

One Step To Improved Coolant Maintenance

Why Frequent Testing Is Important

A heavy-duty diesel engine may run more hours in a year than a car engine will in its lifetime. This higher workload can cause additives in most commercial antifreezes to deplete at a much faster rate than they would in automotive use. This makes a periodic check of depletion rate and addition of supplemental additives vital to long engine life.

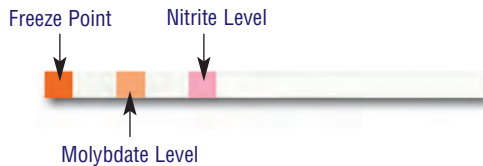
Why Baldwin's FleetStrip Makes Testing Easier

1. It can be used to test both ethylene and propylene glycol antifreezes.
2. It allows quick, accurate testing without having to know what base additives (Nitrite-Borate or molybdate, nitrite-phosphate) are in the coolant.
3. It eliminates inaccurate readings caused by using a hydrometer to test propylene glycol antifreeze.

Here's How It Works

Test Strip

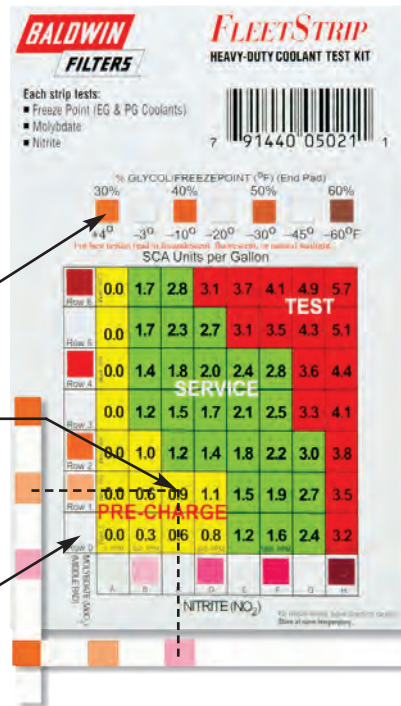
Three test pads provide one-step readings.



Match the Freeze Point color change to this chart area for easy verification of protection level.

Determine where the two concentrations intersect and read the protection level. Treatment instructions are included with test kits.

Note: Use Row "0" to match Nitrite-Borate formulas.



Treatment Instructions

(Yellow) - Replace service filter and add 1 pint of SCA liquid per 4 gallons of coolant.

(Green) - Continue to replace service coolant filter at each drain interval. (1 pt liquid/16 gallons)

(Red) - Do not replace service filter. Use filter without chemical until SCA level falls into green area of chart. Test at every oil change interval.

NOTE: Do not use chart shown here for FleetStrip comparison. Use chart provided with the test kit. Do not use Baldwin test kits on Extended Life Coolant (ELC).

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