FORD ATF DEVELOPMENT HISTORY

1960 -- Ford introduce M2C 33A and B with performance matched to own requirements, additives used must not intentionally alter the frictional properties of the base mineral oil.

1961 -- M2C 33C and D replace earlier specs, greater load carrying and oxidation stability, same key requirement on frictional properties.

1967 -- M2C 33E and F replace earlier specs, proving tests updated and expanded.

1976 -- M2C 33G introduced, final development of the series, back compatible, now required for all Ford autos pre 1980. Obsolescent after that date.

1980 -- M2C 138CJ introduced, first of the friction modified series, Ford autos from Sept 1980.

1981 -- M2C 166H introduced, improved retention of frictional characteristics, similar in all respects to Dexron 11 fluids, replaces M2C 138CJ in all applications.

1994 -- M2C 199A introduced, low viscosity synthetic based fluid for continuously variable transmission (CVT) equiped models.

1995 -- M2C 202B, known as Mercon V, introduced for factory fill, said to be used in filled for life applications.

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