## FULL SYNTHETIC **MULTI-VEHICLE**



FVP Full Synthetic Multi-Vehicle ATF meets low-viscosity OEM transmission fluid requirements. Formulated with synthetic base stocks for maximum resistance to thermal breakdown. FVP Full Synthetic Multi-Vehicle ATF provides active anti-wear agents to protect critical transmission components. Delivers optimum resistance to fluid oxidation in severe operating conditions. Compatible with conventional low viscosity fluids whether used in a complete fluid exchange or top-off. Reduces the possibility of a fluid misapplication and limits service liability.

Available in quarts and 55 gallon drums

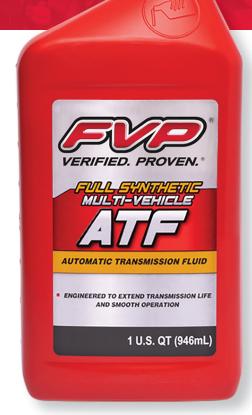
## FVP Full Synthetic Multi-Vehicle ATF is a fully synthetic product formulated with an innovative premium additive system to ensure:

- Smoother shifting
- Optimum performance in GM 6-speed transmissions
- Superior shear stability and wear protection
- Protection against varnish and sludge formation
- Superior thermal stability and oxidation resistance
- Outstanding low-temperature performance

## Typical Properties

Kinematic Viscosity, D-445 cSt@100°C 6.056 @ 40°C 29.0 180 Viscosity Index, Calculated Brookfield Viscosity, D-2893 cPat-40°C 8,380 Color, Visual Red





Fluid recommended for use in the following applications: Bentley BMW/MINI P/N PY112995PA Chrysler/Dodge/Jeep MB236.12 Mercedes/Daimler MB 236.12, MB236.14, MB236.15, MB 236.41 Ford/Lincoln/Mercury Mercon LV & Mercon SP GM/GMC/Opel/Saturn AW1, Dexron VI DW-1, ATF Type 3.0, ATF Type 3.1 NWS-9638 T-5, SP-IV/SPH-IV, SP-IV-RR Honda/Acura Hyundai/Kia Jáguar Fluid 8432 Mazda FW 6A EL, FW 6AX EL, FZ

ATF-J3, Dla Queen ATF-PA Mitsubishi Nissan/Infinity Matic-S Porsche

P/N 000 043 304 00 Toyota/Lexus/Scion

Scion FZ, Type WS (JWS 3324) G 052 533, G 055 055 (-A, A2), G 055 540 (A2),

G060 162 (A1, A2, A6) Shell 3353, 134, M-1375.4, L12108, ZF Lifeguardfluid6, ZF Lifeguardfluid8

FVP Full Synthetic Multi-Vehicle ATF IS NOT recommended for use in Continuously Variable Transmissions (CVT), Dual Clutch Transmissions (DCT) or applications that require a non-friction modified ATF, such as Ford Type F or Ford Type G (used in certain European transmissions).

## REACH FOR WHAT WORKS.™

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