



Textran® TDH Premium

Universal Tractor Transmission Oil

Product Data Sheet

Customer benefits

Maximizes transmission life

Shear stable formulation maintains film thickness under severe transmission and hydraulic system operation, protecting vital components against scuffing and wear. Effective anti-wear additive also reduces wear by forming a protective layer on metal surfaces under high load conditions.

Longer oil life

Very high oxidation stability protects against the formation of gums and varnishes, reducing oil thickening and increasing oil life.

Saves on maintenance

Highly refined base oils and effective oxidation inhibitors provide excellent thermal and oxidation stability, providing superior resistance to the formation of lacquer, deposits and corrosive oil degradation by-products. Excellent viscosity characteristics at low temperatures ensure rapid oil circulation on start-up, preventing wear which contributes to power loss.

Smooth and quiet operation

Special friction modifier component allows smooth action of oil-immersed brakes and independent power take off clutches minimizing chatter, stick slip and squawk and ensures maximum brake efficiency.

Applications

- Where tractor manufacturers specify the use of a UTTO type product
- Mixed fleets of agricultural tractors and associated off-road equipment
- Tractor transmissions and hydraulic systems
- Enclosed oil immersed (wet) brakes
- Power take off (PTO) clutches

Product features:

- **Textran® TDH Premium** is a premium multi-functional universal tractor transmission oil (UTTO) for use in transmissions, final drives and hydraulic systems of modern farm and industrial wheel and crawler tractors and off-road equipment where fluids meeting major UTTO specifications are recommended.

Key Properties

TEXTRAN® TDH PREMIUM	
Product Code	510044
Pour Point, °C	-39
Viscosity, Brookfield	
cP @ -35°C	56,000
cP @ -18°C	3,500
Viscosity, Kinematic	
mm ² /s @ 40°C	57.5
mm ² /s @ 100°C	9.5
Viscosity Index	148
Zinc Content, mass %	0.13
Phosphorus, mass %	0.11

1306

Performance standards

- John Deere J20C (self-certified)
- Massey Ferguson M1145 (approval planned)
- Hitachi (approved for use in middle-sized wheel loader axles)
- Volvo WB101 (Volvo Standard 1273.03) (approved)
- ZF (approved, reference 000820)
 - TE-ML 03E, TE-ML 05F, TE-ML 06K
 - TE-ML 17E, TE-ML 21F
- API GL-4

Suitable for use where the following are specified:

- Case New Holland MAT 3525
- Ford New Holland FNHA 2-C-201
- Ford ESN-M2C134-D, ESEN-M2C86-B
- Massey Ferguson CMS M1143, M1141, M1135

ENVIRONMENT, HEALTH and SAFETY

Information is available on this product in the Material Safety Data Sheet (MSDS) and Customer Safety Guide. Customers are encouraged to review this information, follow precautions and comply with laws and regulations concerning product use and disposal. To obtain a MSDS for this product, visit: www.caltex.com.

This bulletin was prepared in good faith from the best information available at the time of issue. While the values and characteristics are considered representative, some variation, not affecting performance, can be expected. It is the responsibility of the user to ensure that the products are used in the applications for which they are intended.

Produced by:

Chevron Lubricants
– Asia Pacific



Service considerations

Textran® TDH Premium is a multifunctional fluid of the universal tractor transmission oil (UTTO) type, also known as tractor hydraulic fluid (THF). It is intended for use in the transmission and hydraulic system compartments of agricultural tractors and related equipment, including those fitted with oil-immersed brakes.

The diversity of tractor transmission fluid specifications is such that there are some mutual exclusivities, and it is not possible for one fluid to completely meet all specifications. Also, some specifications are not publicly available. Thus in some cases, Textran® TDH Premium is offered on a suitable-for-use basis, supported by a comprehensive combination of bench and equipment testing.

Although Textran® TDH Premium does meet API GL-4, this is a secondary target and it is nevertheless not designed for nor intended for use in any on-highway drive axles of the hypoid type.

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