



Havoline® ATF-J

Automatic Transmission Fluid

Product Data Sheet

Customer benefits

Smooth operation

Combination of advanced friction modifiers and high viscosity index fluid provides smooth, fuel-efficient gear shifting and shudder-free torque transfer from engine to wheels under all driving conditions.

Maximizes transmission life

Engineered specifically for Japanese design transmissions which feature slip-controlled torque converter lock-up, with precisely balanced friction modifiers to prevent stick-slip vibration that leads to “shudder”. Outstanding additive durability ensures continuous anti-shudder protection and wear prevention in critically loaded gears and bearings.

Extended oil service life

Hydrocracked base oils and advanced performance additives provide exceptional thermal stability and oxidation resistance which prevents oil degradation and formation of deposits. Highly stable viscosity index improver resists breakdown under the high shear conditions typical of modern transmissions and maintains long-term film strength.

Minimizes inventory

Meets the JASO 1-A specification, recommended for service fill in the great majority of Japanese and Korean design passenger cars, SUVs and light trucks.

Applications

- Automatic transmissions in many Japanese and Korean passenger cars and light trucks.
- Suitable for service fill in automatic transmissions requiring DEXRON®-III or MERCON® fluids.

Product features:

- **Havoline®ATF-J** is a high performance, multipurpose automatic transmission fluid (ATF) formulated in hydrocracked base oils which provide outstanding oxidation resistance.
- **Havoline®ATF-J** is specially engineered for Japanese passenger car automatic transmissions which require fluid properties different to conventional ATF products.

Product specifications

HAVOLINE®ATF-J	
KEY PROPERTIES	
Product Code	510094
Color	Red
Pour Point, °C	-51
Viscosity, Brookfield mPa.s @ -40°C	16,500
Viscosity, Kinematic mm ² /s @ 40°C	36.9
mm ² /s @ 100°C	7.3
Viscosity Index	165

1010

Performance standards

Meets

- JASO M315 Type 1-A

Suitable for use where the following fluid specifications are recommended:

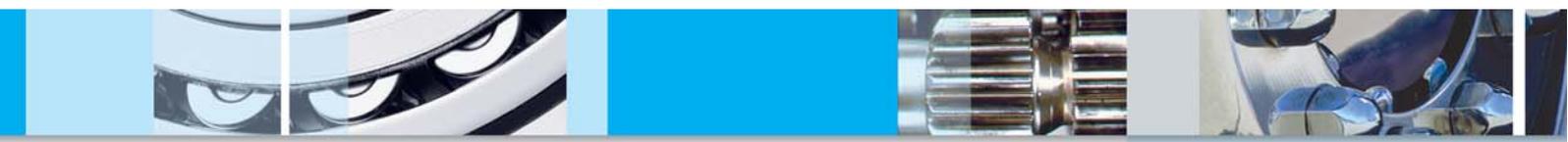
- Honda ATF-Z1
- Mazda ATF M5
- Mitsubishi Diamond SP III
- Nissan Matic J
- Subaru ATF
- Toyota Type T IV

ENVIRONMENT, HEALTH and SAFETY

Information is available on this product in the Material Safety Data Sheet (MSDS) and Customer Safety Guide. Customers are encouraged to review this information, follow precautions and comply with laws and regulations concerning product use and disposal. To obtain a MSDS for this product, visit: www.caltexoils.com.

This bulletin was prepared in good faith from the best information available at the time of issue. While the values and characteristics are considered representative, some variation, not affecting performance, can be expected. It is the responsibility of the user to ensure that the products are used in the applications for which they are intended.

Produced by:
Chevron Global Lubricants
– Asia Pacific



Service Consideration

To overcome the inherent energy loss associated with the torque converter in conventional 4 & 5-speed automatic transmissions, thereby increasing fuel efficiency, mechanical clutch mechanisms have been widely adapted in nearly all passenger car and SUV designs. Known as slip-controlled or continuously slipping torque converter clutches, these computer-controlled devices have been developed to their greatest extent in recent years by Japanese and Korean OEMs.

Critical to smooth operation of the torque converter clutch are the frictional characteristics of the Automatic Transmission Fluid (ATF). If the ATF frictional properties are not correctly matched with clutch plate properties, it can cause the clutch surfaces to momentarily stick and then slip. Occurring in rapid succession, this phenomenon is generally known as “shudder” and can cause the vehicle to vibrate noticeably and potentially lead to transmission damage. Shudder prevention relies on a carefully designed ATF, and a good fluid should maintain anti-shudder protection for many thousands of kilometres.

There are wide differences in anti-shudder performance among commercial ATFs, and many are not suited to modern Japanese and Korean transmissions. Japanese genuine ATFs typically exhibit much higher levels of anti-shudder durability than DEXRON®-III type fluids for example. A major reason why OEMs market their own genuine ATF is that they want to ensure correct operation of slipping torque converter clutches.

Havoline® ATF-J has not been formally evaluated by vehicle or transmission manufacturers. However through comprehensive in-house bench test validation and vehicle fleet testing, Havoline® ATF-J has been proven to provide equal or better anti-shudder performance and anti-shudder durability than required by the major Japanese OEM fluid specifications, as well as the Japanese industry standard JASO M315 Type 1-A.

Havoline® ATF-J is not recommended for use in place of low viscosity vehicle manufacturer ATFs, such as Hyundai ATF SP IV and Toyota Type WS.

It is not recommended for use in continuously variable transmissions (CVTs). CVTs require highly specialized fluids that in some respects are different to those required for conventional automatic transmissions. Typically each vehicle or transmission manufacturer has its own CVT fluid specification.

Havoline® ATF-J is suitable for use in other automatic transmissions where DEXRON®-III or MERCON® fluids are required, but it has not been formally evaluated against either of these, so is not claimed to be a DEXRON® fluid or a MERCON® fluid.

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