

*American. Agriculture. Authentic.*



**UNIVERSAL TORQUE FLUID**



# A High-Performance Tractor Fluid

Tractors today are more sophisticated, and so are the hydraulics that run them. A tractor or implement is a critical piece of equipment and capital investment. With proper maintenance, the average working life of a farm tractor is typically about 15 years. But, without a quality lubricant in the hydraulic systems, the equipment life will be shortened, downtime can occur and your cost per acre for production will increase.

Fifty years ago, your hydraulic system consisted of something to raise and lower the 3-pt hitch and maybe one remote cylinder to raise a plow. Now, you are running sophisticated air planters that have the ability to put down fertilizer at the same time as seed. This is all done through utilizing the tractor hydraulic system, whereas in the past you might have driven those things with a PTO shaft.

Implements are getting larger, so hydraulics are being used not only to raise and fold the unit, but also to steer and brake the unit. Fluid is controlled by precise valves that are controlled electronically. Today's electronic controls allow many more types of functions, and the rated flow on some large tractors is now 80 to 90 gallons per minute with up to nine remote circuits available.

Texas Refinery's Universal Torque Fluid is a high-performance tractor fluid and contains enhanced additive packages to effectively protect gears, clutches and pumps by providing oxidation resistance, anti-wear protection, wear tolerance and enhanced performance in temperature extremes and harsh conditions. Texas Refinery has taken a big step and formulated more protection chemistry in our product than required by tractor OEM's... to provide your equipment with the best possible protection!





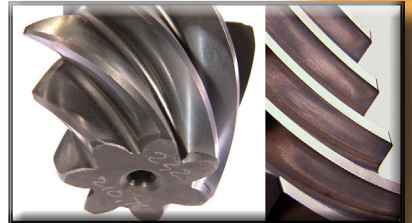
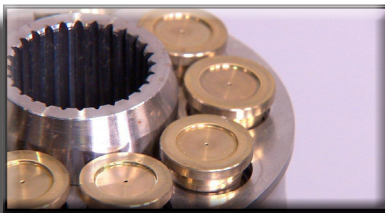


Oxidation causes the formation of sludge deposits in a hydraulic system, which reduces performance and shortens the life of any tractor. Oxidation protection found in Universal Torque Fluid will keep your hydraulic parts cleaner and eliminate sludge. The fluid doesn't have to be replaced as often and you will experience better overall performance, gear protection and reduced brake noise.

The gears, bearings and soft, yellow metals in hydraulic pumps today require the chemistry formulated in Universal Torque Fluid to provide the necessary wear protection. Other hydraulic tractor fluids do not have the load carrying, anti-wear and extreme pressure characteristics – as a result, severe ridging, visible wear and scoring may occur on gear parts.



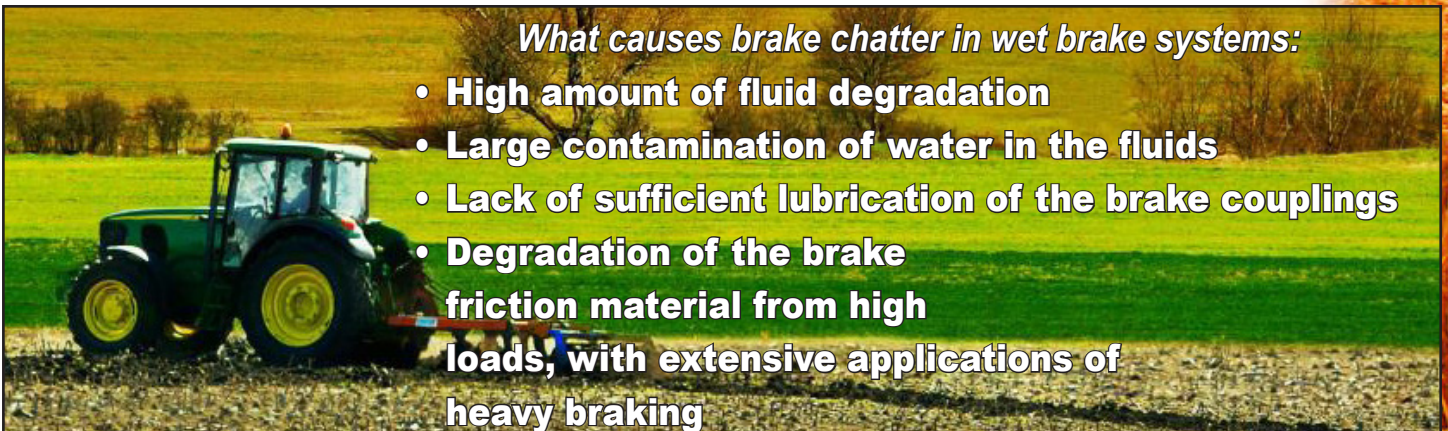
Low quality hydraulic tractor fluids lack the chemistry to protect against the effects of water contamination. Water in the oil creates a corrosive mixture, and the corrosive mixture will then erode the yellow metal on hydraulic pumps, causing deep scratches on the pump's brass piston shoes. Corrosion often leads to sluggish tractor performance and potential hydraulic pump failure. Texas Refinery's Universal Torque Fluid contains additional corrosion additive chemistry to protect the parts from corrosion and erosion, optimizing tractor performance and reliability.



Brake chatter can be annoying for a farmer, and possibly damage the tractor if allowed to continue over a long period of time. When braking, a loud squeaking noise can be heard, and the operator may feel vibration of the tractor. Many users who switch to TRC's Universal Torque Fluid find their brake chatter stops, thanks to the frictional characteristics of the product. Better braking definitely leads to better safety!

#### *What causes brake chatter in wet brake systems:*

- **High amount of fluid degradation**
- **Large contamination of water in the fluids**
- **Lack of sufficient lubrication of the brake couplings**
- **Degradation of the brake friction material from high loads, with extensive applications of heavy braking**





UNIVERSAL TORQUE FLUID 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  
AGCO Q-1826 (White Farm)  
Alison C-4  
API GL-4  
Case MS-1209 (Hy-Trans Ultra Mastertran)  
Case MS-1210  
Case MS-1230  
Case New Holland 410B  
Case New Holland MAT 3505  
Case New Holland MAT 3506  
Case New Holland MAT 3509  
Case New Holland MAT 3525  
Case New Holland MAT 3526  
Caterpillar TO-2  
Claas/Renault  
Clark HR 500

Clark TA 12  
Clark TA 18  
Deutz-Allis 246634  
Deutz-Allis 257541  
Deutz-Allis 272843  
Deutz-Fahr  
Fendt (Non-Vario)  
Ford New Holland M2C-86C  
Ford New Holland M2C-134D  
Ford New Holland FNHA-2-C-200  
Ford New Holland FNHA-2-C-201  
JCB  
John Deere J20C  
John Deere J21A  
Komatsu B-06-0001  
Komatsu B-06-0002

Kubota UDT  
Kubota Super UDT  
Landini  
Massey Ferguson CMS M-1135  
Massey Ferguson CMS M-1141  
Massey Ferguson CMS M-1143  
Massey Ferguson CMS M-1145  
Parker-Denison T6H20C  
Renault Transmissions  
Volvo VCE WB 101  
Volvo VCE WB 102  
Yanmar TF-500  
Zetor OTH  
ZF TE-ML 03E, 05F, 08K, 17E, 21F

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

### UNIVERSAL TORQUE FLUID

Product Code #6440 — Cases #6441

**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	Universal Torque Fluid
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) (ISO 3104)	9.1 min.	9.5
Brookfield Viscosity @ -35°C, cSt (ASTM D2983)	<70,000	37,500
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).

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