Brake fluid

June 2018

Improved braking endurance

NEW RANGE!

LOW VISCOSITY AT – 40°C

CLASS 6



UCT ADVANTAGES

- → *Coverage rate > 95% of vehicles on the road in Europe.*
- → *Low viscosity > the Class 6 standard for optimum efficiency of the ESP systems*
- → *Temperature resistance > the DOT 4 standard for longer-lasting braking*

The new Eurorepar range of brake fluids covers more than 95% of the vehicles in the road in Europe.

The quality of a brake fluid is measured by its capacity **not to boil at high temperatures, in order to ensure long-lasting braking**, and its viscosity when cold in order to **obtain optimum efficiency of the ESP systems**, regardless of the external temperature (winter).

To ensure you enjoy the best possible quality / performance ratio, **our brake fluids are thus developed and tested** by our supplier **to exceed even the most stringent standards.**

TECHNICAL CHARACTERISTICS

The Eurorepar brake fluid is available in 2 packaging sizes: **1 l and 5 l**

It satisfies standard ISO 4925 Class 6 for universal use and in particular for use with the most recent generations of ABS / ESP.

CONDITIONS FOR USE

- Product to be replaced in accordance with the interval recommended by the manufacturer.
- This product **is miscible with other DOT 3, DOT 4 and DOT 5.1**.
- The braking system is a complex mechanism. To remain effective, it must be maintained as a whole:
  (**see Eurorepar brake pads, discs and brake cleaner ranges**).

REGULATIONS

The Eurorepar brake fluid **satisfies numerous standards and is therefore a universal product** which can be used on all vehicles fitted with a compatible product.

- ISO 4925 classes 3, 4 and 6
- FMVSS 116 DOT 3
- FMVSS 116 DOT 4
- SAE J1703 & J1704.
- JIS K2233 Classes 3, 4 and 6
- Chinese standard GB 12981

DID YOU KNOW?

- The synthetic DOT3, DOT4 and DOT5.1 are miscible with each other.
- The silicone-based DOT 5 cannot be mixed with the first 3.
- The mineral-based LHM and LHS are not compatible with the others.



TEMPERATURE RESISTANCE

When braking, the kinetic energy (vehicle speed) is converted into heat by the friction of the brake pads on the discs. The more intense and recurrent the braking, the hotter the environment becomes (brake pads, disc, calliper and brake fluid).

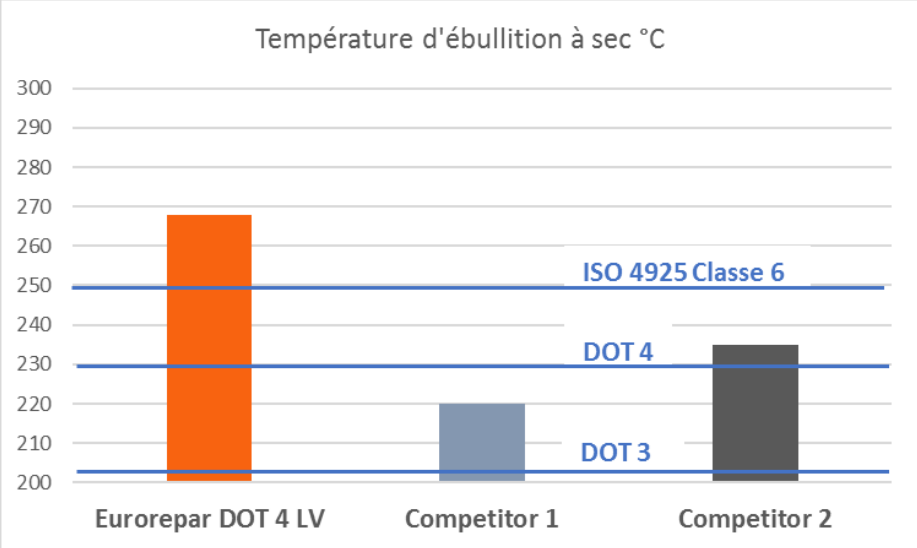
Braking efficiency is maintained as long as the brake fluid remains fluid and incompressible. When it begins to boil, gas bubbles appear. As the gas is compressible, the brake pedal becomes slack and braking efficiency is compromised.

With an average boiling point of 268°C, much higher than the most stringent standard (ISO 4925 class 6), the Eurorepar DOT 4 ESP brake fluid ensures the best possible braking efficiency and endurance.

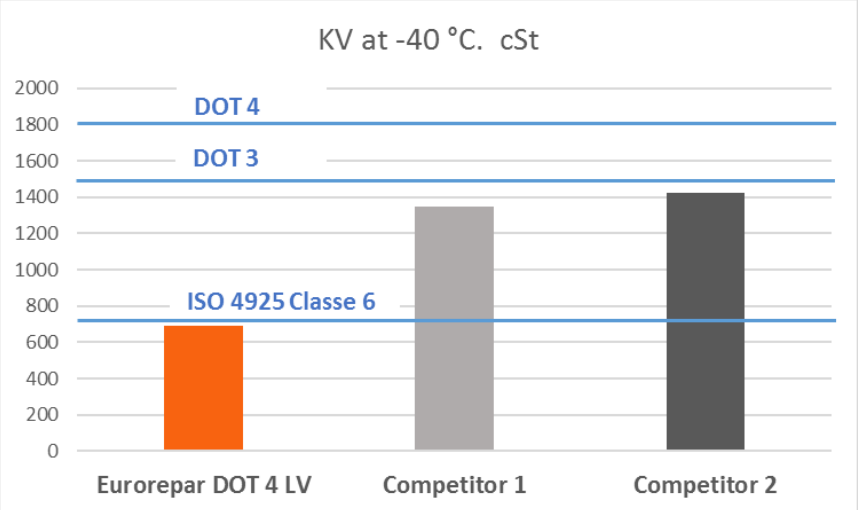
DID YOU KNOW?

The **regain of moisture in brake fluid is unavoidable**. After 2 years, the rate of humidity is such that the fluid begins to boil at around 170°C.

It is important to change the brake fluid to ensure the most efficient braking possible.



ADVANTAGES OF LOW-VISCOSITY BRAKE FLUIDS



The ABS / ESP systems on modern cars work with very short cycle times to ensure precise braking management and optimise efficiency. **A fluid that is too viscous would lead to an excessively long response time which would be detrimental to the efficiency of the ESP.**

The most recent standard, ISO 4925 class 6, categorises products with the best performance at very low temperatures (-40°c).

With an average viscosity of 692 cSt, the Eurorepar brake fluid is much better than the most stringent standard (ISO 4925 class 6).

This ensures you obtain **the very highest level of efficiency from the braking system.**

DID YOU KNOW?

Brake fluid is corrosive to the paint film. During use, pay attention not to spill any on the painted sections of the vehicle.



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