

COOLANT – ULTRA XLC

Description

TORQ COOLANT ULTRA XLC is an Extended Life Coolant when mixed with the appropriate amount of demineralized water for the protection of cooling systems of heavy duty and light duty combustion engines. It is a nitrite-free ethylene glycol based fluid that provides maintenance-free protection against freezing and boiling but also against corrosion. Based on patented silicate-free aliphatic additive technology, TORQ COOLANT ULTRA XLC provides long-life corrosion protection for all engine metals, including aluminium and ferrous alloys.

Application

- May be used with confidence in engines manufactured from cast iron, aluminium or combinations of the two metals and in cooling systems made of aluminium or copper alloys.
- Particularly recommended for hi-tech engines where high temperature aluminium protection is important.
- For use in Passenger Car Vehicles and Heavy Duty Fleets / Trucks where the Original Equipment Manufacturer recommends a nitrite and silicate free coolant.
- Cooling systems of on-road, off-road and stationary engines.

How to Use

- TORQ COOLANT ULTRA XLC – CONCENTRATE should be agitated and diluted before use.
- For maximum protection against freezing in extremely cold areas, a 60 percent solution of TORQ COOLANT ULTRA XLC – Concentrate (3 parts antifreeze/ 2 parts water) can be used. Concentrations greater than 67% are not recommended.
- TORQ COOLANT ULTRA XLC – RTU -40 should be used as purchased. No dilution is recommended.
- It is recommended to change the coolant every five years or when above mileages or operating times are reached, whichever comes first.

Benefits

TORQ COOLANT ULTRA XLC offers many customer benefits through:

- Extended life – the synergistic combination of mono- and di-carboxylates present in this coolant has proven to provide protection for at least 650,000 kilometres / 8000 hours in truck and bus applications or 250,000 kilometres / 2000 hours for passenger cars or 32,000 hours / 6 years for stationary engines.
- Excellent protection – by using optimised organic corrosion inhibitors provides protection against pitting, corrosion and erosion. Excellent corrosion protection for the aluminium heat transfer surfaces contained in modern engines.
- Superior cavitation protection even without using nitrite or nitrite-based supplemental coolant additives (SCA's).
- Reducing maintenance and related costs – maximizing thermostat, radiator and water pump life.
- Reliability – is obtained through non-depleting corrosion inhibitors.
- Improved hard water stability – through the absence of silicates and phosphates.
- Save time and money - maintenance-free coolant.
- Suitable for mixed fleets – one coolant for automotive & heavy duty applications.
- Compatibility – may be mixed with conventional antifreeze, however, dilution will reduce extended life benefits.
- Environmentally friendly by using carboxylic additives.

Compatibility and Mixability

- TORQ COOLANT ULTRA XLC is compatible with most other coolants based on ethylene glycol. Exclusive use of TORQ COOLANT ULTRA XLC is however recommended for optimum corrosion protection and sludge control.
- For optimal performance and controlled quality, we recommend the use of deionized or distilled water to prepare the ready-to-use dilutions from concentrate, although lab testing has shown that acceptable corrosion results are still obtained with water of 20°dH, containing up to 500 ppm chlorides or 500 ppm sulphates. Contact your Sales Manager for more information on water quality recommendations.

International Standards & Specifications

- ASTM D3306 / D4656 / D4985 and D6210
- British Standards BS 6580
- French Standards NFR 15-601
- FVV Heft R443 (Germany)
- Japanese Standards JIS K2234
- Korean Standards KS M 2142
- MIL Standard BT-PS-606 A (Belgium)
- MIL Standard DCSEA 615/C (France)
- MIL Standard E/L-1415b (Italy)
- MIL Standard FSD 8704 (Sweden)
- NATO S-759
- SAE J1034
- UNE 26-361-88/1

It is recommended that this product is not to be diluted with other coolant formulations by more than 25% in order to maintain performance claims.

Performance Level

- Audi TL 744D & 744F
- Caterpillar GCM 34, MWM 0199-99-2091/12, MAK
- Cummins CES 14439 & 14603; IS series u N14
- DAF 74002
- Detroit Diesel DFS93K217
- Deutz DQC CB-14
- Fiat 9,55523
- Ford WSS-M97B44-D
- Innio Jenbacher TA 1000-0200
- John Deere JDM H5
- Komatsu KES 07.892
- Leyland Trucks DW03245403
- Liebherr MD1-36-130
- MAN 324 Type SNF, MAN B&W AG & D36 5600
- Mazda MEZ 121 D
- MB 325.3 & 326.3
- Paccar DAF 74002, Leyland Trucks DW03245403
- PSA GMW 3420
- Volkswagen TL 774F & 744F
- Yanmar



PRODUCT CHARACTERISTICS

PROPERTIES	TORQ ULTRA XLC CONCENTRATE	ASTM D3306 REQUIREMENTS	TEST METHOD
ETHYLENE GLYCOL	93% w/w glycol	Base	
OTHER GLYCOLS	0.5% max	5% w/w ,ax	
INHIBITOR CONTENT	5% w/w		
WATER CONTENT	5% w/w max	5% w/w max	ASTM D1123
NITRITE, AMINE, PHOSPHATE, BORATE, SILICATE	Nil		
SPECIFIC GRAVITY AT 15°C	1.116 typical	1.110 to 1.145	ASTM D5931
EQUILIBRIUM BOILING POINT	180°C typical	>163°C	ASTM D1120
RESERVE ALKALINITY (pH 5.5)	6.2 typical	Report	ASTM D1121
pH AT 20°C	8.6 typical		ASTM D1287
REFRACTIVE INDEX AT 20°C	1.430 typical		ASTM D1218
APPEARANCE	Fluorescent Pink		

DILUTIONS

PROPERTIES	TORQ ULTRA XLC RTU- 40 (50% Dilution)	33% Dilution	TEST METHOD
EQUILIBRIUM BOILING POINT	108°C typical	104°C typical	ASTM D1120
FREEZING PROTECTION	-40°C typical	-20°typical	



RESERVE ALKALINITY (pH 5.5)	3.0 typical	2.1 typical	ASTM D1121
REFRACTIVE INDEX AT 20°C	1.385 typical	1.369 typical	ASTM D1218
SPECIFIC GRAVITY AT 20°C	1.068 typical	1.053 typical	ASTM D5931
APPEARANCE	Fluorescent Orange		