



# UTF RED COMPLETE



## ◆ VARIABLE TRANSMISSIONS

The move to Variable Transmissions (CVTs and IVTs) by OEMs in the agriculture, construction and forestry industries is driven by the need for more fuel-efficient units and higher productivity. While the initial cost of the Variable Transmission might be higher, this is offset by the fuel efficiency and productivity it provides. Also, there is more accurate control of speed, they are easy to operate, and they are long-lasting which helps with resale value of equipment.

Variable Transmissions offer less wear when compared to Powershift Transmissions, where clutchplates are used to shift through the gears and wear can occur over time. But Variable transmissions do place additional stress on the lubricating fluid and require a special shear stable additive found in UTF RED COMPLETE.



## ◆ BENEFITS FOR VARIABLE TRANSMISSIONS

UTF RED COMPLETE has been specially formulated to meet the latest specifications needed for the OEM's versions of their CVTs and IVTs. UTF RED COMPLETE contains an extremely shear stable additive to maintain viscosity and promote long fluid life, which enables longer drain intervals.

UTF RED COMPLETE's shear stability additive also provides dispersant properties to help prevent deposits and promote system cleanliness and provides enhanced demulsibility in the oil when water contamination is present.



## ◆ PROVEN CHEMISTRY AND ONE COMPLETE FLUID

UTF RED COMPLETE takes our multi-decade proven UTF Red Fluid to the next level, providing one fluid for your equipment with various transmissions, to include Powershifts plus CVTs and IVTs such as Case IH, New Holland, John Deere IVT™AutoPowr™, JCB Fastrac, and more.

UTF RED COMPLETE is formulated to be a high-performance fluid and contains enhanced additive packages to effectively protect gears, clutches, and pumps by providing boosted anti-wear protection and corrosion protection. Oxidation in the system is greatly reduced with UTF RED COMPLETE to keep hydraulic components cleaner and eliminate sluggish or erratic operation. The enhanced additive package also boosts the foam inhibitors in UTF RED COMPLETE, which also contributes to reduced operating temperatures and smoother valve and hydraulic function. Whether you have a Powershift Transmission or a Variable Transmission, UTF RED COMPLETE provides the versatility of one fluid for most of your transmission applications, reducing inventory and providing superior protection. Texas Refinery Corp recommends checking your OEM manual for the specification listed on the back.

**Made In The  
U.S.A.  
Since 1922**

UTF RED COMPLETE is a high performance tractor hydraulic fluid formulated to exceed the chemical and physical requirements of the following current specifications and can be used in transmissions, final drives, clutches, wet brakes, and hydraulic systems:

AGCO Powerfluid 821 XL	Clark HR 500	Komatsu B-06-0002
AGCO Q-1826 (White Farm)	Clark TA 12	Kubota UDT
Alison C-4	Clark TA 18	Kubota Super UDT
API GL-4	Deutz-Allis 246634	Landini
Case MS-1209 (Hy-Trans Ultra Mastertran)	Deutz-Allis 257541	Massey Ferguson CMS M-1135
Case MS-1210	Deutz-Allis 272843	Massey Ferguson CMS M-1141
Case MS-1230	Deutz-Fahr	Massey Ferguson CMS M-1143
Case New Holland 410B	Fendt (Non-Vario)	Massey Ferguson CMS M-1145
Case New Holland MAT 3505	Ford New Holland M2C-86C	Parker-Denison T6H20C
Case New Holland MAT 3506	Ford New Holland M2C-134D	Renault Transmissions
Case New Holland MAT 3509	Ford New Holland FNHA-2-C-200	Volvo VCE WB 101
Case New Holland MAT 3525	Ford New Holland FNHA-2-C-201	Volvo VCE WB 102
Case New Holland MAT 3526	JCB	Yanmar TF-500
Case New Holland MAT 3540	John Deere J20C	Zetor OTH
Caterpillar TO-2	John Deere J21A	ZF TE-ML 03E, 05F, 08K, 17E, 21F
Claas/Renault	Komatsu B-06-0001	

Hydraulic Pump Specifications: Denison HF-0, HF-1, HF-2; MAG Cincinnati Machine; Sauer-Danfoss (Sunstrand) Hydrostatic Fluid; Vickers (Eaton) I-286-S, 35VQ25, M-2950-S

## SPECIFICATIONS

### UTF RED COMPLETE

**APPLICATION:** Used in systems having a common oil for Hydraulic Systems, Wet Clutch, Transmission and/or Wet Brakes where squeak or chatter is a problem.

	John Deere J20C Specifications	UTF RED COMPLETE
Dielectric Strength	--	35,000+ Volts
Percent weight of:		
Zinc	--	.20 Minimum
Phosphorous	--	.11 Minimum
Calcium	--	.42 Minimum
Viscosity Index	--	170 Minimum
Base Number	--	14
Kinematic Viscosity, cSt at 40°C	--	55.0
Kinematic Viscosity, cSt at 100°C (212 F)	9.1 min.	9.5
(ISO 3104)		
Brookfield Viscosity @ -35°C, cSt	<70,000	37,500
(ASTM D2983)		
Flash Point, °F	392 min.	485
Pour Point, °F	-32	-40
Copper Strip Corrosion	—	1A
John Deere Oxidation Stability Test (JDQ23)		
Viscosity Increase @ 100°C	10% Max	1.3%
Evaporation loss @ 100°C	5 % Max	.9 %
Sludge Formation	None	None
Additive Separation	None	None
John Deere Gear Wear Test (JDQ95)		
Spiral Bevel Rating	Pass	Pass
Sun Pinion Wear	Pass	Passes at <0.018mm
Gear Surface Condition	Pass	Pass
John Deere Transmission Test (JDQ94)		
Total Cycles	2,000	2,000
Initial Coefficient of friction	0.15 max	0.089
Final Coefficient of friction during stalls	0.08 min	0.083
Stall Times	5.00 max	1.82
John Deere Water Sensitivity Test (JDQ19)		
Solids % Volume	0.1 max	0.0
Additive loss, % mass	15% max	0.0
John Deere Rust Protection (JDQ22)		
Rust protection, hours	100	100
FZG Gear Scuff Test	—	10

Handling Information: For safe handling of the product, read the Safety Data Sheet (SDS).

## TEXAS REFINERY CORP

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