



Multi Double Clutch Transmission Fluid

Description

A synthetic all purpose dual clutch transmission «DCT» fluid, based on high grade synthetic base oils in combination with optimized additive components to obtain the following properties:

- a very high and stable viscosity index
- a very low pour point
- an excellent stability against oxidation
- a positive activity against wear, corrosion and foam
- specific friction properties and durable, reliable clutch performance
- compatible with synthetic seals

Application

This dual clutch transmission fluid is developed to fulfill the highest demands of modern high tech dual clutch transmissions and is particularly suitable for transmissions where dual clutch, synchronizer, gear set and hydraulic control system operate with the same fluid (including hybrid applications).

Suitable for use in DCT transmissions (mainly 6, 7 and 8 speed), like: VW (Audi, Seat, Skoda), BMW Drivelogic, Chrysler Powershift, Geely, Great Wall, Getrag, Ford/Nissan Powershift, Mitsubishi TC-SST, Peugeot/Citroën DCS, Volvo Powershift, Porsche PDK and ZF, in accordance with the specified specifications.

Specifications

Performance level:

- BMW DCTF-1 / 1+ / 2 / LT-5
- Bugatti Veyron
- Ferrari TF DCT-F3
- Ford WSS-M2C936-A / M2C218-A1 / M2C200-D2
- MB 236.21 / 236.22 / 236.24 / 236.25 / 239.21
- Porsche/ZF FFL-3
- Renault EDC / DC4 / DW5 / DW6
- VW G 052 182 / G 052 529 / G 055 529
- Borg warner
- Chrysler 68044345 EA & GA
- Fiat 9.55550-HE2 / MZ6
- Hyundai/Kia
- Mitsubishi Dia-Queen SSTF-1
- PSA 9734 S2
- Volvo 1161838 / 1161839
- VW G 052 536 / G 055 536

Typicals

Density at 15 °C, kg/l	0,850
Viscosity 40 °C, mm ² /s	34,00
Viscosity 100 °C, mm ² /s	7,17
Viscosity Index	183
Flash Point COC, °C	201
Pour Point, °C	-48