

Longlife Cooling Fluid –38°C G12 Blanc

Cooling Fluid –38°C is a ready to use mixture of longlife anti freeze and demineralised water and is used as a heat transferring liquid in combustion engines. The heat of the internal combustion is transferred to the radiator where the mixture is cooled by means of air flow. **Cooling Fluid –38°C** provides maintenance-free freezing and corrosion protection throughout the life of the engine or vehicle.

Using patented silicate-free aliphatic combination of mono- and di-carboxylic acid has proven to provide superior protection for as much of 700.000 km on-road or as long as 8000 hours off-road.

Properties

1. Corrosion protection

Cooling Fluid –40C provides long-life corrosion protection by use of optimized and patented organic corrosion inhibitors against all forms of corrosion. Excellent and lasting high temperature corrosion protection is provided for the aluminium transfer surfaces contained in modern engines. **Cooling Fluid –38°C** offers excellent cavitation protection without nitrite.

2. Heat transfer efficiency

The carboxylic acids form a single layer of protective molecules. This provides a much more efficient heat transfer compared to the traditional silicate layers.

3. Low depletion rates

The inhibitors contained in **Cooling Fluid –38°C** have very low depletion rates unlike the traditional nitrite and silicate based technologies. **Cooling Fluid –38°C** provides protection against localized corrosion and cylinder liner cavitation without the use of supplement coolant additives. Extended coolant life, often for the life of the engine or vehicle, is obtained through the use of virtually non-depleting corrosion inhibitor.

4. Economics

The outstanding corrosion protection and the low depletion of the inhibitors, naturally result in less refilling and less maintenance costs e.g. Fleet tests have demonstrate that the average pump life increased with 50%.

5. Stability

Traditionally, coolant formulations have included silicates for high temperature corrosion protection of aluminium heat transfer surfaces. However, silicates can use

cause stability problems and are subject to rapid depletion in service and therefore not readily acceptable for inclusion in fill-for-life cooling systems. Because of the nature of the inhibitors. **Cooling Fluid –38°C** demonstrates outstanding stability, even in the most demanding circumstances.

6. Frost protection

Cooling Fluid –38°C is a modern engine coolant concentrate based on ethylene Glycol.

7. Boiling protection

Cooling Fluid –38°C minimizes coolant boiling by increasing the boiling point and providing extra protection during hot summer periods or during severe vehicle operation, such as mountain driving or caravan towing.

8. Miscibility

Cooling Fluid –38°C is compatible with other coolants based on ethylene glycol. Exclusive use of **Cooling Fluid –38°C** is recommended for optimum corrosion protection and sludge control.

9. Seal compatibility

Cooling Fluid –38°C provides excellent seal compatibility. The coolant has no effects on rubber hoses and gasket materials.

10. Hard water stability

Free of silicates, **Cooling Fluid –38°C** satisfies all major standards and requirements of the major European car and truck manufactures.

11. Toxicology & environmental aspects

Cooling Fluid –38°C is based on non-toxic inhibitors and is fully biodegradable. The extended life of the product contributes to the protection of the environment.

Standards and approvals

Cooling Fluid –38°C satisfies or exceeds all major standards. Approvals of the major European car and truck manufacturers are available or pending.

Application

Cooling Fluid –38°C provides long-life frost and corrosion protection.

Cooling Fluid –38°C may be used with confidence in engines manufactures from cast iron, aluminium or combinations of the two metals, and in cooling systems made of aluminium or copper alloys.

Specifications

Mercedes-Benz/Daimler Chrysler MB 325.0,
 MB 325.2, MB 325.3,
 Volkswagen TL-VW 774 D (G12) , TL-VW 774 F
 (G12+)
 Cummins, DAF 74002,
 Deutz-MWM Detroit Diesel (incl. Powercool
 plus), 0199-99-1115 / 0199-99-2091
 Ford WSS-M97B44-D, Landrover,
 Aston Martin, Jaguar
 General Motors B0401065 en
 Saab/Opel GM6277M
 Mazda, MG-Rover, PSA, Mitsubishi
 Suzuki, Yanmar, Daewoo, Nissan
 MAN 324 Typ SNF,

Volvo Trucks
 Renault Type D, Scania TB1451
 Fiat 9,55523 / Iveco standard 18-1830
 BS 6580, BR-637, SAE J1034
 ASTM D3306/D4656/D4985
 JASO M325, NATO S-759, JIS K2234
 Fendt, John Deere JDMH5
 Behr, Jenbacher, ADE, MAK
 MTU MTL 5048
 Isuzu, Komatsu, Karosa
 Leyland-DAF, Wärtsilä
 Liebherr
 JIS K2234 Class 2 (LLC)

Water content weight %		max. 53
pH		7,0 - 7,6
C Specific gravity, 15°C	1.110 to 1.145	ASTM D5931
Specific gravity, 20°C	1.113 typ.	ASTM D5931
Equilibrium boiling point	>140°C typ	ASTM D1120
Reserve alkalinity (pH 5.5)	3.1 typ.	Report ASTM D1121
pH, 20°C	8.6 typ.	ASTM D1287
Refractive Index, 20°C	1.430 typ.	ASTM D1218
Foaming @25°C	50ml typ.	ASTM D1287
break time	5 sec typ.	
Initiële bevriezing	<-37°C	ASTM D1177
Anti corrosie	?	

Article number 83482
Content 25 litre

Article number 83486
Content 60 litre

Article number 83492
Content 210 litre