. For scheduled maintenance information, refer to the "Scheduled Maintenance Guide" or "Owner's Manual Supplement".*

Winter driving tips

Make sure your coolant is properly protected against freezing.

Only use "Toyota Super Long Life Coolant" 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.)

See "Checking the engine coolant level" on page 539 in Section 7-2 for details of coolant type selection.

For the U.S.A.—"Toyota Super Long Life Coolant" is a mixture of 50% coolant and 50% deionized water. This coolant provides protection down to about -35°C (-31°F).

For Canada—"Toyota Super Long Life Coolant" is a mixture of 55% coolant and 45% deionized water. This coolant provides protection down to about -42°C (-44°F).

NOTICE

Do not use plain water alone.

Check the condition of the battery and cables.

Cold temperatures reduce the capacity of any battery, so it must be in top shape to provide enough power for winter starting. Section 7-3 tells you how to visually inspect the battery. Your Toyota dealer and most service stations will be pleased to check the level of charge.

Make sure the engine oil viscosity is suitable for the cold weather.

See page 537 in Section 7-2 for recommended viscosity. Leaving a heavy summer oil in your vehicle during winter months may cause harder starting. If you are not sure about which oil to use, call your Toyota dealer—they will be pleased to help.

Keep the door locks from freezing.

Squirt lock de-icer or glycerine into the locks to keep them from freezing. To open a frozen lock, try heating the key before inserting it.

Use a washer fluid containing an anti-freeze solution.

This product is available at your Toyota dealer and most auto parts stores. Follow the manufacturer's directions for how much to mix with water.

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NOTICE

Do not use engine antifreeze or any other substitute because it may damage your vehicle's paint.

Do not use your parking brake when there is a possibility it could freeze.

When parking, put the transmission into "P" and block the front wheels. Do not use the parking brake, or snow or water accumulated in and around the parking brake mechanism may freeze, making it hard to release.

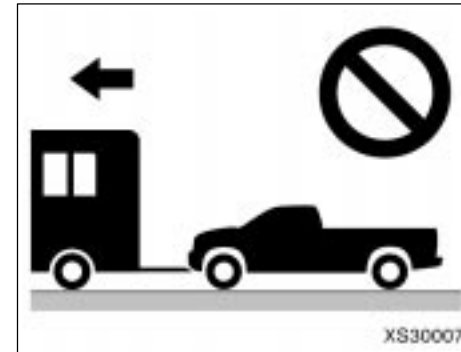
Keep ice and snow from accumulating under the fenders.

Ice and snow built up under your fenders can make steering difficult. During bad winter driving, stop and check under the fenders occasionally.

Depending on where you are driving, we recommend you carry some emergency equipment.

Some of the things you might put in the vehicle are tire chains, window scraper, bag of sand or salt, flares, small shovel, jumper cables, etc.

Dinghy towing



Your vehicle is not designed to be dinghy towed (with four wheels on the ground) behind a motorhome.

NOTICE

Do not tow your vehicle with four wheels on the ground. This may cause serious damage to your vehicle.

Trailer towing

Your vehicle is designed primarily as a passenger-and-load-carrying vehicle. Towing a trailer will have an adverse effect on handling, performance, braking, durability and driving economy (fuel consumption, etc.). Your safety and satisfaction depend on the proper use of correct equipment and cautious driving habits. For your safety and the safety of others, you must not overload your vehicle or trailer. Ask your local Toyota dealer for further details before towing.

NOTICE

When towing a trailer, be sure to consult your Toyota dealer for further information on additional requirements such as a towing kit, etc.

CAUTION

To tow a trailer safely, use extreme care and drive the vehicle in accordance with the trailer's characteristics and operating conditions.

The vehicle stability and braking performance are affected by trailer stability, brake setting and performance, and the hitch.

Follow all the instructions described in this section. Failure to do so could cause an accident resulting in death or serious injury.

WEIGHT LIMITS

Before towing, make sure the gross trailer weight, gross combination weight, gross vehicle weight, gross axle weight and trailer tongue load are all within the limits.

The gross trailer weight and tongue load can be measured with platform scales found at a highway weighing station, building supply company, trucking company, junk yard, etc.

Reference

Vehicle weight

GVWR (Gross Vehicle Weight Rating) is the maximum allowable **gross vehicle weight**.

The **gross vehicle weight** is the total weight of the vehicle. When towing a trailer, it is the sum of the vehicle weight (including the occupants, cargo and any optional equipment installed on the vehicle) and the tongue load (or the king pin weight).

GAWR (Gross Axle Weight Rating) is the maximum allowable **gross axle weight**.

The **gross axle weight** is the load placed on each axle (front and rear).

GCWR (Gross Combination Weight Rating) is the maximum allowable **gross combination weight**.

The **gross combination weight** is the sum of the total vehicle weight (including the occupants, cargo and any optional equipment installed on the vehicle) and the weight of the trailer being towed (including the cargo in the trailer).

The **gross trailer weight** is the sum of the trailer weight and the weight of the cargo in the trailer.

Towing Capacity is the maximum allowable **gross trailer weight**.

Towing Capacity is calculated considering base vehicle with necessary vehicle equipment and 150 pound driver.

Additional optional equipment, passengers and cargo in the vehicle will reduce the towing capacity, Gross Trailer weight includes the trailer, cargo and necessary equipment for towing.

The **tongue load** is the load placed on the trailer hitch ball.

The **king pin weight** is the load placed on the fifth wheel trailer hitch mount.

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GCWR, Towing capacity

kg (lb.)

Vehicle code	Engine	Cab type	Driving system	Bed type	GCWR		Towing capacity	
					With towing package	Without towing package	With towing package	Without towing package
GSK50L-TRADKA	1GR-FE*1	Regular	2WD*4	Standard	—	4535 (10000)	—	2310 (5100)
GSK51L-THADKA				Long	—	4535 (10000)	—	2265 (5000)
UCK50L-TRADKA	2UZ-FE*2		2WD*4	Standard	6120 (13500)	5440 (12000)	3855 (8500)	3175 (7000)
UCK51L-THADKA				Long	6120 (13500)	5440 (12000)	3810 (8400)	3125 (6900)
UCK55L-TRADKA	2UZ-FE*2		4WD*5	Standard	6120 (13500)	5440 (12000)	3715 (8200)	3035 (6700)
UCK56L-THADKA				Long	6120 (13500)	5440 (12000)	3670 (8100)	2990 (6600)
USK50L-TRTDKA	3UR-FE*3		2WD*4	Standard	7030 (15500)	6350 (14000)	4715 (10400)	4035 (8900)
					6800 (15000)*6		4490 (9900)*6	
USK51L-THTDKA			2WD*4	Long	7255 (16000)	6350 (14000)	4895 (10800)	3990 (8800)
USK55L-TRTDKA				4WD*5	Standard	7030 (15500)	6350 (14000)	4580 (10100)
	6800 (15000)*6	4350 (9600)*6						
USK56L-THTDKA	3UR-FE*3	4WD*5	Long	7255 (16000)	6350 (14000)	4760 (10500)	3900 (8600)	

*1: 4.0 L V6 (1GR-FE) engine

*2: 4.7 L V8 (2UZ-FE) engine

*3: 5.7 L V8 (3UR-FE) engine

*4: Two-wheel drive models

*5: Four-wheel drive models

*6: With P275/55R20 tires

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kg (lb.)

Vehicle code	Engine	Cab type	Driving system	Bed type	Grade	GCWR		Towing capacity	
						With towing package	Without towing package	With towing package	Without towing package
GSK51L-CRASKA	1GR-FE*1	Double	2WD*4	Standard	SR5	—	4535 (10000)	—	2175 (4800)
UCK51L-CRASKA	2UZ-FE*2		2WD*4	Standard	SR5	6120 (13500)	5440 (12000)	3670 (8100)	3035 (6700)
UCK51L-CRALKA					Limited	6120 (13500)	5440 (12000)	3670 (8100)	2990 (6600)
UCK52L-CHASKA				Long	SR5	6120 (13500)	—	3625 (8000)	—
UCK56L-CRASKA			4WD*5	Standard	SR5	6120 (13500)	5440 (12000)	3535 (7800)	2900 (6400)
UCK56L-CRALKA					Limited	6120 (13500)	5440 (12000)	3535 (7800)	2855 (6300)
UCK57L-CHASKA				Long	SR5	6120 (13500)	—	3490 (7700)	—
USK51L-CRTSKA	3UR-FE*3		2WD*4	Standard	SR5	7255 (16000)	6350 (14000)	4805 (10600)	3900 (8600)
USK51L-CRTLKA					Limited	7255 (16000)	6350 (14000)	4805 (10600)	3900 (8600)
USK52L-CHTSKA				Long	SR5	7255 (16000)	—	4760 (10500)	—
USK56L-CRTSKA			4WD*5	Standard	SR5	7255 (16000)	6350 (14000)	4670 (10300)	3760 (8300)
USK56L-CRTLKA					Limited	7255 (16000)	6350 (14000)	4670 (10300)	3760 (8300)
USK57L-CHTSKA				Long	SR5	7255 (16000)	—	4625 (10200)	—

*1: 4.0 L V6 (1GR-FE) engine

*2: 4.7 L V8 (2UZ-FE) engine

*3: 5.7 L V8 (3UR-FE) engine

*4: Two-wheel drive models

*5: Four-wheel drive models

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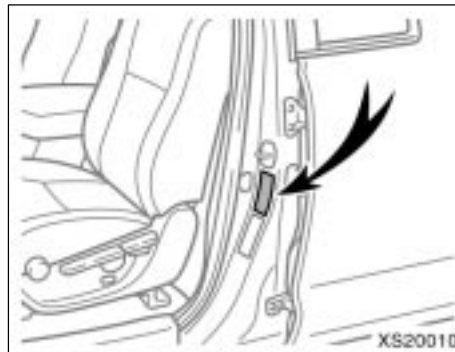
kg (lb.)

Vehicle code	Engine	Cab type	Driving system	Bed type	Grade	GCWR		Towing capacity	
						With towing package	Without towing package	With towing package	Without towing package
UCK51L-PSASKA	2UZ-FE*1	Crew Max	2WD*3	Short	SR5	6120 (13500)	5440 (12000)	3625 (8000)	2945 (6500)
UCK51L-PSALKA					Limited	6120 (13500)	5440 (12000)	3625 (8000)	2945 (6500)
UCK56L-PSASKA			4WD*4		SR5	6120 (13500)	5440 (12000)	3490 (7700)	2810 (6200)
UCK56L-PSALKA					Limited	6120 (13500)	5440 (12000)	3490 (7700)	2810 (6200)
USK51L-PSTSKA	3UR-FE*2		2WD*3		SR5	7255 (16000)	6350 (14000)	4715 (10400)	3810 (8400)
USK51L-PSTLKA					Limited	7255 (16000)	6350 (14000)	4715 (10400)	3810 (8400)
USK56L-PSTSKA			4WD*4		SR5	7255 (16000)	6350 (14000)	4580 (10100)	3670 (8100)
USK56L-PSTLKA					Limited	7255 (16000)	6350 (14000)	4580 (10100)	3670 (8100)

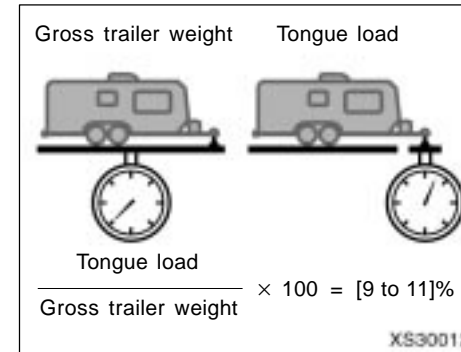
- *1: 4.7 L V8 (2UZ-FE) engine
- *2: 5.7 L V8 (3UR-FE) engine
- *3: Two-wheel drive models
- *4: Four-wheel drive models

⚠ CAUTION

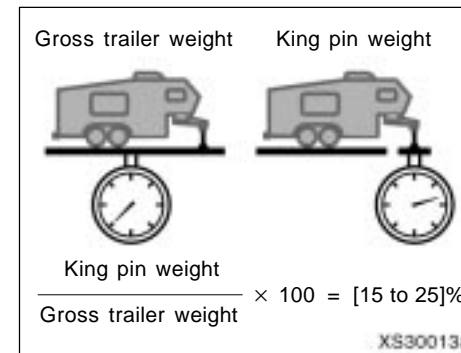
- The gross trailer weight must never exceed towing capacity described in the table on page 473.
- The gross combination weight must never exceed the GCWR described in the table on page 473.
- The gross vehicle weight must never exceed the GVWR indicated the Certification Label as shown.
- The gross axle weight on each axle must never exceed the GAWR indicated the Certification Label as shown.
- Exceeding the towing capacity, GVWR, GCWR or GAWR can cause an accident resulting in death or serious personal injuries.



Certification Label



Conventional towing



Fifth wheel towing

 CAUTION

- A recommended tongue load or king pin weight varies in accordance with the types of trailers or towing as described below.
- In order to ensure the recommended values shown below, the trailer must be loaded by referring to the following instructions.

1. Conventional Towing

The tongue load is 9 to 11 % of the Gross Trailer weight.

If the gross trailer weight is over 907 kg (2000 lbs), it is necessary to use a sway control device with sufficient capacity.

If the gross trailer weight is over 2268 kg (5000 lbs), it is necessary to use a weight distributing hitch with sufficient capacity.

If using a weight distributing hitch when towing, keep your vehicle level with the ground.

2. Fifth wheel Towing

The king pin weight is 15 to 25 % of the Gross Trailer weight.

Current fifth-wheel trailer designs are not compatible with Short bed (Crew Max models).

- Trailer hitch assemblies have different weight capacities established by the hitch manufacturer. Even though the vehicle may be physically capable of towing a higher weight, the operator must determine the maximum weight rating of the particular hitch assembly and never exceed the maximum weight rating specified for the trailer-hitch. Exceeding the maximum weight rating set by the trailer hitch manufacturer can cause an accident resulting in death or serious personal injuries.

HITCHES

- If you wish to install a trailer hitch, you should consult with your Toyota dealer.
- Use only a hitch recommended by the hitch manufacturer and the one which conforms to the gross trailer weight requirement.
- The hitch must be bolted securely to the vehicle frame and installed according to the hitch manufacturer's instructions.
- The hitch ball and king pin should have a light coat of grease.
- Toyota recommends removing the trailer hitch whenever you are not towing a trailer to reduce the possibility of additional damage caused by the hitch if your vehicle is struck from behind. After removing the hitch, seal any mounting holes in the vehicle body to prevent entry of pollutants such as exhaust fumes, dirt, water, etc.

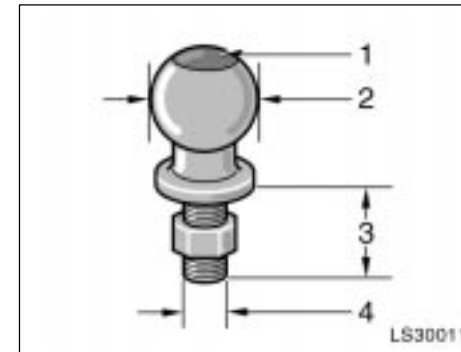
TRAILER BALL

Follow these easy steps to properly determine the correct trailer ball for your application:

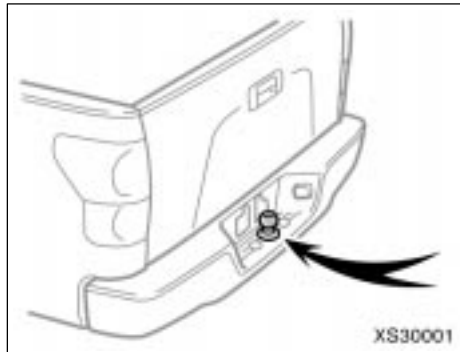
1. Determine the correct trailer ball size for the trailer coupler. Most couplers are stamped with the required trailer ball size. The sizes you will most likely find stamped on the coupler are:

Trailer class	Typical trailer ball size
IV	2 5/16 in.
II and III	2 in.
I	1 7/8 in.

2. Select the appropriate trailer ball to match or exceed the gross trailer weight rating of the trailer. The trailer ball load rating should be printed on the top of the ball.
3. When mounted in the ball mount, the threaded ball shank must protrude beyond the bottom of the lock washer and nut at least 2 threads. The trailer ball shank must be matched to the ball mount hole diameter size.



- 1 Trailer ball load rating
- 2 Ball diameter
- 3 Shank length
- 4 Shank diameter



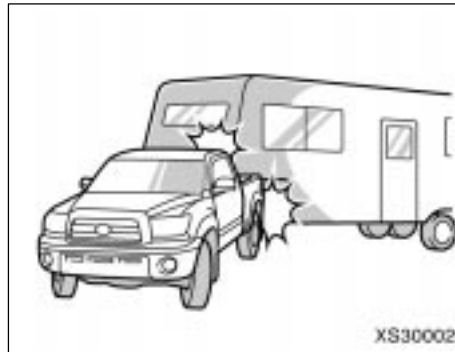
BUMPER TOWING (steel bumper only)

The rear bumper of your vehicle is equipped with a hole to install a trailer ball.

For details, contact your Toyota dealer.

CAUTION

The gross trailer weight (trailer weight plus cargo weight) when towing with the bumper must never exceed 2268 kg (5000 lb.).



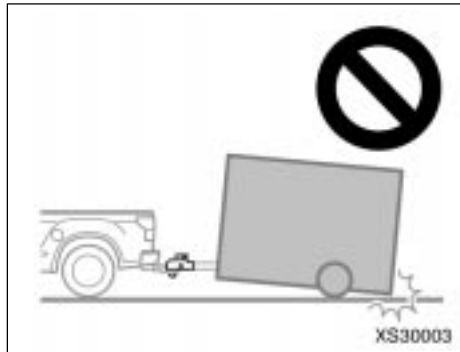
FIFTH WHEEL TRAILER

NOTICE

When towing a fifth wheel trailer, be careful not to hit the cabin or deck by the trailer while making a sharp turn.

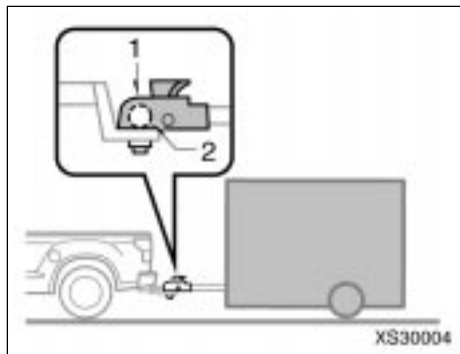
MATCHING TRAILER BALL HEIGHT TO TRAILER COUPLER HEIGHT

No matter which class of tow hitch applies, for a safe trailer hookup, the trailer ball setup on must be the proper height for the coupler on the trailer.




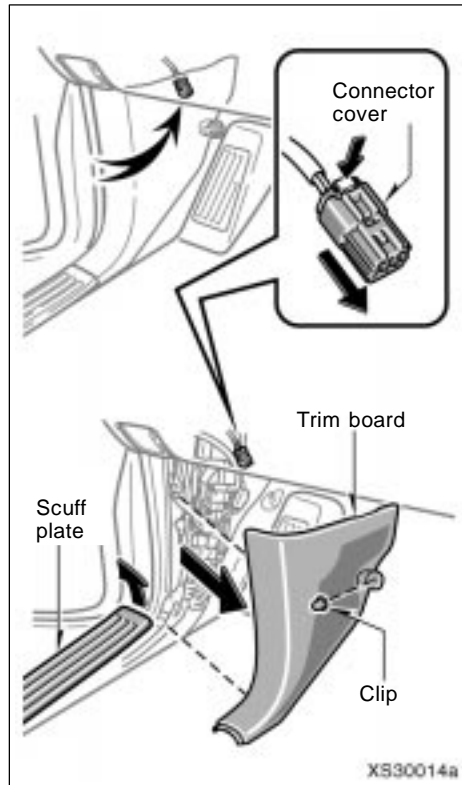
BRAKES AND SAFETY CHAINS

- Toyota recommends trailers with brakes that conform to any applicable federal and state/provincial regulations.
- A safety chain must always be used between the towing vehicle and the trailer. Leave sufficient slack in the chain for turns. The chain should cross under the trailer tongue to prevent the tongue from dropping to the ground in case it becomes damaged or separated. For correct safety chain procedures, follow the hitch or trailer manufacturer's recommendations.



1. Coupler
2. Trailer ball

 CAUTION
<ul style="list-style-type: none"> ● If the gross trailer weight exceeds 453 kg (1000 lb.), trailer brakes are required. ● Never tap into your vehicle's hydraulic system as it would lower its braking effectiveness. ● Never tow a trailer without using a safety chain securely attached to both the trailer and the vehicle. If damage occurs to the coupling unit or hitch ball, there is danger of the trailer wandering over into another lane.



SERVICE CONNECTOR FOR TOWING BRAKE CONTROLLER (with towing package)

Your vehicle is equipped with a service connector for the trailer brake controller as shown.

Access the service connector.

1. Remove the scuff plate.
2. Remove the clip (screw type) and trim board.

Remove the connector cover from the service connector before connecting the connector.

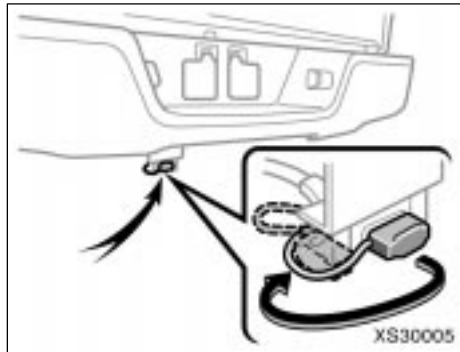
Link the connector to the trailer brake controller via the sub wire harness stored in the glove box. The detailed explanation of the sub wire harness circuit is packed together with the sub wire harness.

Be sure to position the trailer brake controller where it does not prevent the driver from operating the pedal.

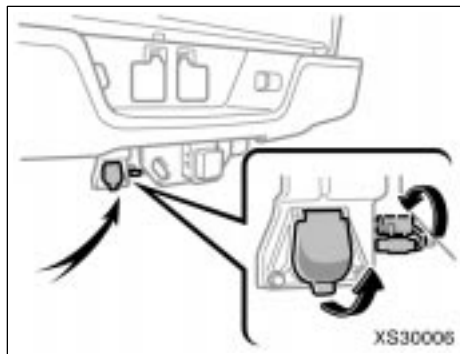
Toyota recommends that the sub wire harness be stored in the glove box when it is not in use.

TIRES

- Ensure that your vehicle's tires are properly inflated. See page 541 in Section 7-2 and page 578 in Section 8 for instructions.
- The trailer tires should be inflated to the pressure recommended by the trailer manufacturer in respect to the gross trailer weight.



4-Pin connector



4-Pin, 7-Pin connector

TOWING CONNECTOR FOR TRAILER LIGHTS

- Your vehicle is equipped with wire harness sockets for trailer lights under the rear bumper. Use them to connect and operate the trailer lights. However, the trailer lights must comply with federal, state/provincial and local regulations. See your local recreational vehicle dealer or rental agency for the correct type of wiring and relays for your trailer. Check for correct operation of the turn signals and stop lights each time you hitch up. Direct splicing may damage your vehicle's electrical system and cause a malfunction of your lights.

The towing connector can be also connected to the trailer brake and trailer sub battery.

BREAK-IN SCHEDULE

- If your vehicle is new or equipped with any new power train components (such as the engine, transmission, differential and wheel bearing), Toyota recommends that you do not tow a trailer until it has been driven for over 800 km (500 miles). After the vehicle has been driven for over 800 km (500 miles), you can start towing. However, drive the vehicle at a speed of less than 80 km/h (50 mph) when towing a trailer for another 800 km (500 miles). In addition, avoid full throttle acceleration.

MAINTENANCE

- If you tow a trailer, your vehicle will require more frequent maintenance due to the additional load. For this information, please refer to the scheduled maintenance information in the "Scheduled Maintenance Guide" or "Owner's Manual Supplement".
- Retighten all fixing bolts of the towing ball and bracket after approximately 1000 km (600 miles) of trailer driving.

PRE-TOWING SAFETY CHECK

- Check that your vehicle remains level when a loaded or unloaded trailer is hitched. Do not drive if the vehicle has an abnormal nose-up or nose-down condition, and check for improper tongue load, overload, worn suspension or other possible causes.
- Make sure the trailer cargo is securely loaded so that it cannot shift.
- Check that your rear view mirrors conform to any applicable federal state/provincial or local regulations. If not, install the rear view mirrors required for towing purpose.

TRAILER TOWING TIPS

When towing a trailer, your vehicle will handle differently than when not towing. The three main causes of vehicle-trailer accidents are driver error, excessive speed and improper trailer loading. Keep these in mind when towing:

- Speed limits for towing a trailer vary by state or province. Do not exceed the posted towing speed limit.

- Before starting out, check operation of the lights and all vehicle-trailer connections. After driving a short distance, stop and recheck the lights and connections. Before actually towing a trailer, practice turning, stopping and backing with a trailer in an area away from traffic until you learn the feel.
- Backing with a trailer is difficult and requires practice. Grip the bottom of the steering wheel and move your hand to the left to move the trailer to the left. Move your hand to the right to move the trailer to the right. (This procedure is generally opposite to that when backing without a trailer.) Also, just turn the steering wheel a little at a time, avoiding sharp or prolonged turning. Have someone guide you when backing to reduce the risk of an accident.
- Because stopping distance may be increased, following distance should be increased when towing a trailer. For each 16 km/h (10 mph) of speed, allow at least one vehicle and trailer length between you and the vehicle ahead. Avoid sudden braking as you may skid, resulting in jackknifing and loss of control. This is especially true on wet or slippery surfaces.
- Avoid jerky steering and sharp turns. The trailer could hit your vehicle in a tight turn. Slow down before making a turn to avoid the necessity of sudden braking.
- Remember that when making a turn, the trailer wheels will be closer than the vehicle wheels to the inside of the turn. Therefore, compensate for this by making a larger than normal turning radius with your vehicle.
- Crosswinds and rough roads will adversely affect handling of your vehicle and trailer, causing sway. Pay attention to the rear from time to time to prepare yourself for being passed by large trucks or buses, which may cause your vehicle and trailer to sway. If swaying happens, firmly grip the steering wheel and reduce speed immediately but gradually. Never increase speed. Steer straight ahead. If you make no extreme correction with the steering or brakes, the vehicle and trailer will stabilize.
- Be careful when passing other vehicles. Passing requires considerable distance. After passing a vehicle, do not forget the length of your trailer and be sure you have plenty of room before changing lanes.

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- In order to maintain engine braking efficiency when driving on a long steep downgrade, do not use the transmission in "D". Select an appropriate shift range in "S" mode (See "Automatic transmission" on page 210 in Section 1-7).
- Because of the added load of the trailer, your vehicle's engine may overheat on hot days (at temperatures over 30°C [85°F]) when going up a long or steep grade with a trailer. If the engine coolant temperature gauge indicates overheating, immediately turn off the air conditioning (if in use), pull off the road and stop in a safe spot. Refer to "If your vehicle overheats" on page 492 in Section 4.

- Always place wheel blocks under both the vehicle and trailer wheels when parking. Apply the parking brake firmly. Put the transmission in "P". Avoid parking on a slope with a trailer, but if it cannot be avoided, do so only after performing the following:

1. Apply the brakes and hold.
2. Have someone place wheel blocks under both the vehicle and trailer wheels.
3. When the wheel blocks are in place, release your brakes slowly until the blocks absorb the load.
4. Apply the parking brake firmly.
5. Shift into "P" and turn off the engine.

When restarting out after parking on a slope:

1. With the transmission in "P" position, start the engine. Be sure to keep the brake pedal depressed.
2. Shift into gear.
3. Release the parking brake and brake pedal, and slowly pull or back away from the wheel blocks. Stop and apply your brakes.
4. Have someone retrieve the blocks.

CAUTION

- **Do not use cruise control when you are towing down long, steep grades or with heavy loads.**
- **Slow down and downshift before descending steep or long downhill grades. Do not make sudden downshifts.**
- **Avoid holding the brake pedal down too long or too frequently. This could cause the brakes to overheat and result in reduced braking efficiency.**

How to save fuel and make your vehicle last longer

Improving fuel economy is easy—just take it easy. It will help make your vehicle last longer, too. Here are some specific tips on how to save money on both fuel and repairs:

- **Keep your tires inflated at the correct pressure.** Underinflation causes tire wear and wastes fuel. See page 541 in Section 7-2 for instructions.
- **Do not carry unneeded weight in your vehicle.** Excess weight puts a heavier load on the engine, causing greater fuel consumption.
- **Avoid lengthy warm-up idling.** Once the engine is running smoothly, begin driving—but gently. Remember, however, that on cold winter days this may take a little longer.
- **Put the selector lever into the “D” when engine braking is not required.**
Driving with the selector lever in a position other than “D” will reduce the fuel economy (For details, see “Automatic transmission” on page 210 in Section 1-7.)
- **Accelerate slowly and smoothly.** Avoid jackrabbit starts. Get into high gear as quickly as possible.
- **Avoid long engine idling.** If you have a long wait and you are not in traffic, it is better to turn off the engine and start again later.
- **Avoid engine lugging or over-revving.** Use a gear position suitable for the road on which you are travelling.
- **Avoid continuous speeding up and slowing down.** Stop-and-go driving wastes fuel.
- **Avoid unnecessary stopping and braking.** Maintain a steady pace. Try to time the traffic signals so you only need to stop as little as possible or take advantage of through streets to avoid traffic lights. Keep a proper distance from other vehicles to avoid sudden braking. This will also reduce wear on your brakes.
- **Avoid heavy traffic or traffic jams whenever possible.**
- **Do not rest your foot on brake pedal.** This causes premature wear, overheating and poor fuel economy.
- **Maintain a moderate speed on highways.** The faster you drive, the greater the fuel consumption. By reducing your speed, you will cut down on fuel consumption.
- **Keep the front wheels in proper alignment.** Avoid hitting the curb and slow down on rough roads. Improper alignment not only causes faster tire wear but also puts an extra load on the engine, which, in turn, wastes fuel.
- **Keep the bottom of your vehicle free from mud, etc.** This not only lessens weight but also helps prevent corrosion
- **Keep your vehicle tuned-up and in top shape.** A dirty air cleaner, improper valve clearance, dirty plugs, dirty oil and grease, brakes not adjusted, etc. all lower engine performance and contribute to poor fuel economy. For longer life of all parts and lower operating costs, keep all maintenance work on schedule, and if you often drive under severe conditions, see that your vehicle receives more frequent maintenance. (For scheduled maintenance information, please refer to the “Scheduled Maintenance Guide” or “Owner’s Manual Supplement”.)

