



TRIAX DSG-DCT ATF

Full-Synthetic PAO-Based Dual-Clutch Automatic Transmission Fluid — For
Wet-Clutch DSG & DCT Gearboxes

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DESCRIPTION

TRIAX DSG-DCT ATF is a full-synthetic, PAO-based ultra-high-performance dual-clutch transmission fluid engineered specifically for wet-clutch DSG and DCT automatic gearboxes found in modern European and high-performance vehicles. The full-synthetic PAO base oil platform combined with an OEM-grade additive system — including precisely tuned friction modifiers, shear-stable VI improvers, anti-wear and EP additives, yellow-metal passivators, and seal-conditioning agents — delivers exceptional frictional stability and clutch grip, flawless shift feel across the full fluid life, and complete protection for gears, synchronizers, clutch packs, and elastomers. Designed to meet the requirements of dual-clutch transmissions from VW/Audi, BMW, Ford, Porsche, Ferrari, Mitsubishi, and Chrysler/Stellantis, it provides the shear resistance, oxidation stability, and friction durability that modern high-torque DCT/DSG systems demand.

PERFORMANCE HIGHLIGHTS

- **SURE SHIFT™ Technology** — proprietary ATF friction-optimization additive system delivers smooth, consistent shift quality, precise clutch slip control, and elimination of clutch sticking across the full service life
- **Extreme shear resistance:** PAO synthetic base oil platform maintains viscosity grade under sustained high-load, high-RPM dual-clutch operation — no viscosity loss, no shift quality degradation over drain interval
- **Superior wear protection** for gears, synchronizers, clutch plates, bearings, and thrust washers under high-torque dual-clutch loading
- Excellent yellow-metal protection — safe for synchronizer rings, brass bushings, and copper-alloy components; no staining or corrosion
- Complete elastomer and seal compatibility — prevents seal hardening, swelling, or shrinkage; protects gaskets, o-rings, and shaft seals across the full service life
- Superior oxidation stability — resists varnish, sludge, and acid formation in the high-temperature operating environment of modern high-torque DCT/DSG transmissions
- Fill-for-life service in properly sealed transmissions when the OEM does not specify a change interval

USE IN WET-CLUTCH DSG/DCT AUTOMATIC TRANSMISSIONS ONLY. Do not use in dry-clutch DSG transmissions (e.g. VW DQ200 / G 052 512), conventional planetary automatic transmissions, CVTs, or manual transmissions. Always consult the vehicle owner's manual.

SPECIFICATIONS & APPLICATIONS

TRIAX DSG-DCT ATF is recommended for high-performance 6-speed and 7-speed wet-clutch dual-clutch transmissions across global OEM applications, including VW/Audi/Seat/Skoda DSG and S tronic, BMW Drivelogic and DCT, Mercedes-Benz 7G-DCT, Ford PowerShift, Porsche PDK, Ferrari TE DCT, Hyundai/Kia DCT, Renault EDC, Mitsubishi TC-SST, Volvo PowerShift, and Chrysler/Stellantis PowerShift gearboxes manufactured by Getrag, GFT, and ZF.

Meets or exceeds the following OEM specifications:

- VW/Audi/Seat/Skoda DSG — TL 52182 (G 052 182 A2/A6)
- VW/Audi DSG & S tronic — TL 52529 / TL 52529-C (G 052 529, G 055 529 A2)
- BMW DCTF-1, DCTF-2, MTF LT-5 (P/N 83222433157)
- Mercedes-Benz MB 236.22, 239.21, 239.22 (7G-DCT)
- Ford WSS-M2C200-D2/XT-11-QDC, M2C218-A1, M2C936-A
- Hyundai/Kia 04300-2N110 (WDHO-1)
- Porsche / ZF 999.917.080.00 (PDK)
- Ferrari TE DCT-3 / 7-speed (Getrag)
- Mitsubishi MZ320065 DiaQueen SSTF-1 (TC-SST)
- Renault DW5, Chrysler 68044345 EA/GA, Volvo PowerShift

TYPICAL PROPERTIES

Parameter	TRIAX DSG-DCT ATF	Test Method
Viscosity, Kinematic @ 40 °C, cSt	33.6	ASTM D445
Viscosity, Kinematic @ 100 °C, cSt	7.03	ASTM D445
Viscosity Index	181	ASTM D2270
Flash Point, °C (°F)	221 (430)	ASTM D92
Pour Point, °C (°F)	-51 (-60)	ASTM D97

These are typical values. There may be small differences in actual values which are a normal part of production and do not affect product performance.