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GROWMARK, Inc. • 2200 South Avenue • Council Bluffs, IA 51502
email: archer@archeroil.com www.archeroil.com • 1-800-798-6457 • Fax 712-322-2749

Archer Announces New Multi-Vehicle Automatic Transmission Fluid.

ARCHER MULTI-VEHICLE ATF

Archer Multi-Vehicle ATF is a special blend of high quality synthetic and mineral base stocks with an advanced additive system for automatic and powershift transmissions. It is a DEXRON®-III, MERCON®, MERCON V and Allison C-4 replacement fluid. Multi-Vehicle ATF is suitable for Chrysler automatic transmissions and can function as a Caterpillar TO-2 lubricant. It is formulated to provide protection that meets or exceeds the highest quality standards in the industry.

FEATURES & BENEFITS

The unique formulation of Archer Multi-Vehicle ATF combines synthetic and conventional base oils with a high performance additive package. Compared to conventional ATF's, this advanced formulation provides superior performance in such critical areas as low-temperature flow, wear protection, viscosity and frictional stability and resistance to thermal breakdown. These outstanding features translate into significant operational benefits, and help to provide:

- Controlled friction properties for smooth and efficient transmission of power across all normal temperature ranges and "like new" transmission performance even in high mileage vehicles.
- Excellent lubricating characteristics for quiet operation, smooth shifting, and excellent wear protection.
- Long fluid life and long transmission life.
- Exceptional oxidation stability and resistance to chemical deterioration.
- Excellent viscosity stability (high viscosity index) to help assure

adequate lubrication without excessive thinning in severe high-temperature service or thickening at low starting temperatures.

- Superb protection against rusting and corrosion, plus special protection for soldered fittings.
- Resistance to foaming.
- Compatible with common transmission seal materials.

Archer Multi-Vehicle ATF is suitable for use in the following vehicle applications:

- Ford's Mercon V and Ford Mercon
- 2005 and earlier GM vehicles
- Audi, Honda, Mazda, Nissan, Opel, Renault, Toyota, and Volkswagen transmissions that require a Dexron-III or Dexron-II type fluid.
- All Chrysler applications.
- Ford Motor company vehicles where Ford specification ESP-M2C166H or ESP-M2C138CJ fluids are required.
- Backwards compatible (approved for use in older automatic transmissions).

This new product will be available in cases of quarts, 5 gallon pails, 30 gallon drums and 55 gallon drums.

Archer Multi-Vehicle ATF offers our customers an exciting new product that covers most new vehicle applications. While some oil companies may claim to cover all applications, it is impossible to meet every application because of viscosity issues from one vehicle manufacture to another.

WINTER SERVICE WORK

Tractor Transmission & Hydraulic Systems

Many of our Archer Distributors and their customers have well-equipped farm shops that are in use year round to keep their tractors and other equipment in field ready condition. During the winter months many take advantage of this time to make repairs and have their equipment ready to go when the spring season arrives. Taking the time to service your equipment now will save down time later on.

One of the most neglected areas of service is the transmission and hydraulic fluid on farm tractors. While this fluid is subjected to extreme heat and pressure, it does not put up with the contamination that a diesel engine oil must bear. However, contamination due to condensation and dirt can accumulate without your knowledge. Condensation will occur with temperature changes and dirt will enter the system if remote cylinder connections are not properly cleaned before connecting to the tractor's system. The Archer Oil Analysis Program is a very helpful tool in determining the condition of the fluid. Follow the manufacturer's recommendations on

transmission service intervals and refill with Archer Uni-Fluid XP or Low Temp Uni-Fluid XP.

Uni-Fluid XP

- Compatible with current formulations
- Improved piston pump wear performance
- Reduction in final drive component wear
- Offers better deposit control
- Special blend of base oils/additives provides thermal stability & low temp fluidity
- Suitable for use as a C-4 transmission fluid
- SAE 10W-20/ISO VG 46/68
- Pour point -38° F.

Low-Temp Uni-Fluid XP

- Same performance standards as Uni-Fluid XP
- Eliminates rough shifting and sluggish steering in low temps
- Can be used year around
- Recommended in most combine hydrostats
- SAE 5W/ISO VG 32
- Pour point -50° F.

PRODUCT HIGHLIGHT

This month we will feature a product that is needed during the cold weather. Archer Fuel-Flo is a diesel fuel conditioner designed to improve fuel flow at low temperatures. It reduces wax crystal size and formation, avoiding filter and fuel line plugging. It also contains a De-icer additive that helps prevent icing of fuel contaminated with water. It is blended with a Cetane Improver to improve ignition quality, resulting in easier cold weather starting.

Archer Fuel-Flo

- Enhances cetane rating
- Reduces emissions
- Easier cold weather starting
- Lowers pour point up to 35° F
- Reduces cold filter plugging up to 22° F
- Helps prevent icing problems
- Improves winter operability

Directions:

Add Archer Fuel-Flo at a rate of 1 quart to 100 gallons of diesel fuel. Pour directly into tank, and then add fuel.

Don't be caught out in the cold with plugged fuel filters and plugged fuel lines, add Archer Fuel-Flo at the recommend rate and be protected!



How does soot get into my oil?

By Wayne Cumby, Lubricants Sales Manager Northern Region

In heavy duty diesel engines the primary cause of soot is improper combustion. When clean fuel burns completely (which is a form of oxidation), the only by-products are water and carbon dioxide.

However, due to impurities and inefficiencies in the combustion cycle of a diesel engine, numerous other by-products are produced, including SOX, NOX, soot, acid and other transition products.

Several factors influence poor combustion, including:

- Rich mixture
- Lugging
- Excessive idling
- Cool jacket temperatures
- Poor atomization of fuel

Most soot and other by-products of combustion exit through the engine's exhaust system. A percentage, however, blows by the rings from the combustion chamber into the crankcase, where it contaminates the lubricant.

Soot can have the following effects on the engine and lubricant:

- Increased lubricant viscosity
- Blocked oil flow passageways, causing starvation
- Decreased effectiveness of antiwear, dispersant and detergent additives
- Increased wear

In an appropriate effort to reduce pollution, the EPA has placed new restrictions on emissions forcing the use of exhaust gas recirculation (EGR). Unfortunately, EGR gives soot and other combustion by-products another opportunity to reenter the engine. The need for soot management has increased dramatically.

By using the Archer Oil Analysis Program and proven lubrication management practices, fleet service managers and service technicians are better prepared to deal with the increased threat caused by soot contamination.

