

## AUTOMATIC TRANSMISSION FLUIDS

### PURPOSE

- lubricates various moving parts of the transmission
- cleans metal surfaces
- friction modifiers protect internal surfaces from wear
- acts as a coolant and reduces high operating temperatures
- conditions gaskets
- increases rotational speed & temperature range

### TYPES

- Dexron/Mercon was commonly used but now represents less than 50% of total ATFs and will be obsolete once old vehicles are retired from use
- Type F: used in vintage 1970s vehicles and does not contain any friction modifiers
- OEM Specific ATFs: Chrysler ATF+4, Ford Mercon V/LV, GM Dexron-IV, Hyundai & Kia SP-IV, Honda DW-1, Toyota WS, etc.
- Suitable for Use ATFs: Universal ATFs and Multi-Vehicle ATFs

### CONSIDERATIONS WHEN SELECTING AN ATF

- Driving in heavy traffic and/or short daily drives
- Driving mostly long distances on interstates & highways
- Driving in hot or cold weather
- Is the vehicle consuming oil
- A preference for full-synthetic vs. semi-synthetic vs. conventional fluid
- Warranty requirement and fluid recommendation in the vehicle owner manual

### 'LICENSED' ATFs vs. 'SUITABLE FOR USE' ATFs

- Licensed ATF meets applicable OEM specifications. Independent manufacturers receive OEM formulation approval & pay each OEM a fee to use the OEM name on private label marketing.
- Suitable for Use ATFs are a reputable quality lower cost alternative. The formula is not licensed by the OEM, but a blender can back its SFU claim with in-house testing, independent lab testing and/or field testing. A single SFU formula can be used across multiple vehicle brands.

