

TEXTAR®
BRAKE TECHNOLOGY



TEXTAR BRAKE FLUID

Textar brake fluid

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IMPORTANT NOTES FOR HANDLING BRAKE FLUID!

- Brake fluid is poisonous and a hazardous waste.
- Be careful when changing. The fluid weakens paints and plastics. It must not come into contact with eyes or skin. Always rinse spilled liquid with water.
- Do not pour the liquid into drinking water or mix with used oil.
- The colour of the brake fluid reveals nothing about its quality.
- Brake fluid should be stored in its original packaging and in a dry, cool and well-ventilated place.

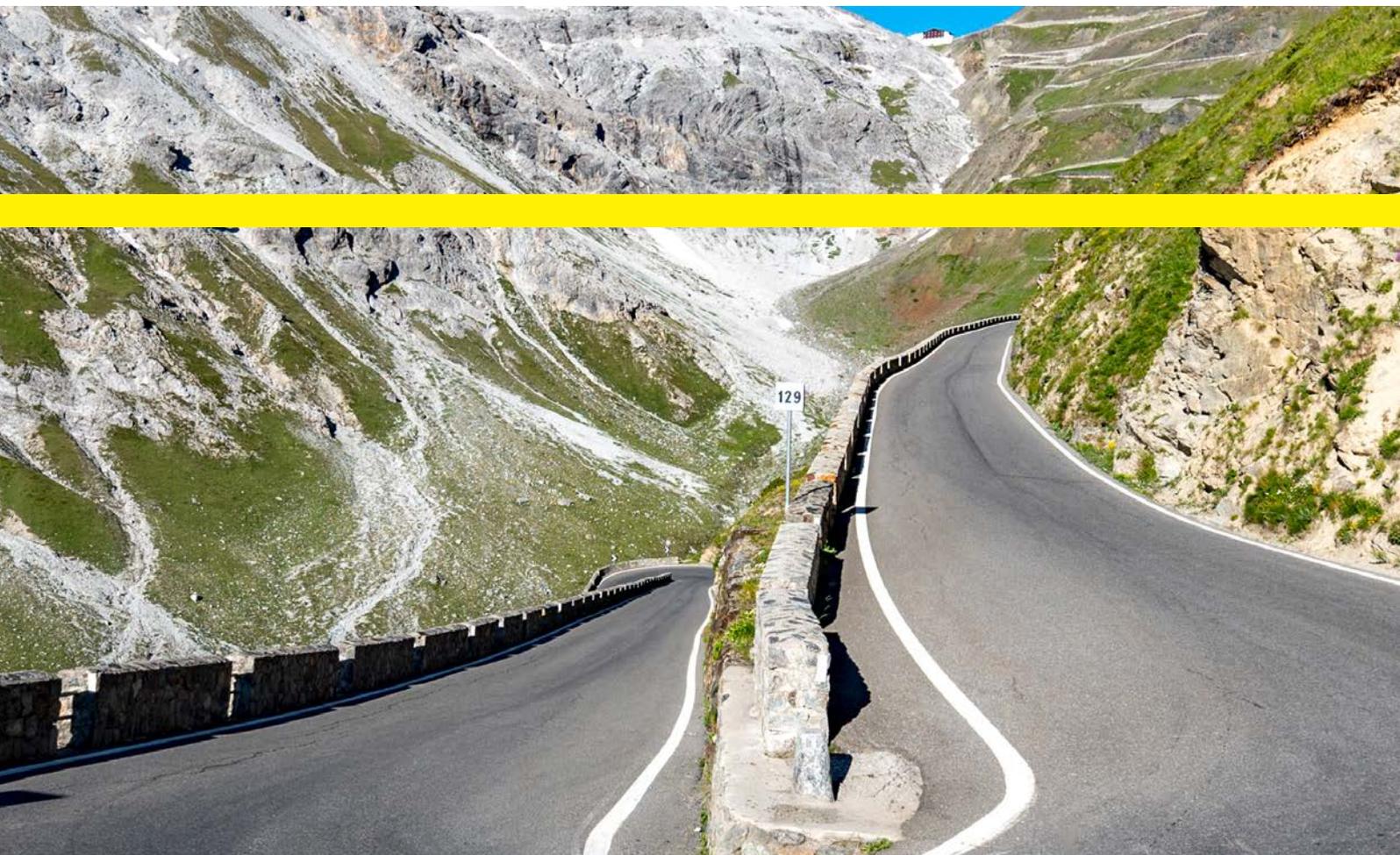
SAFER IN TRAFFIC

Brake fluid is one of the most important fluids in a car. Without it, safe driving would be impossible, as the brakes would not work. Brake fluid transmits the force exerted by the driver on the brake pedal onto the wheel brake. In order to ensure it can always handle this, the brake fluid must be changed regularly during inspection or maintenance.

Brake fluid is hygroscopic. That means it absorbs moisture from its environment. If the brake fluid absorbs too much moisture, the wet boiling point is lowered significantly, which increases the risk of total brake system failure under extreme loads.

Example downhill: if the foot is constantly on the brake, the temperature of the brake fluid rises. When the boiling point is reached, the bound water begins to boil and vapour bubbles form in the brake system.

The result: no pressure can build up in the brake system = total brake failure!



DOT MAKES THE DIFFERENCE

The right Textar brake fluid for every need

Brake fluid should be changed every two years. When choosing, manufacturer's specifications must be observed because there are different classes: DOT 3, 4, 5 and 5.1 differ mainly in terms of boiling point and cold viscosity. DOT 3, 4 and 5.1 are glycol-based, DOT 5 silicone-based.

The higher the DOT class, the higher the boiling temperature and wet boiling point. Higher DOT classes tend to allow for longer maintenance intervals. The DOT standards are based on the American FMVSS-116 standard of the Department of Transportation (DOT).



SPECIFICATION	DRY BOILING POINT	WET BOILING POINT	VISCOSITY AT -40°C	INFORMATION	PACKAGING SIZE	PART NO.	UNITS
DOT 3	≥ 230° C	≥ 140° C	< 1500 mm ² /s	SAE J 1703, ISO 4925 (Class 3), FMVSS 116 DOT 3	1 l bottle	95001200	10 per carton, 440 per palett
DOT 4	≥ 260° C	≥ 160° C	< 1500 mm ² /s	SAE J 1704, ISO 4925 (Class 4), FMVSS 116 DOT 4	250 ml bottle	95002100	24 per carton, 2016 per palett
					500 ml bottle	95002400	24 per carton, 840 per palett
					1 l bottle	95002200	10 per carton, 440 per palett
					5 l can	95002300	4 per carton, 96 per palett
DOT 4 LV	≥ 260° C	≥ 165° C	< 750 mm ² /s	SAE J 1704, ISO 4925 (Class 6), FMVSS 116 DOT 4	250 ml bottle	95006000	24 per carton, 2016 per palett
					500 ml bottle	95006100	24 per carton, 840 per palett
					1 l bottle	95006200	10 per carton, 440 per palett
					5 l can	95006300	4 per carton, 96 per palett
DOT 5.1	≥ 260° C	≥ 180° C	< 900 mm ² /s	SAE J 1703, ISO 4925 (Class 5.1), FMVSS 116 DOT 5.1	1 l bottle	95006600	10 per carton, 440 per palett

MANUFACTURER RECOMMENDATIONS AT A GLANCE

Each vehicle manufacturer defines the brake fluids used in the vehicles with a separate key. This table gives you an overview of the different manufacturer codes as well as a conversion to the corresponding Textar brake fluid product.

Using it you can easily and quickly determine at a glance the appropriate Textar brake fluid for the vehicle.

MANUFACTURER	MANUFACTURER KEY	TEXTAR SPECIFICATIONS		
		DOT 4	DOT 4 LV	DOT 5.1
BMW	QV 34001		✓	
Ford	M6C9103A	✓	✓	✓
	M6C57A			✓
	M6C65-A1		✓	✓
	M6C65-A2		✓	
	M6C65-A3			✓
GM	16072		✓	✓
	GMW 3356		✓	✓
Holden	HN 1796			
Mazda	MN 120 C	✓	✓	✓
Mercedes-Benz	MB 331			✓
Nissan	M5055			
	NR3	✓	✓	✓
	NR4	✓	✓	✓
Peugeot	S 71 2114			
	class 4		✓	✓
	class 6		✓	
Renault	41.02.001			
	class 3	✓	✓	✓
	class 4	✓	✓	✓
	class 5			✓
Suzuki	59100-510XD		✓	✓
Toyota	TSK 2602 G			
	class 3	✓	✓	✓
	class 4	✓	✓	✓
	class 5			✓
VW / Audi	TL 766 X			✓
	TL 766 Y			✓
	TL 766 Z		✓	

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TECHNICAL TERMS EXPLAINED BRIEFLY:

Dry boiling point: describes the property of the sealed new brake fluid. In this state, the brake fluid is almost anhydrous (substance containing no water). The dry boiling point is usually between 240 and 280°C.

Wet boiling point: determines the property of the brake fluid at the end of its life cycle, at a water content of 3.5% the fluid should be replaced. This defined wet boiling point must not be undercut.

Viscosity: describes the flow rate of the brake fluid. The lower the viscosity, the faster the brake fluid flows through the brake system, and the faster the brake signals are transmitted.

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