

DRIVE TRAIN TC TRANSMISSION AND DRIVE TRAIN OIL

| SAE Grade Automotive | <u>Typical Properties</u> | | |
|-----------------------------------|---------------------------|--------|--------|
| | SAE 10W | SAE 30 | SAE 50 |
| Viscosity, cSt | | | |
| At 40 C | 42.7 | 95.2 | 185.2 |
| At 100 C | 6.5 | 11.0 | 17.3 |
| Viscosity Index | 102 | 100 | 100 |
| Viscosity, Cold Crank Sim, -20° C | 3250 | - | - |
| Flash Point, (COC) Deg F (min) | 400 | 425 | 460 |
| Color, ASTM | 2.0 | 3.0 | 4.5 |
| TBN | 7.5+ | 7.5+ | 7.5+ |
| Sulfated Ash, % | 1.2 | 1.2 | 1.2 |
| Pour Point, Deg F | -30 | -10 | +5 |
| Gravity, API @ 60 F | 30.0 | 28.5 | 27.0 |

The values shown are typical of current production. Some are controlled in the manufacturing process, while others are not. All of them may vary within tolerable ranges.

Drive Train Fluid/s TC are formulated to meet the performance requirements of Caterpillar Specification TO-4 and Allison C-4 for transmissions, final drives, and hydraulic systems. The fluids are manufactured from selected, highly refined base stocks and compounded with additives to enhance oxidation and heat resistance, specified friction control, cleanliness, load-carrying ability, corrosion and wear protection, and low foam tendency. Drive Train TC has good detergent-dispersant characteristics.

APPLICATION

In normal operations the products are designed to meet those applications requiring an SAE 10W primarily for hydraulic systems, viscosity grade SAE 30 for transmissions, and SAE 50 for final drives. They are also suggested for heavy-duty truck automatic transmissions requiring fluids meeting SAE 10W or SAE 30 viscosity characteristics. They should not be used for crankcase motor oil applications or those transmission systems where low brake/clutch chatter is a requirement.