

TRIAX AGRA UTTO XL TRACTOR FLUID



SYNTHETIC BLEND TRACTOR HYDRAULIC & TRANSMISSION

TRIAX Agra UTTO XL is an synthetic blend UTTO tractor hydraulic fluid especially formulated for use in transmissions, final drives, wet brakes, differentials and hydraulic systems of farm tractors and construction equipment that use a common fluid reservoir that call for a combination lubricant and power transmission fluid (UTTO). It exceeds the needs of all modern tractors for high a performance combination lubricant. It features exceptional extreme pressure (EP) and anti-wear performance, protects tractor transmissions, axles and hydraulic pumps. The frictional characteristics are designed to minimize or eliminate “chatter” while permitting the wet brakes to hold properly. Superior additive balance assures smooth engagement of the power take-off clutch.

APPLICATIONS

TRIAX AGRA UTTO XL is recommended for an extremely wide range of agricultural and heavy duty off-road transmission and hydraulic applications, for use in a majority of farm tractors, combines, construction equipment and severe service hydraulic systems, including late generation Fendt Variable Transmissions (Fendt VARIO)

TRIAX AGRA UTTO XL meets or exceeds the performance requirements set by virtually all tractor OEM's, especially the high performance requirements of John Deere, CASE, CLAAS, New Holland, Massey Ferguson for hydraulic and transmission applications. It also exceeds the requirements for single-fluid combinations of transmissions, hydraulic systems, final drives, power take-off systems and wet brakes, operating in “all-weather” hot and cold temperatures, including, but not limited to John Deere (all tractors), Case, VOLVO, Caterpillar, Kubota, Komatsu, Ford, New Holland, Fendt, Deutz Fahr, Massey Ferguson, CLAAS, JCB and many others.

This product is as a direct replacement for John Deere Hy-Gard™ and Hy-Gard Low Vis Tractor Hydraulic Transmission Oil, Ambra™ MULTI G for API GL-4 and MAT 3525 UTTO, AKCELA™ HY-TRAN Ultra for and AKCELA Nexplore UTTO fluids

PERFORMANCE HIGHLIGHTS

- Excellent viscosity stability and cold flow properties
- Lowers transmission and hydraulic system operating temperature
- Outstanding clutch patch frictional characteristics, eliminating noise, chatter and slippage.
- Exceptional high load, low speed performance for severe service applications
- Protects gears and synchronizers against corrosion and wear far better than most other fluids
- Superior viscosity stability prevents overheating and hydraulic pump / hose failure
- Ensures flawless shifting, hydraulic response and long component life
- Excellent gear protection for a wide range of gear systems, including helical, spiral bevel, spur, etc.
- Exceptionally balanced frictional properties ensures excellent clutch hold and optimal torque transfer
- Substantially improved sludge control and gear scuffing compared to ordinary tractor fluids
- 2 X the life of regular HTF fluids
- Meets warranty requirements for most major OEMs tractor fluid applications
- Virtually zero foaming and features extremely rapid air release

CHEMICAL PROPERTIES

TEST CRITERIA	Result	TEST CRITERIA	Result
SPECIFIC GRAVITY @ 60F	0.87	John Deere Q23 Approval Foaming Sequence	
KINEMATIC VISCOSITY @ 40C	55	Sequence 1	0
KINEMATIC VISCOSITY @ 100 C	9.5	Sequence 2	0
VISCOSITY INDEX	157	Sequence 3	0
FLASH POINT (C)	226	Copper Corrosion Test (3H 100 C)	1A
POUR POINT C(F)	-35 (-31)	NF M07-015 Copper Corrosion Test	1A
COLOR	RED		

Small deviations from these results are expected during the manufacturing process and do not affect product performance.

THE TRIAX DIFFERENCE

FIELD TEST PERFORMANCE DATA

Proven field tests performance on 250 pieces of equipment over 250,000 hours of operation on John Deere, New Holland, Ford, J. I. Case, International Harvester, Massey-Ferguson and Kubota tractors.

42% less sludge and deposits than OEM specification for Oxidation Resistance in 4L60E Oxidation Field Test
33.7% less slippage in Powershift Transmission tests vs Allison C-4 OEM requirements
22.7% more Mid-point Friction Coefficient retention vs OEM requirements

MASSEY-FERGUSON M1141 TRANSMISSION / CLUTCH TEST

37% less wet brake chatter vs OEM specs of Massey Ferguson and John Deere (according to 250,000 hours of field testing)
43.6% more input torque to the fly wheel than Permatran III reference oil for M1141 field test

J20C/D JOHN DEERE HYDRAULIC, TRANSMISSION & FINAL DRIVE TEST

53% BETTER performance than OEM requirements for JDQ95 Spiral Bevel & Final Drive, JDQ96 Brake Torque Variation and Friction Retention, JDQ94 PST Clutch Performance, JDQ84 Hydraulic Pump Performance

FORD NEW HOLLAND

10% BETTER performance than OEM requirements for NEW HOLLAND FNHA-2-C-201.00 TESTS - Ford 3000 Gear Wear, Ford 7710 IPTO Engine Stall Time, Ford 4610 IPTO Engine Stall Time, Ford 6610 Brake Test, Brake Capacity SAE J1041 Brake Safety Test.

SPECIFICATIONS

AGCO / Fend /Allis Chalmers Powerfluid 821XL, Q-1722, Q-1766, Q-1826 (White-farm) Fend White Q-1826, Fendt (Non Vario, Fendt (Vario)

Case Corporation - JIC-143, JIC-144, JIC-145, JIC 185

CASE NEW HOLLAND MAT 3505 (1209), MS1204, MS1205, MS1206, MS1207, MAT 3506 (MS1210), MAT 3509 (MS1230), MAT 3525 (FNHA-201.00 = M2C 134D), MAT 3526 (FNHA 2-C-200.00), MAT 3510 (MS1317 = GL-4), MAT 3540

Caterpillar TO-2

Ford ESN M2CC53-B, M2C48-A, M2C86-C, M2C43, M2C41-B, M2C92-A 4141-B, M2C48-B, M2C53-C, M2C77-A, M2C86-B, M2C 86B and C, Ford ESN-M2C 134-A,B,C,D

FNHA- 2- C - 201.00, ESN-M2C134 - A, B, C, D, ESN -M2C53-A, B, ESN-M2C48 - A, B ESN-M2C43, ESN-M2C41-B, ESN-M2C92-A

Denison Hydraulics HF-0, HF-1 & HF-2

John Deere JDM J20C, J14B, J14C, J21A, 303, J20D (Agra UTTO Supreme)

Ambra Multi-G Multi-G, AF-87, Multi-F

Deutz-Fahr

HTF 272843, 257541, 246634

Massey Ferguson CMS M1135, CMS M1141, CMS M1143, CMS M1145, M-1100, M-1127, M-1129, CMS M1135, M1141, CMS M1143, M1145 - Approved

Renk Doromat 874 A and 874 B

International Harvester B6

Kubota UDT, UTD2 and Super UTD (Triax Agra UTTO Supreme)

Komatsu, Landini, Claas/Renault (Renault Transmissions), Stieger

Sundstrand, Versatile Specification 23M or 24M, Vickers Pumps

VOLVO VCE, VME, WB 101 and WB 102

ZF TE-ML, ZF TE-ML - 03E, 03F, 05F, 06E, 06F, 06K, 17E, 21F

Allison C-3, C-4

API GL-4

JIC 143, 144, 145, 185

B-5, B-6, SEMS 17001

Vickers I-266-S, Vickers M - 2950-S, Vickers 35VQ25 and M-2952-S

Versatile Specification 23M or 24M

Power Fluid PF-821XL, Power Fluid 821

272843 Hydr Trans Fluid, 257541 Hydr Trans Fluid, 246634 Hydr Trans Fluid

M-1135, M-1138, M-1143, M-1110, M-1127A and B M-1192A Permatran

White Q-1766, 1722, 1766B, 1705, 1802, Type 55

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**The drain interval mentioned herein represents the capability of the lubricant and is valid for a mechanically sound engines, with regular oil analysis and without the use of after-market additives.