

ISO ATF CVT LUB

DESCRIPTION

ISO CVT Full Synthetic is a full synthetic fluid for use in continuously variable transmissions (CVT) of most Japanese passenger cars. Its superior technology enables longer transmission life and designed for modern continuously variable transmissions (CVTs), which rely on high steel-on-steel friction between either a belt or chain and pulleys to transfer power.

APPLICATION

- Excellent oxidation resistance
- Anti-shudder durability
- Excellent wear protection
- Exceptional shear stability
- Low temperature fluidity
- Low foaming and smooth gear change and extended fluid life
- Extensive protection against wear, corrosion and foaming Well tuned friction properties

PERFORMANCE LEVELS

- CVT meet to :*
- BMW/MINI P/N 83 220 136 376, P/N 83 220 429154, EZL 799, EZL 799A
 - Daihatsu AMMIX CVTF, CVTF-DC, CVTF-DFE
 - Dodge/Jeep NS-2, CVTF+4
 - Ford CVT23, CFT30, WSS-M2C933-A, MotorcraftXT-7-QCFT, MERCON® C
 - General Motors CVTF I-Green2, DEX-CVT
 - Honda/Acura HMMF (without starting clutch),HCF-2
 - Hyundai/Kia SP-CVT 1, SP-III (CVT only)
 - Mazda CVTF 3320
 - Mercedes Benz 236.20
 - Mitsubishi CVTF-J1, CVTF-J4, SP-III (CVT only)
 - Nissan NS-1, NS-2, NS-2V, NS-3, Nissan D-Matic(N-CVT only)
 - Shell Green IV
 - Suzuki TC, NS-2, CVTF 3320, CVT Green 1, CVTGreen 2, CVT Green 3
 - Toyota TC, FE
 - Volkswagen/Audi TL 52180, G 052 180 A2, G052 516 A2

PACKING

1 Litre & New Steel Drum & IBC

TYPICAL CHARACTERISTICS

Test	ASTM Method	Unit	Average results
Density at 15°C	D1298	Kg/m3	873
Viscosity at 100°C	D445	CSt	8.5
Viscosity index	D2270	-	215-220
Pour point	D97	°C	-36
Flash point °C	D92	°C	210

