

LOW SILICATE

## CONVENTIONAL ANTIFREEZE+COOLANT

AN ETHYLENE GLYCOL BASED ENGINE COOLANT WITH A LOW SILICATE CORROSION INHIBITOR PACKAGE. THIS PRODUCT HELPS PROTECT COOLANT SYSTEM METALS, INCLUDING HEAT-REJECTING ALUMINUM, AGAINST PITTING CAUSED BY CAVITATION AND CORROSION. IT PROVIDES COOLING IN SUMMER AND PROTECTION AGAINST FREEZING IN THE WINTER. IT IS RECOMMENDED FOR USE IN OLDER<sup>\*</sup> MODEL DOMESTIC AND FOREIGN CARS AND LIGHT-DUTY TRUCKS AND WILL PROVIDE UP TO 50,000 MILES OR 2 YEARS SERVICE LIFE<sup>†</sup>.

THEN

ETHYLENE GLYCOL BASED IAT FORMULA

EXCELLENT PROTECTION AGAINST TEMPERATURE EXTREMES: FROM -83°F UP TO 276°F (WITH A 70/30 DILUTION RATE)<sup>‡</sup>



MEETS THE PERFORMANCE REQUIREMENTS OF: ASTM D3306 & D4985

PERFORMANCE

1.070 - 1.090

10 - 11

-34°F

150 MAX.

5 MAX.

3.4 MIN.

25 MAX.

125 MAX.

GREEN

CHARACTERISTICS

FOAM VOLUME (ml)

CHLORIDE (ppm)

SILICON (ppm)

COLOR

SPECIFIC GRAVITY (60°F)

FREEZING POINT (50% BY VOLUME)

FOAM BREAK TIME (SECONDS)

RESERVE ALKALINITY (ml)

рH

RECOMMENDED FOR: CHRYSLER MS7170, FORD ESE-M97B44-A, GM 1825M, GM 1899M, TMC RP 302C

**TEST METHOD** 

ASTM D1287

**ASTM D1122** 

ASTM D1177

ASTM D1881

ASTM D1881

ASTM D1121

ASTM D3634

ASTM D6130

NEW LOOK

TURBO

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NOW

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FOR USAGE IN ENGINE RADIATORS



PERFECT FOR HARSH WINTER CONDITIONS



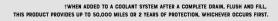
TURBO POWER™ ANTIFREEZE+COOLANT IS AVAILABLE IN 1 USG, DRUMS & TOTES

TYPICAL PRODUCT PROPERTIES FOR READY TO USE ANTIFREEZE+COOLANT

## **PRODUCT SPECIFICATIONS**

BOTTLE				
ITEM #	FORMULATION	UNITS/CASE PACK	UPC	SCC14
86-424	READY TO USE	4 X 1 USG	059934910121	40059934910129
86-244	CONCENTRATE	4 X 1 USG	056438862444	40056438862442
DRUM / TOTE				
ITEM #	FORMULATION	UNIT/CASE PACK	UPC	SCC14
26-429US	READY TO USE	1 X 55 USG	056438909965	-
26-249	CONCENTRATE	1 X 55 USG	056438909941	-
26-429-275	READY TO USE	1 X 275 USG	056438909156	-
26-249-275	CONCENTRATE	1 X 275 USG	056438909118	-

OLDER VEHICLES ARE MANUFACTURED IN OR BEFORE THE YEAR 2004. 'This temperature protection range can be achieved when diluting the antifreeze-coolant concentrate at a 70/30 rate with deionized water



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