

ANTIFREEZE G12 EVO is a sophisticated and advanced coolant specifically developed for the modern demands of Internal Combustion Engines and Battery Electric Vehicles. It is suitable for a wide range of applications due to its state of the art silicate stabilisation technology. ANTIFREEZE G12 EVO is based on ethylene glycol, organic salts, phosphate and silicate. Free from borates, nitrites, amines and 2 ethylhexanoic acid, ANTIFREEZE G12 EVO provides exceptional protection against harm from Controlled Atmospheric Brazing Flux. ANTIFREEZE G12 EVO has a superior hard water stability and protects engines with an elevated temperature profile. Suitable to replace all former Si OAT technology products

Performance

- Alfa Romeo, Fiat, Lancia - 9.55523
- BMW - LC87, LC97, LC18
- Chrysler - MS 7170
- Cummins - 85T8-2
- Deutz - DQC CA-14
- Ford - ESD-M97B49-A
- IVECO - 18-1830
- MAN - 324NF / 324 Si-OAT
- MB - 325.5
- MTU / ROLL ROYCE - MTL 5048
- OPEL - GME L1301
- Toyota - 1WW/2WW engines
- VOLVO CARS - 128 6083 / 002
- VW G12 EVO - TL 774-L

Features

ANTIFREEZE G12 EVO exceeds the following European and International quality standards:

AFNOR NF R15-601 (France)
AS 2108 (Australia)
ASTM D3306 (USA)
ASTM D4656 (USA)
ASTM D4985 (USA)
BS 6580: 2010 (UK)
CUNA NC 956-16 (Italy)
FVW Heft R443 (Germany)
JIS K2234 (Japan)
SAE J 1034 (USA)
UNE 26361-88 (Spain)

Applications

ANTIFREEZE G12 EVO is suitable for applications requiring a Silicated Phosphated Organic Additive Technology Product (PSi OAT).

ANTIFREEZE G12 EVO is an extended life antifreeze which should be replaced every five years or every 250,000

km for passenger vehicles or every 1,000,000 km for trucks and commercial vehicles. Original Equipment Manufacturer's (OEMs) recommendations should be followed when changing out cooling systems.

Coolant

ANTIFREEZE G12 EVO is formulated to be able to cope with all water qualities and is compatible with hard water, however use of deionized or demineralized water is recommended.

ANTIFREEZE G12 EVO is readily miscible with all engine coolants, however for best results do not mix with traditional high pH, borate and silicate products.

Characteristics	Unité	Moyenne
Densité à 15 °C	kg/l	7.9
Viscosité -20 °C	mPas	1.132
Viscosité 40 °C	mm ² /s	-38°C
Viscosité 100 °C	mm ² /s	172°C
Indice de viscosité	ml 0.1 N HCl	11
Point d'éclair COC	°C	2.9
Point d'écoulement	°C	45 ml
Alcalinité	mgKOH/g	1.5 c
Cendres sulfatées	%	