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## **X-1R Global Ltd**

**To:** All X-1R distributors                      **From:** Nigel (Mac) McKenzie

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**Cc:**    **Date:** 13<sup>th</sup> February 2018

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**Subject:** New Product Launch – CVT Treatment

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For a number of years, auto manufacturers have been developing a range of Continuously Variable Transmissions for use primarily in small to medium cars. The advantage of the CVT is many fold but generally they have fewer moving parts making them cheaper to manufacture and thus the cost saving can be passed on to the consumer. Most will also tell you, that because the car is always in the optimum gear, fuel consumption is improved in cars fitted with a CVT.

The idea behind the CVT is pretty easy to understand; a heavy duty belt or chain runs between two grooved pulleys with a system of hydraulic actuators allowing the effective ratio to be 'infinitely' varied within a range of ratios seamlessly. Unlike conventional transmissions or most automatic ones there is effectively no gears. Most big manufacturers are adopting some form of CVT to help them meet targets for overall fleet fuel consumption as stipulated by governments around the world, however there have been problems.

Continuously variable automatic transmissions (CVTs)—often considered the uninspiring alternatives—keep the engine in its sweet spot for acceleration (or fuel-efficiency) but often to the detriment of noise and vibration, leading to complaints of a disconnected, 'motorboating' feeling when accelerating—in which the note of the engine isn't connected to a sensation of speed. At their worst, CVT transmissions can feel sluggish, or as if something is uncertain or slipping.

One of the main problems a lot of manufacturers are having is the low mileage at which the CVT's are failing. The primary cause of failure is wear and tear on the belt system due to the ever changing position of the belt/chain this can result in a loss of power, slipping, delayed gear engagement, improper shifting, bad odor, hesitation and shuddering. We have heard unconfirmed reports that Nissan have been particularly hard hit by complete failures and many Honda CVT's experience excessive juddering.

As we have identified a potential problem in the market place we have also created a solution as well. Our formulators and chemists have been testing and trialing a product for some nine months now that is specifically designed to alleviate the sorts of wear problems that lead to shuddering, seal leakage and complete failure of a CVT .

We are calling the new product CVT Treatment and it is a fully synthetic CVT fluid Treatment that is specifically formulated to exceed the performance requirements of a wide range of vehicles that have either a push-belt or chain CVT.

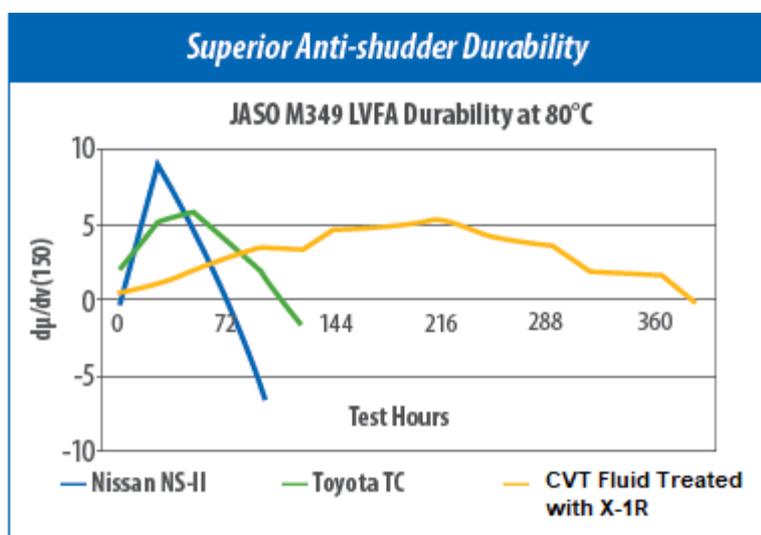
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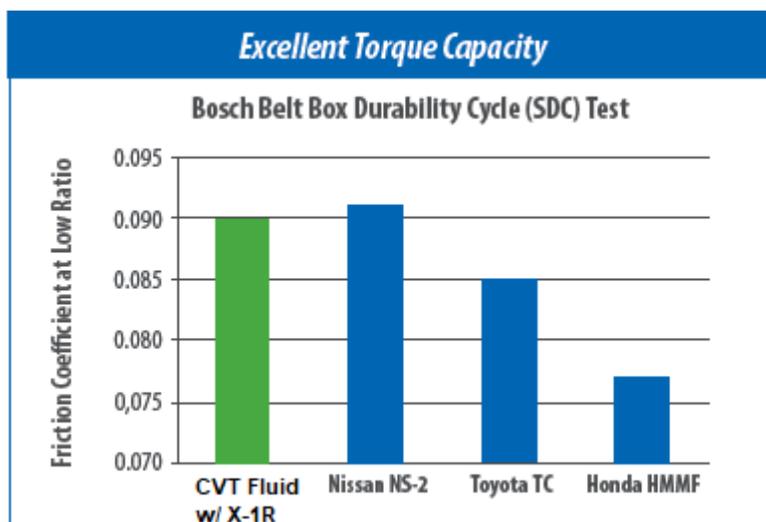
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The primary benefits of using X-1R CVT Treatment are:

- Extended friction durability providing superior anti-shudder performance and thus enhanced driver comfort.
- A balance of both torque capacity and anti-shudder performance to provide;
  - Increased safety
  - Longer transmission life
  - Extended service intervals
- Dramatically improved extreme pressure and anti-wear performance which effectively reduces friction in the transmission.
- Enhanced oxidative stability that gives extended fluid life
- Seal conditioner to help reduce the chance of leakage
- Suitable for all continuously variable transmissions allowing for optimized supply chain and reduced operating costs.

The testing has thus far proved to be extremely successful particularly in the Bosch Belt Box tests where no appreciable wear could be detected after testing.





**X-1R Premium CVT Treatment can be used to meet following CVT application/performance claims:**

Audi Multitronic	Nissan NS-1, -2, -3
BMW Mini Cooper EZL 799/ 83 22 0 136 376/ 83 22 0 429 154	Punch CVT
Daihatsu AMMIX CVTF DFE	Shell Green 1V
Daihatsu AMMIX CVT Fluid DC	Subaru iCVT
Daihatsu AMMIX CVT Fluid DFC	Subaru iCVT FG
Dodge/Jeep/Chrysler NS-2	Subaru ECVT
Dodge/Chrysler/Jeep/Mopar CVT+4	Subaru Lineartronic chain CVT and CVT II Fluid
GM/Saturn DEX-CVT	Subaru Lineartronic High Torque (HT) CVT Fluid
Honda HMMF (without starting clutch)	Suzuki CVTF TC
Honda HCF2	Suzuki CVTF 3320
Honda Z-1 (CVT model, without starting clutch, not SFU for 2001-2007 Honda Fit & Jazz)	Suzuki NS-2
Hyundai/Kia CVT-J1	Suzuki CVT Green 1 & 2
Hyundai/Kia SP III (CVT model)	Suzuki CVT Green 1V
Idemitsu CVTS-EX1	Toyota CVTF TC

Mazda JWS 3320

Toyota CVTF FE

Mitsubishi CVTF-J1 (MMC Diaqueen  
CVT Fluid J1)

VW/Audi TL 521 16 (G 052 516)

Mitsubishi CVTF-J4 and -J4+ (MMC Diaqueen  
CVT Fluid J4 and J4+)

VW/Audi TL 521 80 (G 052 180)

Mitsubishi (Diaqueen) SP-III (CVT  
model only)

In short the use of X-1R CVT Treatment will quieten down a noisy transmission, stop juddering and basically restore an as new feeling to the car. But remember this is a preventative and not a curative. Like we always say, Vitamins for your CAR!

Nigel McKenzie