



GEAR ATF S-1A



DESCRIPTION

CYCLON S-1A is a high performance automatic transmission fluid claiming a "universal ATF" status, as it has been developed with most U.S., European, Korean and Japanese vehicles' automatic gearboxes in mind. It is a fully synthetic transmission fluid formulated with a high quality synthetic basestock carefully combined with a specially selected VI improver, antifriction, anticorrosive and antioxidant additive package that will ensure excellent anti-shudder durability (which in turn will enable smooth shifting and hence improve driving comfort) under all operating temperatures and high levels of oxidation and thermal stability.

APPLICATIONS

ATF S-1A is suitable for automatic transmissions and power steering planetary gear systems of most passenger/commercial vehicles and construction equipment, requiring standard viscosity oil. It is not suitable for non-planetary transmissions (e.g., CVT, DCT) and applications without friction modification.

CHARACTERISTICS-BENEFITS

CHARACTERISTICS	BENEFITS
Synthetic basestock in place.	Superior oxidative resistance under severe operating environments.
Shear stable formulation.	Excellent performance in both high and low viscosity applications.
Improved wear protection and anti foam performance.	Extended oil service durability and transmission life.
Superior anti-shudder performance	Smooth gear shifts making the ride more comfortable for the driver and passenger.
Multiple applications	Reduced inventory costs, product range complexity and the costly risk of lubricant misapplication.

PHYSICAL-CHEMICAL CHARACTERISTICS

ATF S-1A	METHOD	
Density at 15°C, g/cm ³	ASTM D1298	0,85
Viscosity, Kinematic (cSt) 100°C	ASTM D445	7,2
Viscosity, Kinematic (cSt) 40°C	ASTM D445	34
Viscosity index	ASTM D2270	183
Flash point, COC, °C	ASTM D92	204
Pour point, °C	ASTM D97	-44
Brookfield (-40°C), Cp	ASTM D 2983	11500
Color	-	red

The above mentioned characteristics represent mean values.

SPECIFICATIONS

GM Dexron IIIH, Dexron IIIIG, Dexron IID; Allison TES 295, 389, C-4; Ford Mercon®V; JASO 1-A; MAN 339 Type V1, 339 Type V2, 339 Type Z1, 339 Type Z2, 339 Type Z11; Daimler MB 236.1, MB 236.2, MB 236.3, MB 236.5, 236.6, 236.7, 236.9, 236.10, 236.11, 236.12, 236.14, 236.15, 236.41, 236.81; Voith H55.6335, H55.6336; Volvo 97340, 97341; ZF TE-ML 03D, 04D, 05L, 09, 11A, 11B, 14A, 14B, 16L, 20B; Honda/Acura ATF-Z1 (not CVT); DW-1; Hyundai/Kia SP-II, SP-III, JWS 3314, JWS 3317, Red-1, SP-IV, SPH-IV, SP-IV-RR; Hyundai NWS-9638; Toyota T, T-II, T-III, T-IV, WS (JWS 3324); Nissan 402, Matic-D, J, K; Mitsubishi SP-II, SP-III, Diaqueen ATF J3, J2; MOPAR AS68RC; Idemitsu K17 (JATCO), JWS 3309, JWS 3324 (Aisin Warner); Mazda ATF-M III, ATF-MV, FZ; Subaru ATF, ATF-HP; Suzuki 3314, 3317; VW G 052 162, G 052 990, G 055 025, G 055 540, G 055 005, G 055 162; Audi G 052 162, G 052 990, G 055 025, G 055 005, G 055 162; BMW 3 Series 7045E, BMW 5 Series LA 2634, LT 71141, 83 22 0 142 516; PSA AL-4; NAG 1/Shell 3403; Renault DP-0; Volvo 4-6 Speed