GENERAL MOTORS --- ATF EVOLUTION

1937 -- Mineral oil with oxidation inhibitors used in first autos.

1949 -- GM introduce Type A to address oxidation & deposit problems.

1959 -- GM Type A suffix A supercedes original type A as bigger engines impose more severe conditions drivelines.

1967 -- GM introduce original Dexron 1 with more comprehensive and improved performance.

1973 -- Dexron 11 introduced with very comprehensive proving and performance tests using current GM hardware.

1991 -- Dexron 11E introduced, features better retention of frictional characteristics, Dexron 11 retired after almost 20 years faithful service, by far the mostly widely used and specified ATF .

1994 -- Dexron 11E shown to be not the answer, Dexron 111 introduced with further frictional improvements, performance tests updated to include current production transmission components.

1997 -- Dexron 111 G replaces Dexron 111 F, includes more demanding component wear targets and new “shift feel” test.

2005 -- Dexron 111 H replaces Dexron 111G after problems with test precision, includes updated components and even more comprehensive demands.

2006 -- Dexron V1, the brave new world, all new support tests, performance matched to new 6 speed autos, back compatible to earlier specs.

Hanley Plant
New Century street
Hanley Stoke on Trent
ST1 5HU England
Telephone +44 (0)8701 200 400
Fax +44 (0)1782 202073

BS EN ISO 9001 AND QS 9000
Certificate No. FM37672

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New Century street
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