

Subject		Market	
2AZ Piston Type (A, B, or C) Production Allocation		USA	
Service Category		Section	
Engine/Hybrid System		Lubrication	
Applicability			
2AZ-FE Equipped Models			

APPLICABLE VEHICLES

2008-2015

xB

2007-2010

tC

CONDITION

- Based on current part order allocation, some piston types have been incorrectly identified while undergoing the ZE7 2AZ Oil Consumption repair procedure.
- Replacement pistons for ZE7 should be ordered based on the pistons removed from existing cylinder block and no longer by measurement.
- This Tech Tip includes information regarding production allocation and instructions for identifying piston type on subject engines. This will be published in the next revision of S-SB-0024-11.

RECOMMENDATIONS

NOTE: When the 2AZ-FE and engines were produced, the following piston type allocation was used: A = 4%, B = 92%, C = 4%.

NOTE: Although "B" pistons are the most commonly used in production, any engine can have any combination of all 3 pistons (A, B, C).

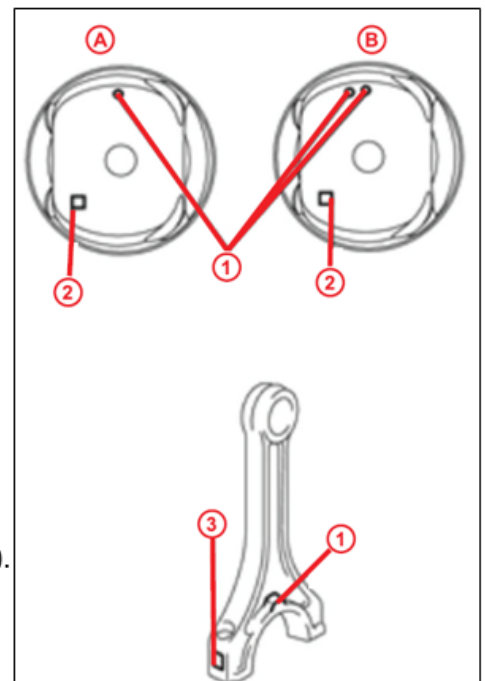
Identifying Piston Type on Subject Engines:

- 1.) Remove piston from cylinder block and inspect markings for piston type (A, B, or C).

A	TMMK Made
B	TMC Made
1	Front Mark
2	Piston Pin Bore Diameter Mark
3	Connecting Rod

- 2.) Due to carbon build up, piston face may need to be cleaned before reading designated piston type. If piston type cannot be found on piston, reference connecting rod.
- 3.) Measure piston pin and connecting rod to confirm diameters match specification for corresponding piston type (A, B, or C). If they do match, then replace part with correct type.

NOTE: Piston, Pin and Connecting Rod Type is a matched set. Type will be the same for all 3 parts (A, B, or C).



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LINK REFERENCES

This Tech Tip does not contain any link references