

Samic Auto Transyn CVTF

High Performance Fully Synthetic

Multipurpose Continuous Variable Transmission Fluid



Product Data Sheet

Product Description

Samic Auto Transyn CVTF is a high performance continuous variable transmission fluid, formulated with high quality fully synthetic base stocks and advanced additive technology to ensure consistent repeatable, smooth, step-less shifts under a broad range of driving conditions, temperatures and transmissions. It meets or exceeds the requirements of specifications for many Japanese, American & European designed vehicles and is also suitable in most OEMs CVTs with chain and push belt. It provides smoother, consistent all weather step-less shifting, and all-around lubrication protection of the transmission components to help extend transmission service life and provide a smooth driving experience. Suitable for refill of most pulley-based continuously variable transmissions in Japanese and Korean designed vehicles (except for CVTs that require gear oils and toroidal CVTs), where it emphasizes on Anti Shudder Durability performance.

Performance & Customer Benefits

- Optimized frictional properties that provides transmission efficiency and shifting performance.
- Excellent compatibility with all common seal materials helping the control of oil leakage.
- Good film-strength and anti-wear properties to reduce wear and maintain good transmission life.
- Outstanding low temperature pumpability and circulation, to ensure excellent cold start performance.
- Excellent oxidation & thermal stability prevents sludge formation, deposit build up & oil thickening.
- Effective foam control properties provides consistent shifting performance and reduce fluid losses in severe service.

Specifications & Recommendations

Samic Auto Transyn CVTF meets or exceeds following International and Builder specifications:

- Audi/VW (TL 52180; G 052 180; G 052 516)
 - BMW/Mini Cooper 8322 0 136 376/8322 0 429 154 (EZL 799)
 - Daihatsu (Amix CVTF-DC / Amix CVTF DFE)
 - Dodge / Jeep CVT (NS-2 / CVTF+4/ MOPAR CVT 4)
 - Ford (CVT23 / CVT30 / MERCON C/CFT30/WSS-M2C933-A/Motorcraft XT-7-QCFT)
 - GM/Saturn (DEX-CVT/CVTF I-Green2*)
 - Honda (HMMF, HCF-2)
 - Hyundai Genuine CVTF
 - Hyundai / Kia (SP-III, SP CVT I)
 - JASO 1A
 - Mercedes Benz CVT28 (236.20)
 - Mitsubishi (CVTF-J1/CVTF-DiaQueen J1/DiaQueen J-4/Sp-III)
 - Mazda CVTF 3320
 - Nissan NS-1/NS-2/NS-3
 - Punch (EZL 799A)
 - Subaru (NS-2/ Lineartronic CVTF/i-CVTF/K0425Y0710/CV-30/e-CVTF)
 - Suzuki (TC / NS-2 / CVT Green 1 / CVTF Green 2/CVTF 3320)
 - Shell Green 1V
 - Toyota/Lexus TC/FE*
 - ZF CVT V1
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Main Application

- Suitable for use in CVTs equipped with either a torque converter clutch or a wet start clutch.
- Suitable for CVTs equipped with both push-belt and pulleys elements.

Typical Physical Characteristics

| Samic Auto Transyn | Test Method | Units | CVTF |
|-----------------------------|-------------|-------|--------|
| Color | Visual | - | Red |
| Density @ 15 °C | ASTM D 4052 | gm/cc | 0.850 |
| Viscosity @ 100 °C | ASTM D 445 | cSt | 7.15 |
| Viscosity @ 40 °C | ASTM D 445 | cSt | 34.7 |
| Viscosity Index | ASTM D 2270 | - | 175 |
| Pour Point | ASTM D 97 | °C | -48 |
| Flash Point (COC) | ASTM D 92 | °C | 205 |
| Brookfield Viscosity @-40°C | ASTM D 2983 | cP | 10,000 |

The above figures are typical of blends with normal production tolerance and do not constitute a specification.