

Recharge your CVT service plan

With LUBEGARD's recent in-house technological advances and improved testing machinery, our molecularly advanced driven products are quickly becoming the solution for many transmission fluid related problems.

The current fluid proliferation combined with an incomprehension about what they are and what they do has driven many service technicians and shop owners to take the OEM's advice on fluid specs and service intervals. This is one of the costlier mistakes mechanics and technicians make when confronted with picking service fluids and advising customers when to service a transmission. The OE mantra "use my fluid or your transmission will fail" is almost as bad a notion as "fill for life." Both policies are designed to serve the OE, not the consumer or mechanic who maintains the vehicle.

There is a growing movement in the aftermarket to educate the service industry on what constitutes good advice and proper products that extend the life of the transmission, basing service on real-world factors, not time or miles alone. The vehicle's daily use is critical in determining the frequency of service where certain types of transmissions are concerned, like the CVT transmissions commonly found in smaller cars and vehicles used for urban delivery and transportation.

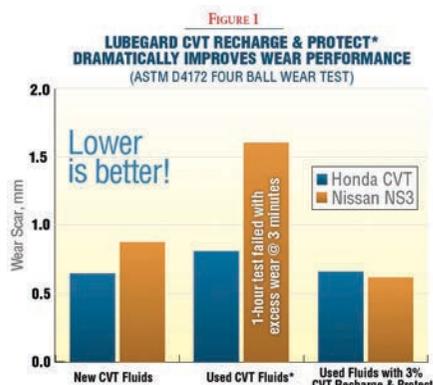
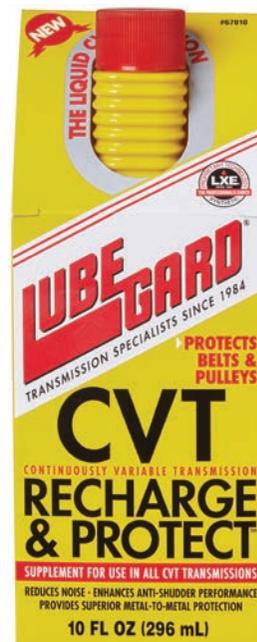
CVT transmissions that initially proved to be problematic with newer units are much more robust and reliable, but all CVTs, regardless of who the manufacturer is, have lubrication issues unique to the CVT design and are influenced dramatically by variables such as driving style and the fluid level at operating

temperature. Too much fluid and the transmission fluid foams; too little fluid, which can be a problem in cold weather before thermal expansion occurs, and the fluid foams. Foamed fluid on the sheaves and

belt/chain will cause reduced pressure that also leads to belt wear and slipping, resulting in the fluid quickly being depleted of its anti-wear and extreme pressure additives. Even when fluid levels are set correctly the problem of additive depletion on CVT fluids can cause belts, bearings and bushings to wear out prematurely and fail when the driving habits or daily use (severe service) uses up the additive package of the fluid before scheduled OE recommended service occurs.

Because so many problems in CVT transmissions relate to fluid, you would think the OEs would be all over the problem, but that is not what has occurred. LUBEGARD is proud to announce a new solution to the additive depletion problem currently affecting CVT transmissions. This new product is called CVT Recharge and Protect and has been proven to restore anti-wear protection and reduce foaming in used CVT fluids, which in many cases is the specific solution to wear and performance problems.

The unfortunate reality is that the OEs that sell the transmission did not engineer it or design the fluid it uses. They rely on aftermarket suppliers to provide the solutions and in the end take credit for the hard work and technology of supplier companies. This is certainly not a new problem. The automotive aftermarket has been amazingly resilient and is finally starting to get the credit for problem solving and engineering excellence by solving mechanical and fluid problems eluded by OEs. The OEs do not have the in-house talent to do so in the new "lean" outsourcing corporate world of U.S. automakers. LUBEGARD, a world leader in research, development, and manufacturing of high-performance lubricants, does, which is why we have the solutions you are looking for.



*Nissan NS3 Used Fluid had 224,069 miles on the original factory-fill fluid extracted from 2014 NV200. Honda HCF-2 Used Fluid had 27,322 miles on the original factory-fill fluid extracted from 2013 Honda Accord

