

# ROYAL OIL CO.

SPECIALTY LUBRICANTS

## ROYAL TORQUE & ULTRA TORQUE

*Super Premium HTF (Hydraulic Tractor Fluid)*

**Exceeds Most HTF Fluids**

**Excellent Oxidation Resistance**

**Industry High Anti-Wear**

**Eliminates Varnish/Deposits**

**Improves Performance**

**Rapidly Reduces Foaming**

**Protects Seals**

*“The resistance we get from confused buyers is common and frustrating, but not for us. Once users see they can use a far better product and stay within warranty, it’s an easy choice.”*



One of the biggest obstacles we find with many applications calling for premium hydraulic oils, torque fluids or HTFs (Hydraulic Tractor Fluids) is the misconception of equipment owners. Many name brand equipment manufacturers mislead equipment users regarding these fluids. The answer is yes, you can use something other than the manufacturer's brand oil and the reality is you should. The benefits of getting away from OEM oils are many and especially when you go to premium products such as ROYAL TORQUE or ULTRA TORQUE. With incredible non-foaming capabilities, excellent thermal stability, oxidation resistance and more than double the anti-wear of the most common standard in the industry, there is a reason they steer you away from this product as it extends the life of equipment and reduces parts and operating costs. The benefits to this switch are many and cost effective.

AGCO Powerfluid 821X  
 AGCO Q-186 (Whitefarm)  
 Allison C-4  
 API GL-4  
 Case MS-1209 (Hy-Trans Ultra Mastertran)  
 Case MS-1230  
 Case New Holland MAT 3505  
 Case New Holland MAT 3509  
 Case New Holland MAT 3525  
 Case New Holland MAT 3526  
 Caterpillar TO-2

Claas/Renault  
 Deutz-Fahr  
 Fendt (Non-Vario)  
 Ford M2C-86C  
 Ford New Holland M2C-134D  
 Ford New Holland FNHA-2-C-200  
 Ford New Holland FNHA-2-C-201  
 JCB  
 John Deere J20C  
 Komatsu  
 Kubota UDT

Massey Ferguson CMS M-1135  
 Massey Ferguson CMS M-1141  
 Massey Ferguson CMS M-1143  
 Massey Ferguson CMS M-1145  
 Parker-Denison T6h20C  
 Renault Transmissions  
 Same Transmissions  
 Volvo VCE WB 101 & 102  
 Yanmar TF-500  
 Zetor OTH  
 ZF TE-ML 03E, 05F, 08K, 17E, 21F

**Specifications:**

Percent weight of:

	John Deere J20C Specs	Royal Torque	Ultra Torque
Zinc	—	.20 Minimum	.20 Minimum
Phosphorous	—	.11 Minimum	.11 Minimum
Calcium	—	.42 Minimum	.42 Minimum
Viscosity Index	—	170 Minimum	170 Minimum
Base Number	—	14	14
Kinematic Viscosity, cSt at 40°C	—	55.0	58.5
Kinematic Viscosity, cSt at 100°C (212 F) (ISO 3104)	9.1 min.	9.5	9.5
Brookfield Viscosity @ -35°C, cSt (ASTM D2983)	<70,000	37,500	37,500
Flash Point, °F	392 min.	485	485
Pour Point, °F	-32	-40	-40
Copper Strip Corrosion	—	1A	1A
John Deere Oxidation Stability Test (JDQ23)			
Viscosity Increase @ 100°C	10% Max	1.3%	1.3%
Evaporation loss @ 100°C	5 % Max	0.9 %	.9%
Sludge Formation	None	None	None
Additive Separation	None	None	None
John Deere Gear Wear Test (JDQ95)			
Spiral Bevel Rating	Pass	Pass	Pass
Sun Pinion Wear	Pass	Passes at <0.018mm	Passes at <0.018mm
Gear Surface Condition	Pass	Pass	Pass
John Deere Transmission Test (JDQ94)			
Total Cycles	2,000	2,000	2,000
Initial Coefficient of friction	0.15 max	0.089	0.089
Final Coefficient of friction during stalls	0.08 min	0.083	0.083
Stall Times	5.00 max	1.82	1.82
John Deere Water Sensitivity Test (JDQ19)			
Solids % Volume	0.1 max	0.0	0.0
Additive loss, % mass	15% max	0.0	0.0
John Deere Rust Protection (JDQ22)			
Rust protection, hours	100	100	100
FZG Gear Scuff Test	—	10	10

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