

Our one-stop service for all questions relating to brake fluid

Get detailed information at

www.ate.de



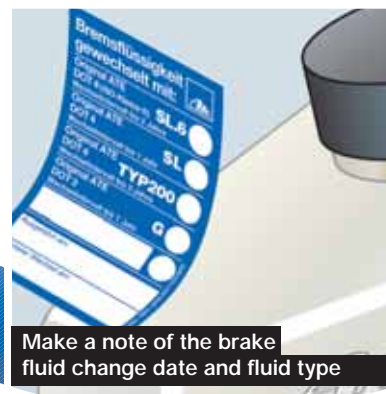
Test using our BFT 320 brake fluid tester



ATE Training - cutting-edge know-how



Bleed and fill with FB 30



Make a note of the brake fluid change date and fluid type



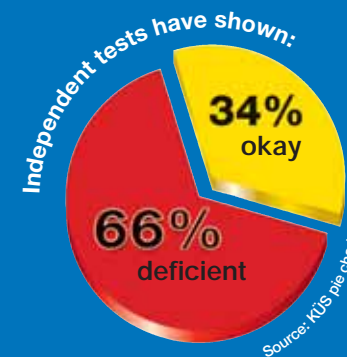
Environmentally safe disposal in the yellow disposal system

960242 99.5601-0084.0/01-30/0306/DPB © 2006 Continental Teves AG & Co. oHG



When the fluid in the brake system boils, it's too late!

Seven out of ten vehicles operate with poor brake fluid.



With ATE you always have the right brake fluid for your vehicle



When the brake fluid starts boiling, it's too late. Braking gives rise to high brake fluid temperatures. In extreme cases the fluid begins to boil and causes vapor or gas bubbles to form in the brake system. This vapor or gas can be compressed allowing the brake pedal to be pressed all the way to the floor but the vehicles braking system is not functioning properly.

Reason enough to check the brake fluid at regular intervals with the ATE BFT 320 brake fluid tester. If the measured boiling point in the reservoir is less than 180° C, you should change the fluid. Independent studies have shown that seven out of ten vehicles need new braking fluid.

Change brake fluid in good time, because we want your customers to drive safely!

When you change brake fluid, always use the correct fluid and not the cheapest one. For pre-1990 vehicles a fluid with a one-year change interval suffices.

For modern post-1990 vehicles only the best will do: ATE SL.6.

Of course, ATE has the right brake fluid, in various container sizes, for the different requirements of specific vehicles.



Brake Fluid	ATE G DOT 3	ATE SL DOT 4	ATE SL.6 DOT 4 ISO Class 6 Low-viscosity fluid, replaces Super DOT 4, for electronic brake systems	ATE TYP 200 DOT 4	ATE Super Blue Racing DOT 4
	Our tradition-steeped fluid!	DOT 4 quality proven millions of times		Minimal drop in boiling point due to outstanding water binding properties	Fluid for racing enthusiasts
Boiling point min.	245°C	260°C	265°C	280°C	280°C
Wet boiling point min.	150°C	165°C	175°C	198°C	198°C
Viscosity at - 40°C	max. 1500 mm ² /s	max. 1400 mm ² /s	max. 700 mm ² /s	max. 1400 mm ² /s	max. 1400 mm ² /s
Change interval	up to 1 year	up to 1 year	up to 2 years	up to 3 years	up to 3 years

for vehicles built up to 1990

for vehicles built in 1990 or later

To maintain the functional reliability of the brake system, brake fluid must be changed according to the specifications of the vehicle manufacturer (quality and change interval).

Our featured product for electronic brake systems, e.g. ESP®

Original ATE SL.6

The brake fluid is the most important part of the brake system because it transmits the pressure we apply with our feet to the brakes. Since the introduction of electronic systems like ABS and ESP®, the brake fluid has acquired a far greater importance than it had before. The hydraulic units of these systems have a large number of small bores and ducts, some of them smaller in diameter than a human hair. Consequently, the wrong choice of brake fluid can have disastrous results for the operation of state-of-the-art brake systems.

Since the introduction of ESP®, brake fluid must decelerate individual wheels in fractions of a second in order to stabilize the vehicle in critical situations (e.g. a skid).

State-of-the-art systems need state-of-the-art brake fluids

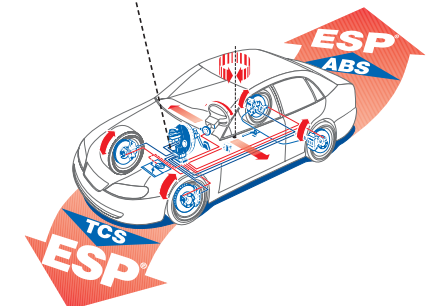
The development of particularly thin-bodied brake fluids such as Original ATE SL.6 have been essential in ensuring the rapid response times required for ESP® can be attained. The requirement for such fluids has already been incorporated into the design of the ESP® system.

With conventional brake fluids the system's reaction times (in critical situations) may be several times longer than with Original ATE SL.6. In practice this may mean that the system cannot stabilize the vehicle.

The new ATE brake fluid meets and exceeds the requirements: FMVSS571.116, DOT 4/DOT 3, SAE J1703 as well as ISO 4925, Class 6.

Advantages of Original ATE SL.6

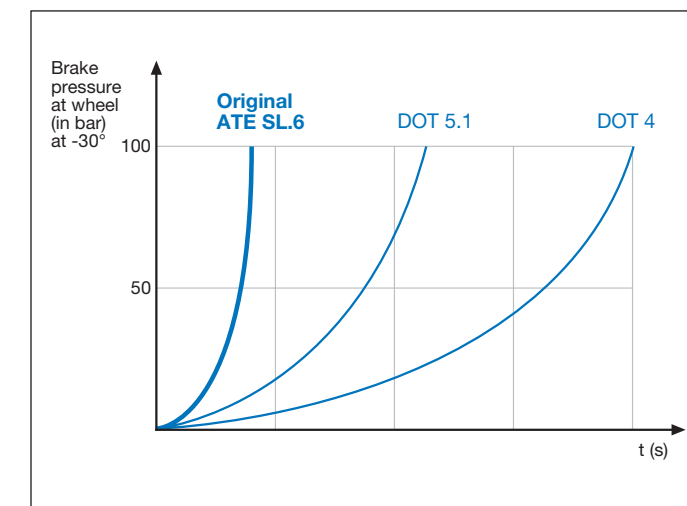
- Low viscosity (thin-bodied)
- Permits fastest response by ESP®
- Optimum brake fluid for electronic brake systems like ESP®, ABS, TCS, etc.
- Improved handling safety owing to speedy response of ESP®
- Most vehicle manufacturers already use the low-viscosity DOT 4, Class 6 (ISO 4925) brake fluids in production cars (OEM and OES)



ATE ESP® with MK 60 unit

ATE has the optimal brake fluid for electronic brake systems for you! With Original ATE SL.6 you are optimally prepared for future systems too. Make use of the advantage which shorter response time offers and abstain from using viscous brake fluid, and thus the wrong fluid, for ESP® and other electronic brake systems.

Fill state-of-the-art brake systems with Original ATE SL.6 Brake Fluid.



Comparison of ESP® response time of ATE SL.6 with typical DOT 4 and DOT 5.1 brake fluids.