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## Standard Terminology for Engine Coolants<sup>1</sup>

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### 1. Scope

1.1 This document covers terminology relating to engine coolants. It is intended to provide a reference for anyone seeking information on engine coolants, and also to provide a uniform set of definitions for use in preparing ASTM specifications, test methods and other standard documents.

1.2 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

### 2. Referenced Documents

2.1 *ASTM Standards:*<sup>2</sup>

D 1193 Specification for Reagent Water

D 3585 Specification for ASTM Reference Fluid for Coolant Tests

### 3. Terminology

**antifoam**, *n*—a substance added to engine coolant concentrate, corrosion inhibitor packages, or supplemental coolant additives to prevent or suppress foam.

DISCUSSION—Eliminating foam improves heat transfer.

**antifreeze**, *n*—a term frequently used in the marketplace for engine coolant concentrate. (See **engine coolant concentrate**.)

**antirust**, *n*—an inhibitor package, solid or liquid, intended to be diluted with water or glycol for use in an engine cooling system to mitigate rust and corrosion.

**ash content**, *n*—the residue from an engine coolant concentrate, antirust, or engine coolant that remains after evaporation, charring, and ignition at strong heat.

**boiling point**, *n*—the temperature at which the vapor pressure of an engine coolant reaches atmospheric pressure under equilibrium boiling conditions.

**cavitation corrosion**, *n*—a form of localized, accelerated corrosion characterized by deep pitting and caused by high mechanical forces resulting from coolant vapor bubble collapse at the surface of the metal.

**cavitation erosion corrosion**, *n*—the mechanical removal of protective films on metal by the formation and collapse of vapor bubbles in a liquid, and the abrasive action of a liquid, which may contain suspended solids, moving at high velocity.

DISCUSSION—The mechanical removal of the protective films exposes fresh metal to corrosive attack.

**coolant additive package**, *n*—the combination of inhibitors added to an engine coolant to mitigate cooling system degradation, corrosion, scaling, and foaming, or to provide other desirable properties.

**corrosion inhibitor package**, *n*—the combination of inhibitors added to an engine coolant to mitigate cooling system corrosion.

**corrosive water**, *n*—a standard solution containing 100 ppm each of sulfate, chloride, and bicarbonate ions introduced as the sodium salts to distilled water.

**dye**, *n*—a colorant added to an engine coolant to give it a distinctive color.

**engine coolant**, *n*—a fluid used to transfer heat from an engine to the radiator, usually containing specific amounts of glycols, water, corrosion inhibitors, and a foam suppressor.

DISCUSSION—Engine coolants may also contain supplemental coolant additives.

**engine coolant concentrate**, *n*—a formulated liquid product intended to be diluted with water for use in engine cooling systems.

DISCUSSION—Functionally, the product provides a lower freeze point and mitigates corrosion and foaming.

**engine dynamometer test**, *n*—a laboratory full-scale engine test designed to evaluate corrosion protection and inhibitor stability of engine coolants under simulated operational conditions.

<sup>1</sup> This terminology is under the jurisdiction of ASTM Committee D15 on Engine Coolants and is the direct responsibility of Subcommittee D15.92 on Terminology.

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<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.