APEX SPARK CVTF SERIES

High Performance Fully Synthetic
Multipurpose Continuous Variable Transmission Fluid

Product Data Sheet

Product Description

APEX SPARK CVTF is a high performance continuous variable transmission fluid, formulated with high quality fully synthetic base stocks and advanced additive technology to ensure consistent repeatable, smooth, step-less shifts under a broad range of driving conditions, temperatures and transmissions. It meets or exceeds the requirements of specifications for many Japanese, American & European designed vehicles and is also suitable in most OEMs CVTs with chain and push belt. It provides smoother, consistent all weather step-less shifting, and all-around lubrication protection of the transmission components to help extend transmission service life and provide a smooth driving experience. Suitable for refill of most pulleybased continuously variable transmissions in Japanese and Korean designed vehicles (except for CVTs that require gear oils and toroidal CVTs), where it emphasizes on Anti Shudder Durability performance.

Features & Benefits

- Optimized frictional properties that provides transmission efficiency and shifting performance.
- Excellent compatibility with all common seal materials helping the control of oil leakage.
- Good film-strength and anti-wear properties to reduce wear and maintain good transmission life.
- Outstanding low temperature pumpability and circulation, to ensure excellent cold start performance.
- Excellent oxidation & thermal stability prevents sludge formation, deposit build up & oil thickening.
- Effective foam control properties provides consistent shifting performance and reduce fluid losses in severe service.

Specifications

APEX SPARK CVTF meets or exceeds following International and Builder specifications:

- Audi/VW (TL 52180; G 052 180; G 052 516)
- Daihatsu (Amix CVTF-DC / Amix CVTF DFE)
- Dodge / Jeep CVT (NS-2 / CVTF+4/ MOPAR CVT 4)
- GM/Saturn (DEX-CVT/CVTF I-Green2*)
- Honda (HMMF, HCF-2)
- Hyundai Genuine CVTF
- Hyundai / Kia (SP-III, SP CVT I)
- Mercedes Benz CVT28 (236.20)
- BMW/Mini Cooper 8322 0 136 376/8322 0 429 154 (EZL 799)
- Suzuki (TC / NS-2 / CVT Green 1 / CVTF Green 2/CVTF 3320)
- Suzuki (TC / NS-2 / CVT Green 1 / CVTF Green 2/CVTF 3320)
- Mitsubishi (CVTF-J1/CVTF-DiaQueen J1/DiaQueen J-4/Sp-III)
- Subaru (NS-2/ Lineartronic CVTF/i-CVTF/K0425Y0710/CV-30/e-CVTF)
- Ford (CVT23 / CVT30 / MERCON C/CFT30/WSS-M2C933-A/Motorcraft XT-7-QCFT)
- JASO 1A
- ZF CVT V1
- Shell Green 1V
- Punch (EZL 799A)
- Mazda CVTF 3320
- Toyota/Lexus TC/FE*
- Nissan NS-1/NS-2/NS-3

Application

APEX SPARK CVTF series is suitable for use in following:

- Suitable for use in CVTs equipped with either a torque converter clutch or a wet start clutch.
- Suitable for CVTs equipped with both push-belt and pulleys elements.

Typical Characteristics

APEX SPARK CVTF	Test Method	Units	CVTF
Color	Visual	-	Red
Density @ 15 ^{0}C	ASTM D 4052	gm/cc	0.850
Viscosity @ 100 ^{0}C	ASTM D 445	cSt	7.15
Viscosity @ 40 ^{0}C	ASTM D 445	cSt	34.7
Viscosity Index	ASTM D 2270	-	175
Pour Point	ASTM D 97	°C	-48
Flash Point (COC)	ASTM D 92	°C	205
Brookfield Viscosity @ 40°C	ASTM D 5293	cP	10,000

The above figures are typical of blends with normal production tolerance and do not constitute a specification.