Cooling system :

If engine overheating occurs, there could be a fault in the cooling system which may be on account of :

1. Less coolant in the system or dirt/ scale having accumulated inside coolant passages, especially in the radiator core.
2. Chocking of radiator passages due to foreign material or damages.
3. Defective/stuck thermostat.
4. Loose fan drive belt.
5. Coolant leakage from system.

Always use genuine radiator cap of 1.0 kg/cm2 (14 psi), if required to be replaced. A proper radiator cap firmly fitted maintains pressure in the cooling system.

Prevention of rust formation :

Use genuine co-branded premixed coolant in the cooling system to prevent rust formation and freezing of coolant inside the crankcase passages.

Fill the engine coolant auxiliary tank upto 'FULL' mark.

Changing of coolant in the cooling system :

a. Drain the cooling system and flush it with clean water.

b. Pour the genuine co-branded coolant into the radiator until it is full.

c. Start the engine. Top up the radiator with coolant.

d. Fill the auxiliary tank upto 'FULL' mark.

e. Ensure no leakage in the system.

For Engine Coolant Tank location, please refer respective Engine Compartment pages (Page 73 & 74)

Brake system

The dual circuit service brake system operated through the tandem master cylinder is designed such that one circuit will continue to provide braking action if the other circuit fails. This vehicle is fitted with disc brakes at front and drum brakes at rear.

Stopping the vehicle after loss of the brake fluid in one circuit will require more pedal pressure and pedal travel than normal. Also stopping distance will be longer.

Service brakes are vacuum assisted. In case of failure of vacuum, the vehicle can still be stooped, however with a higher effort.