



## Multi-Vehicle Semi-Synthetic Transmission Fluid

**Description** Pride Plus Advantage Multi-Vehicle Synthetic Transmission Fluid is manufactured from synthetic and mineral base stocks and compounded with additives that impart specified friction control, improve load-carrying ability, resist corrosion, provide wear protection and prevent foaming tendency. The product is formulated to meet the demands of automatic transmissions to sustain extreme transmission operating conditions and retain both high temperature durability and low temperature fluid performance.

**Applications** The product is a multi-vehicle heavy duty automatic transmission fluid recommended for O.E.M. (Original Equipment Manufacturer) performance requirements meeting DEXRON III (G & H approvals), MERCON, MERCON V, Allison C-4, Allison TES-295 and TES-389, Voith Transmission, ZF Transmissions and suitable for Chrysler automatic transmissions. "Multi-Vehicle Transmission Fluid" is designed for a wide variety of use in most USA vehicles for year round application. It is not recommended for those transmissions requiring Type F Fluid, CVT Fluids; the Chrysler 2004 Crossfire, Audi TT, Toyota 2004 Prius Landcruiser/4-runner, Lexus 2004 GX470/LS430/LX470 and Mini-Cooper. It is suggested that the applicability of a multi-vehicle automatic transmission fluid should be checked with the owner's vehicle manual for specific vehicle suitability.

Recommended for applications that require: Toyota Type T-III & T-IV for non warranty applications. Mitsubishi SP-II and SP-III, Hyundai SP-II, SP-III, Mazda ATF-III, ATF-MV. Nissan Matic-D, J, K, Subaru ATF. Volvo 97340. Honda ATF-Z1 (Not For CVT's). Mercedes-Benz 236.9, 239.10. All 2005 and earlier GM vehicles not requiring Dexron VI ATF.

<b>Typical Properties</b>	Appearance	Red, dyed
	Viscosity, cSt	
	At 40° C	29.2
	At 100° C	7.4
	Viscosity Index	237
	Brookfield Viscosity, cP@-40C	12,000
	Flash Point, (COC)°F	350
	Pour Point, °F	-45
	Gravity, API	34.4
Density, lbs/Gal.	7.10	

**NOTE:** The values are representative of current production and may vary within modest ranges.

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