



Brake Fluid DOT 3/4

100% Synthetic High-Performance Brake Fluid — FMVSS 116, DOT 3 and DOT

4

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DESCRIPTION

TRIAX Brake Fluid DOT 3/4 is a 100% synthetic high-performance hydraulic brake and clutch fluid engineered to meet and exceed both FMVSS 116 DOT 3 and DOT 4 specifications — covering the vast majority of European, North American, and Asian passenger cars, SUVs, pickups, and heavy-duty vehicles on the road today. The formulation leverages a synthetic glycol-ether and borate-ester chemistry to deliver an exceptionally high dry boiling point, superior corrosion protection of brake-system components, and full compatibility with modern electronic braking systems including ABS, EBD, BA, VSC, and TRC. Designed for everything from daily-driver brake and clutch service to high-thermal-load racing applications, the synthetic chemistry handles moisture contamination over the fluid's service life, prevents brake fade and vapor lock under extreme braking, and maintains stable hydraulic response under sustained high-temperature operation.

PERFORMANCE HIGHLIGHTS

- Compatible with both DOT 3 and DOT 4 hydraulic brake and clutch systems — suitable for approximately 99% of vehicles on the road today
- Minimum 260 °C (500 °F) dry boiling point** — exceeds DOT 4 minimum of 230 °C and DOT 3 minimum of 205 °C; **resists brake fade and vapor lock** under sustained high-thermal-load braking
- Wet-boiling-point retention** — maintains a high boiling point even after moisture absorption over service life, preserving braking performance and reducing risk of vapor lock
- Race-ready performance** — suitable for high-thermal-load racing and track-day applications where conventional brake fluids fade
- Electronic-system compatible** — fully compatible with all modern electronic braking sensors and systems: ABS, EBD, BA, VSC, TRC, and ESC
- Superior corrosion protection** of master cylinders, calipers, wheel cylinders, ABS modulators, and all internal hydraulic brake-system components
- Rapid, firm pedal response** with consistent hydraulic actuation; supports excellent ABS traction and stability-control performance
- High-performance vehicle approved** — recommended for Porsche 911 Turbo, Audi S, BMW M, Mercedes AMG, Ferrari, and Lamborghini applications requiring DOT 4 brake fluid

Brake fluid is hygroscopic and absorbs moisture from the atmosphere over time, lowering its boiling point. Replace per vehicle OEM service intervals (typically every 2 years or 24,000 miles) regardless of mileage. Do not mix with silicone-based DOT 5 brake fluid. Brake fluid is harmful to paintwork and skin — handle with care and dispose per local regulations.

SPECIFICATIONS & APPLICATIONS

TRIAX Brake Fluid DOT 3/4 is purpose-built as a suitable replacement for any DOT 3 or DOT 4 brake fluid, covering hydraulic brake and clutch systems on European, North American, and Asian passenger cars, SUVs, pickup trucks, and heavy-duty vehicles — from daily-driver service to high-performance and racing applications.

Meets or exceeds the following industry and OEM specifications:

- FMVSS 116 DOT 3 and DOT 4 (US Federal Motor Vehicle Safety Standard)
- SAE J1703 (DOT 3 hydraulic brake fluid)
- SAE J1704 (DOT 4 hydraulic brake fluid)
- ISO 4925 Class 3 and Class 4
- All modern electronic brake systems: ABS, EBD, BA, VSC, TRC, ESC
- European, North American, and Asian passenger car and SUV applications
- Pickup trucks and heavy-duty vehicle hydraulic brake systems
- High-performance vehicles requiring DOT 4: Porsche, Audi S, BMW M, AMG
- Exotic / racing applications: Ferrari, Lamborghini, and track-day service
- Drum, disc, and modern high-temperature ABS braking systems

TYPICAL PROPERTIES

Parameter (Test Method)	Typical Value
Dry Equilibrium Reflux Boiling Point, °C (°F) (FMVSS 116)	260 (500) min
Wet Equilibrium Reflux Boiling Point, °C (°F) (FMVSS 116)	165 (329) min
Kinematic Viscosity @ -40 °C, mm ² /s max (FMVSS 116)	900 max
Kinematic Viscosity @ 100 °C, mm ² /s min (FMVSS 116)	1.5 min
pH Value (FMVSS 116)	7.0 – 11.5
Water Tolerance, Cold Stratification (FMVSS 116)	Pass

These are typical values. There may be small differences in actual values which are a normal part of production and do not affect product performance.