



Super S® Premium Universal J20D Tractor Hydraulic & Transmission Fluid is a premium, low viscosity hydraulic medium which can be used as a transmission, differential, power steering, power brake, power take-off (PTO), and implement drive fluid. It meets or exceeds John Deere J20D and J21A performance specifications and is suitable for use in most farm and industrial tractors specifying a multi-grade, low viscosity medium.

Super S® Premium Universal J20D Tractor Hydraulic & Transmission Fluid is formulated to meet the same stringent performance specifications as Super S Premium Universal Tractor Hydraulic, and can be used as a replacement in most systems to provide year round protection. Containing additives that provide excellent anti-wear, extreme pressure, and foam suppression characteristics while also providing excellent water separability, protection against rust, and lubrication for PTO driven clutches, make it an excellent multi-use fluid. Universal tractor hydraulics fluids are formulated to maximize brake capacity while minimizing chatter. Premium Universal J20D can provide up-to 24-percent better brake-chatter control than other competitive brands¹.

Super S® Premium Universal J20D Tractor Hydraulic & Transmission Fluid contains special friction modifiers that can improve wet-clutch performance by up-to 15% in well maintained systems². Smooth clutch performance provides longer clutch life effectively reducing maintenance costs. The specialized friction modifiers allow the perfect amount of slippage. Too little clutch slippage results in rough, jerky engagement, while too much slippage can cause clutch surfaces to burn or glaze. Anti-wear extreme pressure additives play a vital role in keeping gear and bearing wear to a minimum. Oil without the proper additives lacks the qualities to properly lubricate transmission parts which can lead to expensive, catastrophic failures.

Benefits

- Performance tested both in the lab and in the field, to meet the increased demands for performance and protection of transmissions and hydraulic systems
- Displays superior wet-clutch performance smoothing clutch operation
- Reduces wet-brake chatter and ensures high braking capacity
- Lubricates the transmission, differential and final drive gears in tractors
- High tolerance to water prevents sludge formation that causes filters to plug and system malfunctions
- Protects against rust, corrosion, foaming and oxidation
- Compatibility with all types of seals and elastomer
- Antioxidant allows the oil to work effectively at high temperatures, helping keep transmissions and hydraulic system parts cool and clean
- Utilizes a polymeric viscosity index improver to expand the usable operating temperature range and make it a multi-grade oil for year-round use
- Compatible with JDM J21A Hydrostatic fluid and can be added to systems which contain hydrostatic fluid
- Prevents the formation of deposits on internal components
- Prevents wear of heavily loaded gears and bearings

¹As per results of the Wet Brake test against a standard reference oil

²Test oil showed 15% better performance against standard reference oil in the JDM Wet Clutch Test



Typical Characteristics

SuperS® Premium Universal J20D Tractor		
Properties	Test Method ASTM D-	Data
SAE Grade		5W-20
Flash Point °C/°F,	92	195/383
Pour Point °C/°F,	97	-51/-60
Color	1500	4.0 max
Viscosity		
cSt @ 40°C	445	34
cSt @ 100°C		7.5
Viscosity Index	2270	195
Brookfield @ -40°C	2983	37,000
Foaming Characteristics		
Tendency/Stability		
Sequence I	892	0/0
Sequence II		10/0
Sequence III		0/0

Typical test data are average values only.
 Minor variations which do not affect product performance are to be expected during normal manufacturing.

Applications

Super S® Premium Universal J20D Tractor Hydraulic Fluid has been field-tested and displays acceptable performance when the following fluids are recommended:

Allison	C-(3&4)
Caterpillar	Power shift transmission specifying Cat TO-2
Case-New Holland	MAT 3525, 3526/3540
Denison	(Pump only) HF-(0 thru 2)
Deutz	Hydr Trans Fluid
Deutz-Allis Chalmers	HTF(PF821); 821XL
Ford-New Holland	M2C134 - (A thru D), M2C86 - (A thruC), M2C86-(A&B), M2C77-A, M2C53-A, M2C48-(B&C), M2C41-B & M2C159
Fiat-Hesston	AF-87
I.H.C.	B-5 & B-6 Hytran
J.I. Case/Case International	MS-1204, 1205, 1206 (Powergard PFT), 1207(Hy-Tran Plus), 1209 (Hy-Tran Plus), 1210, JIC-143, 144, 145 (TCH Fluid), & 185 (TFD Fluid)
John Deere	J14(A,B,C JD T303), J20(A,B,C,D, Hy-Gard), J21A, & J27(10Wor30)

Kubota	Universal Transhydraulic Fluid (UDT), Super UDT
Landini	Tractor Hydr Fluid
(Massey-Ferguson	M1110, M1127 A&B, 1129A Permatran, 1135 Permatran III, 1139, 1141, 1143, & 1145
Oliver	Type 55, Type 5J, & Q1802
Renk	Bus Automatic Trans Fluid
Sperry Vickers/Eaton	I-280-S & M2950S
Steiger	Hydr Trans Fluid
Sauer Sunstrand/Danfoss	Hyrdo Static Trans Fluid
Versatile	Gear & Hydr Trans Fluid
Volvo	(including latest wet-brake requirements)
White	Q-1766, Q-1766B (UTHF), Q-1826, Q-1802, Q-1705, Q-1722