Brake fluids from ATE
The safe solution for every brake system

Our complete range of brake fluid services

Test with the BFT 320P brake fluid tester

ATE training – cutting-edge know-how

Environmentally safe disposal in the yellow disposal system

Recording the brake fluid type and due replacement date

Bleeding and filling with the FB 30SR

www.ate.de
### The right choice for greater safety

**Brake fluids for every need**

- **Brake fluid quality**
  - Inadequate: 34%
  - Acceptable: 66%

ATE has the right brake fluid for you, whatever the requirement or container size:

**Minimum boiling point**

- **ATE G DOT 3** (Steeped in tradition!)
  - 240 °C (150 °C)
  - Max. 1.500 mm²/s
  - Up to 1 year

- **ATE SL DOT 4** (DOT 4 quality, proven a million times over)
  - 260 °C (105 °C)
  - Max. 1.400 mm²/s
  - Up to 1 year

<table>
<thead>
<tr>
<th>Brake Fluid</th>
<th>Minimum boiling point</th>
<th>Maximum wet boiling point</th>
<th>Viscosity at –40 °C</th>
<th>Replacement interval</th>
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### Towards modern brake fluids

- **ATE TYPE 200 – The New Racing Quality**
  - 280 °C (198 °C)
  - Max. 1.400 mm²/s
  - Up to 3 years

- **ATE SL.6**
  - DOT 4, ISo CLASS 6
  - Low-viscosity fluid that replaces Super DOT 4, for electronic braking systems
  - 280 °C (198 °C)
  - Max. 1.400 mm²/s
  - Up to 3 years

### Modern braking systems need modern brake fluids

Modern braking systems require modern brake fluids. Fluids marked by ISo can only be allowed through the use of advanced fluids like Original ATE SL.6. This fluid is designed specifically for modern braking systems. It can lengthen the system’s response times several times over. The practical result is that the vehicle no longer stutters.

**Advantages of Original ATE SL.6**

- Low viscosity (thin-bodied)
- Improved handling safety owing to the fast reaction time of the ESP® system
- Optimum brake fluid for electronic brake systems like ESP®, ABS, ASR, etc.
- Most vehicle manufacturers already use the high-quality DOT 4, Class 6 (ISO 4925) brake fluids in production cars (OEM and OES).

### Brake fluids for every need

- **For all vehicles built up to around 1990**
  - 1 year max.
- **For all vehicles built from around 1990**
  - 2 years max.

### To guarantee safety, you need to use the right brake fluid for every kind of application and be informed in detail about the way in which it works.

- Brake fluids are hygroscopic. This means that over time they absorb water. Water in brake fluid creates high tensions in brake systems. If it happens that excessive water enters the brake system, the brake lines are a result. In the worst case, the brake pedal drops right down to the floor, and the driver is no longer able to stop the vehicle.

The brake fluid tester controls water content. If the level is high, the brake fluid should be replaced.

- Seven out of ten vehicles need new brake fluid.
  - This has been shown by independent studies. Raise passenger safety by always replacing brake fluid with the correct type. For vehicles built prior to 1996, the fluid needs to be replaced once a year. For modern automobiles such as today’s only: the best is good enough – for safety’s sake, you need ATE DOT 4 fluid.

- **For vehicles built prior to 1990**
  - 1 year max.
- **For vehicles built from around 1990**
  - 2 years max.

### To maintain the operational reliability and safety of the brake system, you must change the brake fluid in accordance with the vehicle manufacturer’s recommendations on quality and replacement intervals.

To find more details on the freely downloadable “ATA.de”.

### Our highlight for electronic braking systems. Original ATE SL.6

- The brake fluid is the most important component in braking systems. It transfers the force from the driver to the wheel brakes.
- The significance of the brake fluid has increased greatly since the introduction of electronic systems such as ABS and ESP®. These hydraulic units in these systems have a large number of extremely small holes and ducts, some with a diameter less than that of a human hair. Choosing the wrong brake fluid can have a fatal effect on the function of modern brake systems.

- Particularly if the vehicle is fitted with ESP®, the brake fluid must brake individual wheels within fractions of a second in order to stabilize the vehicle in critical situations such as skidding.

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- Most vehicle manufacturers already use the high-quality DOT 4, Class 6 (ISO 4925) brake fluids in production cars (OEM and OES).

- ATE offers the very best brake fluid for electronic brake systems. With Original ATE SL.6 you are best prepared for the systems of the future. Take advantage of the shorter response times – allowing the viscous brake fluids that are often used in conventional braking systems.

- This is why you should only fill modern braking systems with Original ATE SL.6 brake fluid.

### Comparison of the reaction time under ESP® of ATE SL.6 as against typical DOT 4 and DOT 5.1 brake fluids.

<table>
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<tr>
<th>Brake Fluid</th>
<th>Reaction Time (s)</th>
<th>Braking Pressure at the Wheel (bar) at –30 °C</th>
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<tr>
<td>Original ATE SL.6</td>
<td>1.700</td>
<td>60</td>
</tr>
<tr>
<td>DOT 4</td>
<td>2.000</td>
<td>50</td>
</tr>
<tr>
<td>DOT 5.1</td>
<td>2.100</td>
<td>40</td>
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