

AUTOMATIC TRANSMISSION FLUID

National™ Full Synthetic Multi-Vehicle ATF



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New performance requirements

The desire for fuel economy is rapidly driving changes in the automatic transmission designs for a growing number of late model vehicles being sold in the U.S.

Global OEMs are increasing the number of gears in newer transmissions from four or five, to six or as many as eight. Many of these newer models are designed to engage the torque converter clutch in a slipping mode at lower speeds to improve fuel efficiency. This operation causes newer transmissions to be more prone to shudder. Standard DIIIH/M fluids do not provide the friction control to meet these demands.

To ensure optimum transmission performance, OEMs are demanding more specialized fluids. Today, there are literally dozens of ATF types specified for the North American service fill market, creating confusion, increased inventory costs, and opportunities for error or misapplication.

National Full Synthetic Multi-Vehicle ATF is specially formulated to exceed the performance and protection requirements of newer transmissions. Installers can rely on this single fluid to conveniently and accurately meet a wide array of global OEM requirements in North America.

Extended Anti-Shudder Protection

Newer transmission designs require ATFs with specialized frictional performance for proper operation and fuel economy savings. National Full Synthetic Multi-Vehicle ATF offers extended friction control protection that lasts over the life of the fluid—long after the anti-shudder protection found in many competitive brands has broken down.

Synthetic Base Stocks

Superior quality base stocks, manufactured in state-of-the-art petrochemical facilities, provide world class-lubricant performance in gasoline fueled engines. These lubricant stocks are inherently more oxidatively and thermally stable when compared with conventional base stocks. Improved wear performance and reduced oil consumption are the result.

One Fluid Serving Multiple Needs

The technology used to blend National Full Synthetic Multi-Vehicle ATF is designed for use in most modern passenger vehicles and heavy duty applications. It also can be used in applications where its performance features exceed the requirements of older specifications.

Outstanding Benefits

- Exceeds the most demanding JASO 1A performance standard
- Covers OEM specialty requirements
- Delivers superior wear protection
- Provides extended anti-shudder performance for smooth driving
- Lowers inventory needs
- Reduces risk of installer error

Specifications National Full Synthetic Multi-Vehicle ATF technology is suitable where the following ATF types are specified:

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|--|--------------------------|--|----------------------|
| • Allison C4, TES-295 | • General Motors DIII(H) | • JASO M315-2004 | • Nissan Matic D/J/K |
| • Caterpillar TO-2 | • Hyundai / KIA SP-111 | • Land Rover Texaco N402 | • Subaru ATF, ATF-HP |
| • Chrysler +3, +4 | • Honda ATF Z1 | • MAN 339 V1, 339 Z2 | • Toyota T-111, T-IV |
| • Ford MV | • Jaguar Idemitsu K17 | • Mazda ATF M-111, M-V | • Voith H55.6335.XX |
| • BMW LT 71141, LA 2634, ETL-7045E, 8072B | | • Mercedes-Benz 236.01/02/03/05/06/07/09/10/11, ATF 3403 | |
| • Volkswagen/Audi G 052 025 (09M), G 052 990 (09A) | | • ZF TE-ML 03D/04D/17C, TE-ML 14A/B | |

Note: For Continuously Variable Transmission (CVT) applications, use only CVT fluids supplied by the vehicle manufacturer.

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