

ROYAL TORQUE TRANS FLUID

ANTI-WEAR PROTECTION

OXIDATION STABILITY

SUPPRESSES BRAKE CHATTER

PROTECTS AGAINST RUST

RESISTS FOAMING



GOLF COURSES

AGRICULTURAL

CONSTRUCTION

EXCAVATING

MOST HYDRAULIC OIL USERS

ANTI-WEAR PROTECTION

ROYAL TORQUE FLUID is formulated, not only using a superb anti-wear additive system, it uses the additive in much higher quantities than is necessary to pass equipment manufacturers test. In hydraulic and torque conversion systems bearings, pumps, valves, spindles, etc. are given superior protection due to an extra enrichment with unsurpassed anti-wear additives. Gear tests conducted, using the **ROYAL TORQUE FLUID** additive system, show no pitting what-so-ever - - less gear wear means an extended drive train life.

OXIDATION STABILITY

Today's equipment places more stress on lubricants than ever before. Equipment is larger, engine power is up, more hydraulic systems are in use - - all contributing to increased temperatures and the operating systems. As temperatures go up, the oils are subject to more rapid oxidation. **ROYAL TORQUE FLUID** contains powerful anti-oxidant chemistry, plus new generation base stocks are used to greatly resist oxidation. In addition, much higher levels of anti-oxidation inhibitors are used than is necessary to pass equipment manufacturers test.

SUPPRESSES BRAKE CHATTER

Brake chatter (a high pitched squeal) can mean greater difficulty in braking and will finally end in premature failure. Royal Oil Co.'s **ROYAL TORQUE FLUID** suppresses brake chatter and does so in a manner that does not rob the brakes of their needed capacity. **ROYAL TORQUE FLUID** passes the Brake Safety Test, while many other lubricants exceed the maximum stopping distance by as much as 20 percent. Royal Oil Co. uses much more anti-chatter additive for brakes than is necessary to pass the equipment manufacturers test.

PROTECTS AGAINST RUST

During equipment operation, the fluid is heated, causing it to expand and push out the air that blankets the fluid in the reservoir. Once the equipment is shut down, the fluid cools, pulling in air. When this air is pulled in, so is moisture, forming condensation. This moisture will cause a rusting problem if no protection is provided. **ROYAL TORQUE FLUID** contains an excellent rust inhibitor to provide that added protection against harmful rusting. Royal Oil Co. uses much more anti-rust additive than is necessary to pass equipment manufacturers test.

RESISTS FOAMING

As mentioned, in hydraulic and torque converting systems, some moisture is present. This contamination, coupled with the increased flow rates in systems, can causing foaming. Royal Oil Co. faces the problem head on by incorporating excellent foam inhibitors in **ROYAL TORQUE FLUID**. When the foam is kept to a minimum, operation will not be hampered and equipment life will be extended. Royal Oil Co. uses much more anti-foam chemistry than is necessary to pass equipment manufacturers test.

ROYAL TORQUE FLUID meets the specifications of ACGO, Case, John Deere, Kubota, Massey Ferguson, New Holland and more. For complete cross reference please call Royal headquarters.

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.

SPECIFICATIONS

CHARACTERISTICS:	INDUSTRY TYPICAL	TORQUE FLUID
Dielectric Strength	N/A	35,000+ Volts
Percent Weight of:		
Calcium		.42
Zinc, Minimum		.20
Phosphorous, Minimum		.11
Viscosity Index		170
Viscosity, cSt at 40°C, Minimum		55.0
Viscosity, SUS at 100°C. (212°F.), Minimum	9.1	9.1
Viscosity at 0°F. (-18°C.) Brookfield, cps., Max.	4,500	3,650
Flash Point, °F., Minimum	392 (200°C.)	485
Pour Point, °F., Maximum	-38°F. (-37°C.)	-40
Copper Strip Corrosion, Maximum	--	1
Viscosity Index, minimum	--	165
Timken Abrasion Test, mg. Wt. Loss, Max.	1.5	0.6
Oxidation Test, Evaporation Loss, % Maximum	5	1.5
Viscosity Increase at 100°C. % Maximum	10	4.0
Additive Separation	None	None
Sludge Formation	None	None
Water Sensitivity	Must Pass	Passes
Rust Protection (John Deere) hours, Min.	100	Passes
Compatibility with other oils with Rubber at 70 hrs. at 212°F., percent volume change	0 to +5	+0.28
Precipitation, Maximum	None	None
Mean Hertz Load, Kg.	---	57.7
Seizure Load, Kg.	---	141
Weld Load, Kg.	---	316



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