

## Our complete range of brake fluid services



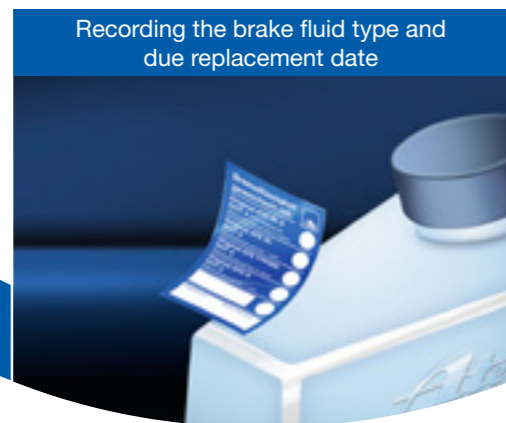
Test with the BFT 320P  
brake fluid tester



ATE training – cutting-edge know-how



Bleeding and filling  
with the FB 30<sup>SR</sup>



Recording the brake fluid type and  
due replacement date



Environmentally safe disposal in  
the yellow disposal system

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[www.ate.de](http://www.ate.de)



## Brake fluids from ATE

The safe solution for every brake system





# The right choice for greater safety

## Brake fluids for every need



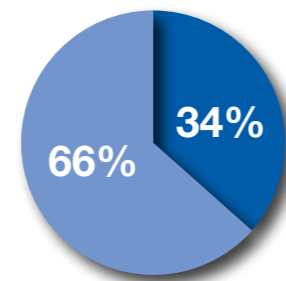
To guarantee safety, you need to use the right brake fluid for every kind of application and be informed in detail about the way in which it works.

Brake fluids are hygroscopic. This means that over time they absorb water. Because braking creates high temperatures, it is possible that in extreme cases the liquid will start to boil. Compressible steam bubbles form in the brake lines as 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.

We therefore recommend that the brake fluid is tested at regular intervals with an ATE brake fluid tester. The fluid should be replaced if the measured boiling point is below the threshold figure of 180° Celsius.

### 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 1990, the fluid needs to be replaced once a year. For modern automobiles built more recently, only the best is good enough – for safety's sake, you need ATE SL.6!



Brake fluid quality Source: KÜS-Grafik  
■ inadequate ■ acceptable

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

	Brake fluid	Minimum boiling point	Minimum wet boiling point	Viscosity at -40°C	Replacement interval
For vehicles built up to around 1990	<b>ATE G DOT 3</b> Steeped in tradition!	245 °C	150 °C	max. 1.500 mm <sup>2</sup> /s	up to 1 year
	<b>ATE SL DOT 4</b> DOT 4 quality, proven a million times over	260 °C	165 °C	max. 1.400 mm <sup>2</sup> /s	up to 1 year
For vehicles built from around 1990	<b>ATE SL.6 DOT 4, ISO CLASS 6</b> Low-viscosity fluid that replaces Super DOT 4, for electronic braking systems	265 °C	175 °C	max. 700 mm <sup>2</sup> /s	up to 2 years
	<b>ATE TYPE 200 – The New Racing Quality DOT 4</b> Minimum fall-off in boiling point thanks to outstanding water-binding capacity	280 °C	198 °C	max. 1.400 mm <sup>2</sup> /s	up to 3 years

To maintain the operational reliability and safety of the brake system, you must change the brake fluid in accordance with the vehicle manufacturers' recommendations on quality and replacement intervals. You will find more details on the Internet under [www.ate.de](http://www.ate.de)

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

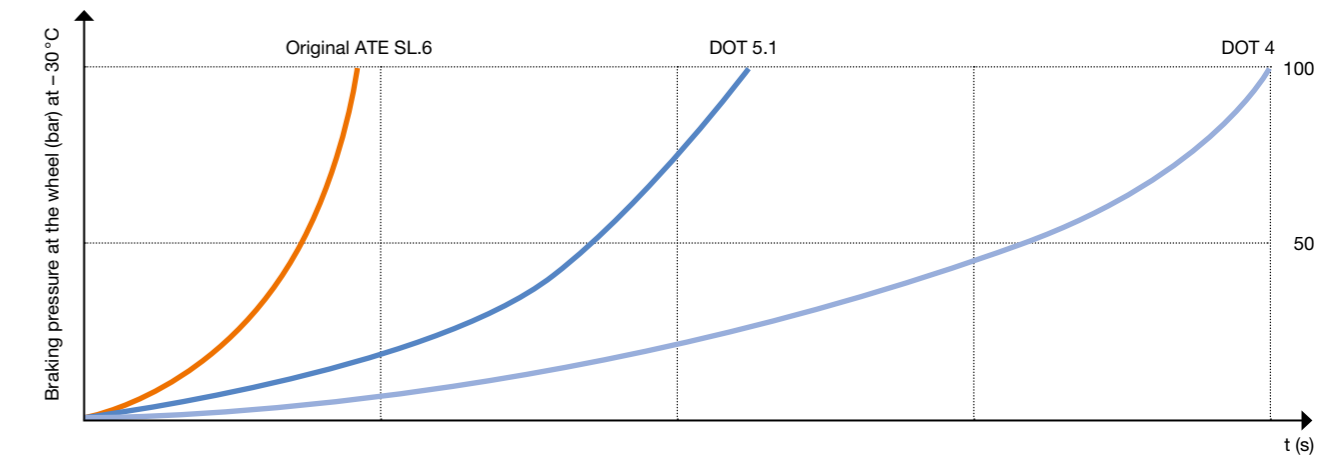
Original ATE SL.6 more than satisfies the requirements of FMVSS § 571.116, DOT 4, SAE J1703 and of ISO 4925, Class 6.

The brake fluid is the most important component in braking systems, as it transmits the force from the driver's foot to the wheel brakes. The significance of the brake fluid has become much greater since the introduction of electronic systems such as ABS and ESP®. The 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.



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



### Modern braking systems need modern brake fluids.

The rapid response times required by ESP® can only be attained through the use of advanced fluids like Original ATE SL.6. In critical situations, the use of traditional brake fluids can lengthen the system's response time several times over. The practical result is that the vehicle can no longer be stabilized.

ATE offers you 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 – stop using the viscous brake fluids that are unsuitable for ESP® and other electronic braking systems.

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

### 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 low-viscosity DOT 4, Class 6 (ISO 4925) brake fluids in production cars (OEM and OES).

