



Modern engines produce vast amounts of heat. Industry estimates indicate that up to 40% of engine downtime is due to cooling system failures. Therefore, maintenance of the cooling system is critical to prolong engine life.

Your engine coolant must battle rust, scale formation, acidity, foaming, silicate dropout and debris while it works to transfer heat and maintain the correct operating conditions for optimal engine performance.

Thermo-Tech OAT (Organic Acid Technology) is a water based coolant designed for use with all types of diesel, petrol and LPG engines. Thermo-Tech OAT is a glycol free coolant based on a proprietary formulation of corrosion inhibitors & offers the following features:

- No need for supplemental coolant additives (SCAs) upon initial fill
- Lasts up to 4 years, 12,000 hours or 1,000,000 kilometres in heavy-duty applications
- Lasts up to 3 years or 100,000 kilometres in 4WDs and passenger vehicles
- Specially formulated to protect heavy-duty wet sleeve liners
- Organic formula is free from glycol, amine, borate, phosphate, nitrates, nitrites & silicate
- Compatible with other organic coolants (if being used as a top-up)



Donaldson Thermo-Tech OAT is available in:

	PREMIX	CONCENTRATE
1 Litre		P502649
5 Litres		P502648
20 Litres	P502647	
205 Litres	P502646	
1000 Litres	P502645	

Standards

Donaldson Thermo-Tech OAT coolants meet or exceed the following standards:

- ASTM D-3306, ASTM D-4985, AS/NZS 2108:2004 "Type B", SAE J1034 / J194
- ASTM D 3306, ASTM D 6210, AS/NZS 2108:2004, SAE J1034/J1941, BS 6580 and JIS K 2234

And can be used where the following specifications are quoted or stated:

- | | | | | |
|---------------------------------|---------------------------------|--------------------------|------------------|-----------------|
| • SAE J1034, J1941 | • FORD ESE-M97B44A, ESE-M97B18C | • DETROIT DIESEL 7SE 298 | • EMD M.I. 1784E | • KOMATSU |
| • GM 1825M, 1899M | • DAIMLER CHRYSLER MS 7170 | • US FED A-A-870-A | • PACCAR | • MERCEDES BENZ |
| • KENWORTH R026-170-97 | • JOHN DEERE 8650-5 | • TMC RP 329 | • VOLVO | • HITACHI |
| • CATERPILLAR (other than EC-1) | • MACK 014617004 | • CID-A-A52624 | • MTU | • KOBELCO |
| • CUMMINS SB 3666132, CES 14603 | • PETERBILT 8502.002 | • FREIGHTLINER 48-22880 | • PERKINS | • SUMITOMO |
| • CASE NEW HOLLAND WSN-M97B18-D | • DAF STANDARD MAT 74002 | • WAUKESHA 4-1974D | • SAAB-SCANIA | • JCB |
| | | • MAN 324 SNF | • IVECO | • HYUNDAI |
| | | • NAVISTAR CEMS B-1 | • TOYOTA | • DAEWOO |
| | | | • LANDROVER | • LIEBHERR |
| | | | | • TEREX, ETC. |

Do you know?

All coolants are not the same.

High quality coolants meet engine manufacturers coolant performance standards for automotive and heavy-duty diesel applications. The inhibitor packages, anti-foam agents, scale inhibitors, and heat transfer properties vary between suppliers, and all have an impact upon coolants service life and performance. The Donaldson range meets major industry and engine manufacture engine coolant performance requirements.



You don't need Glycol in tropical climate.

Coolant is a mixed fluid with water and corrosion inhibitors to prevent engine from overheating in hot weather and freezing in extreme cold weather. Glycol, either Propylene Glycol (PG) or Ethylene Glycol (EG), is often used in coolant to provide freeze protection; however, this is not necessarily required in tropical climates. Glycol is costly, toxic and oxidized fast with every rise in temperature.

OAT Coolant is better than Supplemental Coolant Additive (SCA).

Corrosion inhibitors play critical role in differentiation of good and bad quality coolants. The carboxylate-based OAT coolant has very low depletion rate on inhibitors and is well accepted as a "Long Life" coolant. SCA depletes and is required replenishment. To guarantee engine protection with adequate level of corrosion inhibitors in coolant, lab analysis must be conducted periodically to decide whether SCA shall be replenished. However, this step is not required when using OAT coolants.

Guideline to change engine coolant.

Read and follow product labelling for handling guidelines. Drain engine cooling system, refill and flush thoroughly with Donaldson Thermo-Tech Radiator Flush or clean water. Always refill and flush system with clean water after using radiator flush. Fill cooling system with premixed engine coolant.

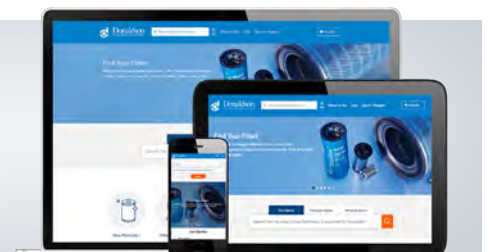
If you are mixing concentrated coolant, always use good quality water (deionized water is preferable).

After the engine has been brought to operating temperature, re-check that the coolant level is correct. All radiator and header tank top-ups should be with pre-mixed coolant. Coolant should not be diluted below recommended concentration or mixed with other coolants. If spilled onto paintwork, flush immediately with water.



THERMO-TECH technology provides superior engine protection in the harshest environments.

Visit **shop.donaldson** for more information.



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