



DIRECTOR2

Санкт-Петербург, Россия

During my career, and I started it, for a minute, back in the 88th year, there were a great number of various exhibitions, seminars and other similar parties, in which I had the opportunity to participate. The coolest of such events were the Moscow Aerospace Salon of 2001, and there I was able to talk with SAMIM;) and the Paris Motor Show in 2014, it is a masterpiece in itself. Everything else before these two clearly fades.

However, whenever possible, and sometimes the desire arises, I still try to attend such events. There are three benefits from them: firstly, to get beautiful colored paper, which, being hung on the wall, increases your rating in the eyes of the public, secondly, the opportunity to hear the official opinion of official representatives, and thirdly, to get some kind of inspiration for further professional activities. I would note that those who expect something else from such parties will always be disappointed and will begin to broadcast that all the exhibitions and seminars are bullshit.

The other day, having received an invitation to the first AISIN seminar in St. Petersburg, I decided that I should definitely attend this event. After all, in fact, this is the manufacturer of automatic transmission for those brands of cars that Denis Auto specializes in and, accordingly, the box of this particular company is on our Volvo. There are so many myths, delusions and just technical nonsense around the maintenance of automatic machines, and, strangely enough, by the official representatives of car manufacturers, I found the opportunity to relay the official position of AISIN quite valuable.

Moreover, the level of the source was sufficient, so that the reliability of the information was not to be questioned. The seminar was conducted by no less than Kata San, vice president of Aisin Europe and, concurrently, a real Japanese from a real Japan (he showed his passport several times :))). Of course, he did not give out any special secrets and did not tell how to repair the automatic transmission for \$ 20. But a few simple facts, I think ordinary users deserve the attention. So, further - just three facts. Whether you want to take them is your business.



1. All boxes of the same type, even if they are installed on different brands of cars and different engines (and accordingly have a different "bell") are assembled on the same conveyor and, respectively, are washed down with the same oil. So, if you are firmly convinced that the original Volvo is pouring into the Volvo box, created according to the recipes of the severe Vikings, or, on the edge, of the petro-canada, and in Toyota it is necessary to pour sake, and in Citroen the syrup from frog legs ... well ... you can continue to stay in your happy ignorance. This has nothing to do with the harsh Japanese realities.



2. The following fact is an occasion for holivar. Why, I just did not hear or read about it. And that only they did not write for me formulated in 2010, the rules for changing the oil in the automatic - every second maintenance, i.e. Every 20 thousand km. Well ... like a native of the Volgograd steppes, I say - it's time to collect tomatoes, gentlemen technical geniuses. Here are the official recommendations of AISIN. And, not just an English-language picture from the Internet, but recommendations in Russian, which I asked to sign, mentioned above, dear Kata San:

Менялось ли масло в АКПП Вашего автомобиля?



Специалисты рекомендуют

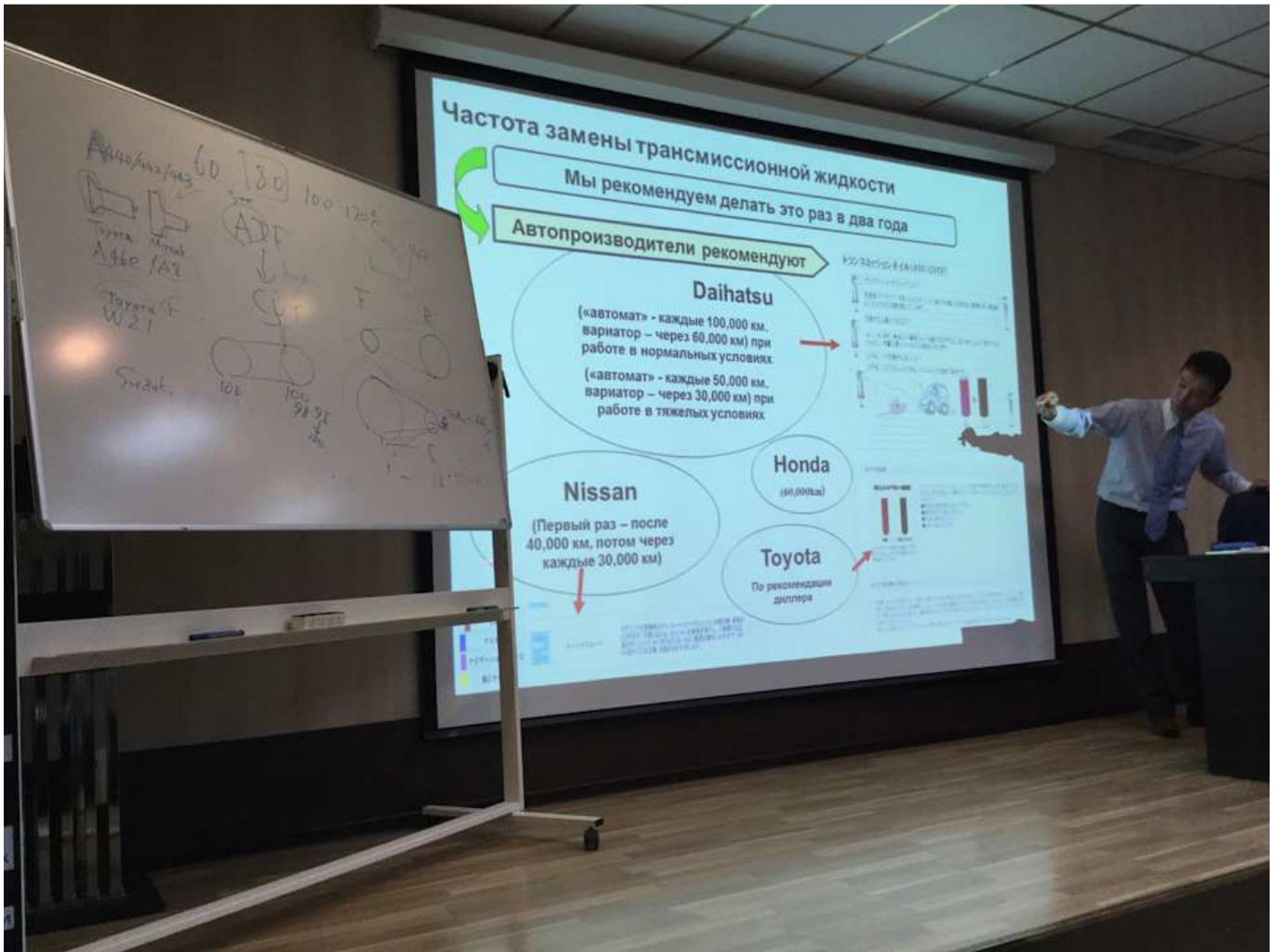
Меняйте масло через каждые 2 года или
20,000 км пробега

ATF

Automatic Transmission Fluid

От всемирно известного производителя коробок передач

- Плавный старт в холодных условиях: устраняет задержку включения передачи и обеспечивает превосходную текучесть масла при низких температурах.
- Мягкое переключение передач: оптимальные фрикционные свойства обеспечивают мягкое переключение передач без резких толчков.
- Уверенный старт и улучшенные характеристики: оптимальные фрикционные свойства уменьшают потерю мощности, повышают отклик, а также обеспечивают надежность.



3. This question has matured for a long time. Well, I do not see the differences in the automatic transmission TF-80SC, installed on, say, the 2013 Volvo XC70 and on my car. Well, or AM6, installed on my past Citroen C5 and AM6 on a 2011 Peugeot 508 diesel. I don't see any difference between all these four boxes. There are, of course, specialists who may explain it to me ... But, nevertheless, I did not understand why I needed to pour different oil into these boxes. Now I understand :))) No need. For Kata San asked this question and received a detailed answer. In general, it is possible to safely pour T4 into the boxes to which T-WS is assigned to pour and vice versa. Worse, these oils can be mixed! That is, I will summarize: if you have a Volvo, Peugeot or Citroen with a six-speed automatic, feel free to pour an indicator of any known manufacturer there. The main thing is that she had the approval of T-WS, or T4. Well, or 3324 or 3309. Everything else is from the evil one.

So, if you want your Aisin to run off the 300 thousand km laid (which is what the manufacturer is laying), listen ... to Aisin, not to me :) No, I understand that few people convinced, moreover, I understand that adepts still consider me an old loser ... but, now I'm not a simple loser, but a certified one;