

CVT

Performance Claims

CVT

GM DEX-CVT; Ford CVT 23/30; Toyota CVTF TC/FE; Mitsubishi CVTF-J1/SP III; MB 236.2; Honda HMMF / HCF2/ Z1; Audi WV G TL 52 180/ 52 516; Subaru NS-2/CVTF; BMW/Mini EZL 799; Nissan NS-1 / NS-2; Suzuki TC/ NS-2/CVT



Description

Synthetic transmission fluid is designed to be used in stepless transmissions (Continuously Variable Transmissions) of passenger cars and vans. Used in variators with chain and belt drive of European, American and Asian manufacturers, except for CVT-equipped hybrid vehicles.

Advantages

- High viscosity index for long
- High thermal and oxidation stability
- Excellent anti-wear and anti-foam behaviour, corrosion resistance
- Compatibility with seal materials and coloured metals

Typical characteristics

PROPERTIES	METHOD	UNITS	TYPICAL INDICATORS
Density at 15°C	ASTM D1298	kg/m ³	848
Viscosity at 40°C	ASTM D5293	cSt	34
Viscosity at 100°C	ASTM D445	cSt	7
Viscosity index	ASTM D2270		173
Flash point COC	ASTM D92	°C	210
Pour point	ASTM D97	°C	-51

Packaging

VOLUME	ART №
1 L	0078

TOR LUBRICANTS NORWAY
 Fjordalléen 16, 0250 Oslo, Norway
 Phone: +47 852 90054
 E-mail: info@nordkapp-oil.com

Information in this data sheet believed to be accurate as of the date of printing. However, no warranty or representation, express or implied, is made as to its accuracy or completeness. Data provided is given as a guide only. It is the responsibility of the user to evaluate and use products safely. No responsibility is taken for any damage or injury resulting from abnormal use of the material, from any failure to adhere to recommendations, or from hazards inherent in the nature of the material. You should consult our local representative if you require any further information.