

YOKOHAMA / T-RUCK

20W-40

TECHNICAL DATA SHEET | TDS

UNIVERSAL TRACTOR TRANSMISSION OIL (UTTO)

PRODUCT DESCRIPTION

YOKOHAMA T-RUCK 20W-40 UTTO is a multipurpose tractor transmission and hydraulic oil for agricultural and off-highway equipment. Its friction characteristics support smooth operation of wet brakes and power take-off (PTO) systems, while anti-wear, oxidation and foam-control properties help protect gears and hydraulic components and support system cleanliness.

APPLICATIONS

For tractors and off-highway equipment requiring SAE 20W-40 UTTO / API GL-4 performance in combined transmission and hydraulic systems. Applications include transmissions, differentials, final drives, hydraulic systems, oil-immersed brakes, wet clutches and PTO drives in agricultural, construction and similar off-highway service.

PERFORMANCE SPECIFICATIONS

API GL-4

JOHN DEERE JDM J20C
JDM J14 A / B / C (JDT 303), J20 A / B, J21A
MASSEY FERGUSON CMS M1110
M1127 A / B, M1129A, M1135
M1141 / M1143 / M1145
VOLVO WB-101
CNH MAT 3525 / 3526
ALLISON C-3 / C-4
CATERPILLAR TO-2
ZF TE-ML 03 / 06
KUBOTA UDT
JCMAS HK P-041
PARKER / DENISON UTTO
FORD M2C134-D
M2C86 A / B / C, M2C77-A
M2C48 B / C, M2C41-B

CASE MS 1204 / 1205 / 1206 / 1207 / 1209

MS 1210, JIC 143 / 144 / 145 / 185
MS 1206 (POWERGARD PFT)
MS 1207 / 1209 (HY-TRAN PLUS)
JIC 143 / 144 / 145 (TCH), JIC 185 (TFD)
VICKERS I-280-S
EATON M-2950-S
DEUTZ-ALLIS 25743 (PF-821 XL)
257541 / 246634
FIAT-HESSTON AF-87
INTERNATIONAL HARVESTER
B5 / B6 HY-TRAN
OLIVER TYPE 55 / TYPE 5J / Q1802
WHITE Q-1705 / Q-1722 / Q-1766
Q-1802 / Q-1826

TYPICAL TECHNICAL CHARACTERISTICS

PROPERTY	TEST METHOD	UNIT	TYPICAL VALUE
Kinematic viscosity at 40°C	ASTM D445	mm ² /s	110.53
Kinematic viscosity at 100°C	ASTM D445	mm ² /s	13.53
Viscosity index	ASTM D2270	—	122.00
Density at 15°C	—	kg/m ³	886.0
Flash point, open cup	—	°C	245.0
Pour point	—	°C	−29.7

Note: The values shown in this table are typical values and do not constitute product specifications. Minor variations may occur between production batches due to normal manufacturing tolerances.