ATF DEXRON III

Data sheet
A automatic transmission fluid.

APPLICATIONS

- Transmission fluid approved by General Motors as DEXRON® III with the number G-34017 intended for most automatic transmissions of recent design
- Automatic and powershift transmission and torque converters of passenger cars, light commercial vehicles and industrial vehicles.
- Hydraulic systems where a fluid of type GM DEXRON® III is required.

PERFORMANCES

OEMs Specifications

- Meet the requirements of followings:
  - GM DEXRON®-III n° G 34017
  - Ford MERCON® n° M 930802
  - Allison C-4 n° C4-27003498
  - Caterpillar TO-2

CUSTOMER BENEFITS

- Outstanding resistance to corrosion, foaming, shearing and rust formation.
- High degree of antiwear and extreme pressure properties
- Outstanding friction and heat transfer properties
- Perfect behaviour at low temperature
- Proven compatibility with elastomers (seals)
- Superior oxidation resistance

CHARACTERISTICS

<table>
<thead>
<tr>
<th>ATF DEXRON III</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volumetric mass at 15°C</td>
<td>Kg/m³</td>
</tr>
<tr>
<td>Colour, ASTM</td>
<td>-</td>
</tr>
<tr>
<td>Viscosity at 40°C</td>
<td>mm²/s</td>
</tr>
<tr>
<td>Viscosity at 100°C</td>
<td>mm²/s</td>
</tr>
<tr>
<td>Viscosity index</td>
<td>-</td>
</tr>
<tr>
<td>Viscosity Brookfield at 40°C</td>
<td>CP</td>
</tr>
<tr>
<td>Flash point Cleveland</td>
<td>°C</td>
</tr>
<tr>
<td>Pour Point</td>
<td>°C</td>
</tr>
</tbody>
</table>

The typical characteristics represent mean values.

ATF DEXRON III
13 May 2004

This lubricant, when used according to our recommendations and for the purpose for which is intended, presents no particular hazards. A safety data sheet complying with current EC legislation can be obtained from your local commercial adviser.
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TOTAL FLUIDMATIC CVT MV

Automatic transmission fluid

**MAIN FEATURES**

<table>
<thead>
<tr>
<th>CONTINUOUSLY VARIABLE TRANSMISSION</th>
<th>LEVELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER CARS</td>
<td>✓ JASO 1A</td>
</tr>
<tr>
<td>FOR BELT &amp; CHAIN CVTs</td>
<td>✓ Most OEM CVT specifications</td>
</tr>
<tr>
<td>SYNTHETIC BASE OIL</td>
<td></td>
</tr>
</tbody>
</table>

**APPLICATIONS**

FLUIDMATIC CVT MV is an essential component of the Continuously Variable Transmission. Thanks to their outstanding power transmission ratios and fuel economy capability, many manufacturers especially in Asia intend to equip their new vehicles with this kind of transmission.

This lubricant is a high performance, continuously variable transmission fluid designed to meet the service fill use in many Asian, North American and European designed vehicles. This Multi-vehicle fluid has been developed to be used in all belt and chain CVTs.

Thanks to this new Multi-vehicle fluid, 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. Highly recommended for refill of pulley-based continuously variable transmissions in Japanese and Korean designed vehicles where it emphasis on Anti Shudder Durability performance.

**CUSTOMER BENEFITS**

- **Outstanding metal-to-metal friction performances**: Fluidmatic CVT-MV provides high static and dynamic metal friction performances and has demonstrated very stable friction performances during endurance tests. These outstanding performances provide intended fuel economy benefits and increase the durability of both, the fluid and the gearbox.

- **Improved anti-shudder durability**: Endurance test has shown that Fluidmatic CVT-MV performs excellent wet clutch performance with less noise, vibration and hardness. That’s why Fluidmatic CVT MV suits for CVT equipped with either a torque converter clutch or a wet start clutch.

- **Superior wear protection** on both push-belt and pulleys elements and **very good scuffing resistance** on gears.

- **Excellent low temperature properties** provide easier start-ups and improved lubrication at low ambient temperatures.

- **Very good thermal and oxidation stability** for long and consistent temperature performance.

- **Effective foam control properties** provide consistent shifting performance and reduce fluid losses in severe service.

- **Excellent parts material compatibility**

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PERFORMANCE APPLICATION LEVELS*

- Audi CVT (TL 52180, G052 180 A2)
- BMW CVT (83 22 0 136 376, 83 22 0 429 154)
- Chrysler CVTF+4
- Daihatsu CVT Fluid TC
- Dodge / Jeep CVT (NS-2 / CVTF+4)
- Ford CVT WSS-M2C-933-A (XT-7QCFT)
- Ford (CVT23 / CVT30 / Mercon C)
- Fujihyuuko I-CVTRF FG
- GM/Saturn DEX-CVT
- Honda Multimatic Fluid (HMMF)
- Hyundai / Kia CVT
- Nissan CVT (NS-1, NS-2)
- Mercedes Benz CVT 236.20
- Mini Cooper CVT (EZL 799, EZL 799A)
- Mitsubishi CVTF-J1
- Mitsubishi Diaqueen CVTF-J1
- Nissan NS-2
- Subaru Lineartronic CVT fluid
- Suzuki (TC / NS-2 / CVT Green 1)
- Toyota CVT Fluid TC
- Volvo CVT 4959
- VW CVT (TL 521 80, G 052 180 A2)

*suitable for use applications.
CHARACTERISTICS*

<table>
<thead>
<tr>
<th>Test</th>
<th>Unit</th>
<th>Test method</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colour</td>
<td>-</td>
<td>ASTM D1500</td>
<td>Red</td>
</tr>
<tr>
<td>Density at 15 °C</td>
<td>kg/m³</td>
<td>ASTM D4052</td>
<td>852</td>
</tr>
<tr>
<td>Viscosity kinematic at 40 °C</td>
<td>mm²/s</td>
<td>ASTM D445</td>
<td>34</td>
</tr>
<tr>
<td>Viscosity kinematic at 100 °C</td>
<td>mm²/s</td>
<td>ASTM D445</td>
<td>7.2</td>
</tr>
<tr>
<td>Viscosity Index</td>
<td>--</td>
<td>ASTM D2270</td>
<td>185</td>
</tr>
<tr>
<td>Brookfield Viscosity at -40°C</td>
<td>cP</td>
<td>ASTM D2983</td>
<td>12 000</td>
</tr>
<tr>
<td>Pour Point</td>
<td>°C</td>
<td>ASTM D97</td>
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<tr>
<td>Flash Point COC</td>
<td>°C</td>
<td>ASTM D92</td>
<td>232</td>
</tr>
</tbody>
</table>

* The features mentioned above are obtained with a usual tolerance in production and do not constitute a specification. Variations that do not affect product performance are to be expected during normal manufacture and at different blending locations.

RECOMMENDATIONS FOR USE

Before using the product, it is important to check the service manual of the vehicle: the drain is carried out according to the manufacturer's requirements.

The product should not be stored at a temperature above 60 °C while avoiding exposure to strong sunlight, extreme cold or high temperature variations.

All packages should be protected from bad weather conditions. Otherwise, the drums should be stored horizontally to avoid a possible contamination by water and the damage of the product label.

HEALTH, SAFETY AND ENVIRONMENT

Based on available information, this product does not cause adverse health effects when used in the intended application and the recommendations provided in the Safety Data Sheet (MSDS) are followed. The information is accessible on request from your local dealer or on the website www.quickfds.com.

This product should not be used for applications other than those for which it is intended.

If disposing of used product, take care to protect the environment and comply with local regulations.
APPLICATIONS

FLUIDMATIC IIIG is an automatic transmission fluid that meets GM Dexron® IIIG and Ford Mercon® standards.

This lubricant is formulated with premium base stocks and carefully selected additives to meet the challenging demands of an automatic transmission environment.

FLUIDMATIC IIIG is a well balanced fluid for heavy duty commercial vehicles and passenger cars equipped with automatic transmissions thanks to friction modifiers, detergent dispersants, oxidation inhibitors, viscosity index improvers, corrosion inhibitors and de-foaming agents.

FLUIDMATIC IIIG is a high-quality friction-modified lubricant previously qualified by both General Motors and Ford.

BENEFITS FOR CUSTOMERS

- **Standard drain interval**: It depends on the automatic gearboxes and the application. The lubricant keeps an efficient operation over the fill life.
- **Special friction properties**: It ensures smooth gear shifting without shudder.
- **Excellent oxidation stability**: It avoids the deterioration of its properties thanks to an adapted antioxidant and detergent level.
- **Effective Low Temperature Fluidity**: It avoids surge or sudden overload of circuits when starting in very cold weather.
- **Excellent elastomers compatibility**: It prevents oil leakage.
CHARACTERISTICS*

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<th>Test</th>
<th>Unit</th>
<th>Test method</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colour</td>
<td>-</td>
<td>Visual</td>
<td>Red</td>
</tr>
<tr>
<td>Density at 15 °C</td>
<td>kg/m³</td>
<td>ASTM D4052</td>
<td>851</td>
</tr>
<tr>
<td>Kinematic Viscosity at 40 °C</td>
<td>mm²/s</td>
<td>ASTM D445</td>
<td>34</td>
</tr>
<tr>
<td>Kinematic Viscosity at 100 °C</td>
<td>mm²/s</td>
<td>ASTM D445</td>
<td>7.3</td>
</tr>
<tr>
<td>Viscosity Index</td>
<td>--</td>
<td>ASTM D2270</td>
<td>185</td>
</tr>
<tr>
<td>Brookfield Viscosity at -40°C</td>
<td>cP</td>
<td>ASTM D2983</td>
<td>&lt; 20,000</td>
</tr>
<tr>
<td>Pour Point</td>
<td>°C</td>
<td>ASTM D97</td>
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<tr>
<td>Flash Point COC</td>
<td>°C</td>
<td>ASTM D92</td>
<td>220</td>
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