



SWEPCO
768

ADVANCED TECHNOLOGY IN LUBRICATION SINCE 1933

Premium Synthetic Heavy Duty Automatic Transmission Fluid

For Allison® TES-668 Transmissions

SWEPCO 768 is a full-synthetic, high performance, heavy duty multi-service transmission fluid. Formulated for trucks or buses with severe service conditions and extended drain intervals. SWEPCO 768 has excellent load carrying capacity and shear stability to handle a wide range of applications.



KEY BENEFITS

- Designed for Allison® TES-668 and older applications
- Superior low-temperature operation and properties for easier and smoother shifting in cold weather
- Protects against wear, rust and corrosion
- Extends drain intervals beyond conventional oils
- Ideal for severe service in over-the-road and off-road applications
- Retards sludge and varnish formation via superior oxidation resistance
- Excellent foam resistance and seal compatibility
- Maximum performance and life for the latest generation of high efficiency planetary transmissions requiring Allison® TES-668, TES-295, TES-468, C4, Dexron® IIIH, Mercon®. Mercon® V, Chrysler/Jeep® ATF +4, JASO® A1, and other similar fluids.

Applications:

Heavy duty automatic transmissions in trucks and buses in extended drain or severe service applications, such as:

- Intracity transit buses
- Intercity tour buses
- School buses
- Emergency vehicles
- Recreational vehicles
- Refuse and trash vehicles
- Commercial utility vehicles

PERFORMANCE

Feature	Benefit
100% Synthetic Base Stock	<ul style="list-style-type: none"> • Gives a more uniform viscosity over a wide temperature range • Superior thermal stability prevents "varnish" deposits on valve assemblies, gearing • Better low temperature flow characteristics to help reduce start-up wear
Oxidation Inhibitor	<ul style="list-style-type: none"> • Reduces oil thickening, maximizes fuel economy as oil does not significantly thicken • Helps prevent sludge, varnish and carbon deposits that can lead to clutch slippage • Retains excellent hydraulic qualities to insure proper response and shifting
Special Dispersants	<ul style="list-style-type: none"> • Keeps impurities harmlessly suspended in fluid and helps clean gum and other harmful deposits which cause valve malfunction
Rust and Corrosion Inhibitor	<ul style="list-style-type: none"> • Bonds to metal surfaces to keep moisture and acids from penetrating and attacking • Prevents formation of rust particles that interfere with hydraulic valve mechanisms
Anti-Foam Additive	<ul style="list-style-type: none"> • Can lower operating temperatures by dispersing foam and releasing trapped heat • Insures proper response and smooth gear changes thus preventing erratic shifting • Controls fluid level and minimizes loss through vent tube
Oiliness Additive	<ul style="list-style-type: none"> • Enables the oil to penetrate the surface for better lubrication
Anti-Wear Inhibitor	<ul style="list-style-type: none"> • Helps prevent friction and wear on gears and heavy loaded clutch plates • Increases durability of friction discs, less slip time • Helps prevent metal-to-metal contact and insures longer transmission life
Extreme Pressure Additive	<ul style="list-style-type: none"> • Improves film strength of the oil giving it the ability to withstand extreme pressures • Superior copper corrosion protection
Proper Frictional Performance	<ul style="list-style-type: none"> • Insures shift-feel smoothness and smooth lock-up characteristics • Stable friction, compatible with both metallic and non-metallic materials • Eliminates transmission shudder, chatter and noises
Pour Point Depressant Additive	<ul style="list-style-type: none"> • Superior low temperature fluidity and reduced start-up wear
Seal Compatibility	<ul style="list-style-type: none"> • Compatible with fluoroelastomer seals • Prevents shrinkage of seals, eliminates leakage and loss of fluid • Reduces potential maintenance expense of seal replacement
Long Life	<ul style="list-style-type: none"> • Lengthens drain cycles and reduces maintenance labor and waste oil disposal costs
Multi-Purpose Formulation	<ul style="list-style-type: none"> • Designed for major OEM transmission/drive train oils, power shift transmissions, torque converters, hydraulic & hydrostatic transmissions requiring viscosities over 7 cst • Reduces inventory and lubrication errors to save you money
LabTec SM Fluid Analysis Program	<ul style="list-style-type: none"> • Can maximize equipment and lubricant life and pinpoint impending problems • Reduces waste

Typical Physical Properties:

Specific Gravity @ 60°F.....	0.85
Color, Visual.....	Red
Flash Point (COC), °F (°C).....	456 (236)
Pour Point, °F (°C).....	-67 (-55)
Brookfield Viscosity cP @ -40°C.....	8500
Kinematic Viscosity	
cSt @ 40°C.....	39.0
cSt @ 100°C.....	7.3
Viscosity Index.....	168

Meets/Exceeds Performance Requirements of:

- Allison® TES-668, TES-295, TES-468 and C-4
- Dexron® IIIH
- Mercon® and Mercon® V
- Jaso 1A/M315-2002 to include Aisin Warner/JWS 3309; Daewoo; Daihatsu Alumix ATF Multi; Honda/Acura ATF Z-1 except CVT; Subaru ATF; Hyundai/Kia/Mitsubishi SP-II, SP-III; Mazda ATF D-III and ATF M-3; Nissan Matic Fluid C, D, J; Suzuki ATF Oil and ATF Oil Special; Toyota Type T, T-II, T-III, T-IV Jatco Automatic Transmission
- Voith H55.6335 & H55.6336
- ZF TE-ML 14A/20A & 14B/20B

Suitable for Use in the Following Applications:

BMW LT71141; Chrysler/Jeep ATF+3, ATF+4; Jaguar Idemitsu K-17; Land Rover N402; Mercedes 236.01, 236.02, 236.03, 236.05, 236.06, 236.07, 236.10, 236.11; Nissan Matic K; Voith G607/ G1363; VW/Audi G 052-025-A2, G 052-162-A1; ZF TE-ML 16L/ 17C; ZFN 13015

Not Recommended for the Following:

Constant velocity transmissions (CVT), dual clutch transmissions (DCT) or transmissions requiring non-friction modified fluids, such as Ford Type F fluid.



A Product of SPX Technology™.

... the cutting edge performance SWEPCO
Customers have come to expect since 1933



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