



From The Dale Moseleys'
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Flamingo Oil Company Technical Brief ATF CHANGES

Dexron IIIH/Mercon ATF has been the industry standard for years: one fluid that was approved by both GM and Ford. This changed on January 1, 2007.

Dexron and Mercon are trademarks of GM and Ford respectively. With the introduction of new versions called Dexron VI and Mercon V both GM and Ford have decided they will no longer license the use of Dexron IIIH and Mercon. This means that oil companies can make the same exact fluid but they cannot claim that it meets the Dexron IIIH or Mercon requirement. Most oil companies are going to continue to make the same fluid and change the name. Coastal is going to call their fluid Coastal ATF D/M. Kendall is calling their product name "Kendall Classic ATF".

Both Dexron VI and Mercon V are backward compatible. The problem is they are considerably more expensive and not needed in older units that use most of the ATF that is sold into the aftermarket. Also, they are not suitable for most Japanese or European cars. By last count to service all of the transmissions of cars sold in the US today would require an installer to stock 37 different fluids. Not likely.

Coastal, working with the additive company that provides most of the specialty ATF additives for transmission manufacturers world wide, has developed one synthetic blend transmission fluid that is "fully approved", or, after field test, is deemed "suitable for use" in 80+% of cars in the US. It is called Coastal Multi Vehicle Transmission Fluid and is available in bulk, drums or 12/1 quart containers.

Compared to Dexron IIIH/Mercon fluids Multi Vehicle ATF offers a synthetic blend that has better oxidation protection to control high temperature varnish, reduces wear, provides better friction control and friction durability, and is a lower viscosity.

The Installer who wants to properly service his customer base in the most cost effective way, will need to stock both Coastal ATF D/M and Coastal Multi Vehicle ATF. The simplest way would be to stock only Coastal Multi Vehicle ATF but there would be a cost penalty depending on how many older cars they service.

Dexron VI is a full synthetic, expensive, and very thin, product that is now factory fill for most current GM transmissions. Usage will probably be low (at least in the short run) as these transmissions have no drain plug and are sealed for life.

An application chart for Coastal Multi Vehicle ATF is on the next page of this letter.



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Coastal Multi Vehicle ATF Application Chart

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Dexron IIIH - fully approved H-36366 prior to Jan 07, then suitable for use

Mercon - fully approved M041209 prior to June 07, then suitable for use

Mercon V - fully approved M5041201, Mercon SP suitable for use.

Allison C-4 - fully approved

Chrysler ATF+3 and ATF+4 - suitable for use

Chrysler Crossfire, 300, Dodge Magnum, Sprinter - not suitable for use

Toyota/Lexus/Scion T-III, T-IV, JWS 3342 - suitable for use

Honda/Acura - suitable for use except with CVT transmissions

Nissan/Infiniti - Matic D, Matic J suitable for use only for these fluids.

Mercedes-Benz - suitable for use.

BMW - suitable for use except Mini

VW/Audi - suitable for use except Multitronic transmission, Golf and Jetta 01to 03

Volvo - suitable for use

Hyundai - suitable for use

Mitsubishi - suitable for use

Mazda - suitable for use

Daewoo, Suzuki, Kia, Isuzu- suitable for use

Diamond SP-II & SP-III - suitable for use

Fully approved - Voith G607, ZF TE-ML, 4A, JASO 1A

Not Suitable for – Continuous Variable Transmissions (CVT), Dexron VI, Ford Type F, Porsche, Jaguar XJ and XK with 4.0 L engine, Mini