

Supplemental—Fluid Multi CVT (Synthetic ATF Fluid)



GUIDELINES AND NOTES:

Development of efficient transmissions by automakers for a variety of vehicles has resulted in a multitude of original equipment manufacturers (OEM) designer fluids for automatic transmissions and CVTs. We are offering our “top of the line” synthetic fluid, **TOTAL FLUID MULTI CVT**, that meets vehicle manufacturers ATF requirements and is backed by our warranty.

We support the use of **TOTAL FLUID MULTI CVT** in a large number of automatic transmissions that are listed below. This fluid has been evaluated in transmissions and we can offer this synthetic fluid as a service fill equivalent for many of these restricted “genuine oils”.

In all cases the owner’s manual is the final authority and should be consulted whenever there is doubt about the suitability fluid for any of the vehicles listed below, especially for current model years. **TOTAL FLUID MULTI CVT** is suitable for most transmissions. However there are always exceptions and the newest automatic transmissions may have special fluid requirements as designs change, so please check your owner’s manual for the fluid specified.

This fluid is also suitable for use in Continuous Variable Transmissions (CVTs)!!

Over 50,000 vehicles with CVT are parked in American garages. CVTs can vary in design and use belts or chains in the transmission. Friction is an important parameter in the CVT transmission design, just as it is with conventional automatic transmissions. **TOTAL FLUID MULTI CVT** has a special friction additive, which makes it suitable replacement for ATF as well as CVT fluid.

Multi-vehicle formulation is a viscosity compromise

The viscosity for different automatic and CVT transmission fluids or licensed fluids may or may not differ from **FLUID MULTI CVT**. Many competitive multi-vehicle ATF choose to meet the viscometrics of Dexron III (6.8 cSt minimum) or Allison TES 295 (7.3 cSt typical) while newer multi-speed transmissions have lower viscosity ranges where 6.5 or even 6.0 cSt may be the maximum allowed. It is not possible to meet both the older and newer fluid viscosity requirements so formulations have to choose one or the other.

TOTAL FLUID MULTI CVT has a typical compromise viscosity of 6.5 cSt at 100 C. This is lower than the traditional multipurpose ATF viscosity range, and higher than a few of the genuine fluid’s viscosity range. This compromise in viscosity and its extremely good shear stability allows it to stay in grade during its life, unlike traditional Dexron® III and Mercon® which shear down to 6 cSt during service. **FLUID MULTI CVT** meets the Dexron VI viscosity requirements (6.0 typical, 6.8 maximum) and is backward compatible with earlier Dexron or Mercon fluids that had less shear stability. Its viscosity is slightly above the designated range for Mercon LV (6.2 cSt typical) or Mercon SP (5.5 to 6.0 cSt) or Toyota WS (5.4 cSt typical) but it is suitable as a replacement fluid. To the best of our knowledge, all genuine oils and factory fill oils are synthetic and a multi-vehicle ATF must be synthetic.

Approvals

No transmission builder approvals are claimed with this product.

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SUITABILITY GUIDE FOR VEHICLES^{*,A}

Aisin Warner--A-1, 3309
Allison—C-3 fluid, C-4 fluid, TES 289 fluid
Alpha Romero (all vehicles)
American Motors--ATF +3, ATF +4
Audi – G-052-162-A1/A-2, G-052-180-A2; LT 71141 and ZF 5HP19FL, 5HP-24A
BMW -- LA2634, 7045E, LT 71141 and ZF Specs: 5HP18FL, 5HP24, 5HP30
Chrysler-- 7176-E, ATF+3[®] or ATF+4[®] (2004 Crossfire requires Shell LA 3403)
Daewoo--LT 71141
Daihatsu--**Eco CVT**
Dexron[®], Dexron[®] II, Dexron[®] III and Dexron[®] VI*
DIWA
Esso--LT 71141** (LT stands for lifetime); **Esso CVT Fluid*** (also known as EZL 799)
Fiat (all vehicles)
Ford or Ford Trucks--Mercon[®], Ford Mercon[®] V, Ford Type F, Mercon SP*, Mercon LV*
Ford Specs M2C-33 (all), M2C-138 CJ, M2C-166-H; **CVT WSS M2C933-A (Mercon C)**
Fuji--**ECVT, ICVT**
Geo
GM--Strasbourg, GM 12378515 (Transynd); GM Transfer case 12378396, 12378508; also see Dexron
Hyundai--SP-II, SP- III
Honda/Acura-- ATF-Z1 ; **Multimatic CVT**
Idemitsu--K17, Jatco 3100 PL085
Infiniti--Matic–D, Matic-J, Matic-K
Isuzu--(all vehicles)
Jaguar-- ZF spec (5HP24), LT71141, JLM20238, M1375.4, ATF 3403 M115
JASO 1-A, M315-2002
Jeep--ATF+3, ATF+4
JWS--3309
KIA--SP-II, SP-III
Lexus--Type T, T-II, T-III, T-IV
Mazda--ATF-M III, ATF-MV
Mercedes--236.3 (PSF), 236.5 (C-4), 236.7, 236.8, 236.81, 236.9, 236.10, 236.12, **236.20 (CVT)** and ZF 4HP20
Mini Cooper--**Esso CVT EZL 799****, T-IV
Mitsubishi-- Diamond SP-II or SP-III, **Invecs-III CVT, Sportsmode 6 CVT**
Nissan-- Matic D, Matic J, Matic K, Matic S, **CVT NS-1**
Opel (all vehicles)
Peugeot-- ZF Spec 4HP20. (Others may not be suitable)
Porsche-- ZF Spec 5HP19FL, ATF 3403-M115, T-IV
Renault--(all vehicles)
Saab--3309, 93 165 146, 93 165 147
Saturn--(includes **Dex CVT**)
Scion--(all vehicles)
Shell –LA 3403**, LA 2634** (BMW), LA 3353**, M-1375.4.
Subaru-- ATF, AT-HP
Suzuki--ATF 3317, **Suzuki CVT Oil**
Texaco--ETL-7045E**, ETL-8072B**, N402**
Toyota--Type T, T-III or T-IV, WS*(world specification), **Super CVT fluid TC**
Volkswagen-- VW G-052-025-A2, VW G-052-162-A1, VW TL 521-62, A2 and ZF 5HP19FL,
Volvo—97340, 1161521, 1161540, T-IV and ZF TE-ML 09/11

A) CVT fluids are underlined and bolded. This fluid contains a special CVT additive.

*Suitability is not the same as an approved fluid and is not covered by factory warranty. Viscosity and/or subtle frictional characteristics may differ.

** Unique factory fill fluids. These are identified by factory fill oil vendors such as Shell or Esso.

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TOTAL Lubricants USA has a policy of continuous improvement and reserves the right to change specifications as our technology progresses.
We are not responsible for the misuse and/or misapplication of our products. MSDS are found on our web sites.

VISCOSITY PROPERTIES OF WELL KNOWN ATF FLUIDS

OEM	Specification	KV40 (cSt)	KV100 (cSt)	VI	-40°C Bkfld (cP)	KV100 after KRL (cSt)	basis
Toyota	WS	23.66	5.4	173	8,950	--	closed spec: typical
Ford	MERCON® SP	--	5.5 – 6.0	--	9,500 max.	5.0 min.	closed spec: typical
JASO	M315-2002	--	5.7 min	120 min.	20,000	5.7 min (sonic)	closed spec: typical
Ford	MERCON® LV	--	6	155	15,000 max.	5.0 min.	closed spec: typical
GM	DEXRON®-VI	32 max.	6.4 max.	145 min.	15,000 max.	5.5 min.	open spec
GM	DEXRON®-III	--	6.8 min.	--	20,000 max.	--	obsolete spec
Ford	MERCON®	--	6.8 min.	--	20,000 max.	--	obsolete spec
Ford	MERCON® V	--	6.8 min.	--	13,000 max.	6.0 min.	open spec
Allison	TES 295	--	7.0 min.	--	8,700 max.	6.5 min.	open spec
ZF	ZFN 13015	--	7.0 min.	--	20,000 max.	5.5 min.	open spec
Honda	HONDA Z-1	30.8	7	224	7420	--	closed spec: typical
Toyota	T-IV	35.4	7.1	170	19,500	--	closed spec: typical
HMC	SPIII	36	7.3	174	17,000	--	closed spec: typical
Chrys	MS 9602 (ATF+4)	--	7.3 – 7.8	--	10,000 max	6.5 min.	open spec
HMC	SPII	34-37	7.4-7.8	~190	15,000- 19,000	--	closed spec: typical
Nissan	Matic-D	33.4	7.5	202	16,150	--	closed spec: typical
Nissan	Matic-J	33.5	7.5	202	11,440	--	closed spec: typical
Toyota	T-III	41.5	7.8	161	39,800	--	closed spec: typical
Allison	C-4	--	--	--	20,000 max.	--	open spec
Voith	G607 / G1363	--	--	--	20,000 max.	5.3 min.	open spec