

ATV/UTV TRANSMISSION & SUSPENSION FLUID

AMSOIL 100% SYNTHETIC ATV/UTV DUAL-CLUTCH TRANSMISSION FLUID

Use this AMSOIL DCT fluid in Can-Am Maverick R dual-clutch gearboxes for stable synchronizer engagement, 7.6 cSt at 100°C, and -56°C pour point.

Independent guide: Prepared by ATV-Oil.com, independent AMSOIL Dealer ZO# 1642716. This is not an AMSOIL corporate publication. Confirm product selection against the vehicle manual and official AMSOIL lookup.

Guide and official source: [ATV-Oil.com guide](#) | [Official AMSOIL product page](#) | [Buy Online](#)



Product Description

Use AMSOIL 100% Synthetic ATV/UTV Dual-Clutch Transmission Fluid in the Can-Am Maverick R dual-clutch transmission. That gearbox shifts through synchronizer engagement, so the fluid has to help the shift happen cleanly while it protects loaded gears and bearings. Do not treat every DCT label as the same callout. Pull the Maverick R service information, confirm the compartment, then use the published capacity and level procedure.

Confirm the Maverick R gearbox

The listed application is the Can-Am Maverick R dual-clutch transmission. Another machine may use a dual-clutch layout, but that only tells you the design family. It does not prove the fluid requirement, capacity, or level-check process matches this gearbox.

Check the model-year maintenance information before the drain plug moves. A Maverick R carries more than one fluid-filled housing, and each service point can have a different callout. Work by compartment instead of using the nearest bottle that says transmission on it.

Smooth out low-speed shudder

Dual-clutch transmissions can snap off fast shifts and still feel jumpy while you creep through rocks or back a trailer. This fluid is engineered for stable synchronizer engagement, which helps prevent shudder and keeps shifting fast, smooth, and quiet.

Low-speed work is where rough engagement gets old fast. Easing onto a trailer, crawling a washout, or inching around trees puts the synchronizers in the exact range where the wrong friction feel shows up. Use the fluid built for that engagement instead of chasing the problem later.

Hold a film under torque

Passengers, spare tire, tools, and throttle all add load to the gearset. Severe-duty operation can mechanically shear oil and thin the film between gears and bearings. This formula is built with outstanding film strength to resist extreme pressure in heavily loaded, high-torque service.

No four-ball wear scar is published for this fluid, so do not invent one for comparison shopping. The protection story here comes from the severe-service film-strength claim and the measured viscosity and temperature properties that tell you how the fluid behaves in use.

Check heat and cold specs

Kinematic viscosity is 38.7 cSt at 40°C and 7.6 cSt at 100°C under ASTM D445, with an ASTM D2270 viscosity index of 170. Those numbers matter once the case is hot and the gears are carrying real load rather than spinning free on a stand.

Brookfield viscosity is 8,900 cP at -40°C under ASTM D2983, and the ASTM D97 pour point is -56°C (-69°F). Flash and fire points are 228°C (442°F) and 242°C (468°F) under ASTM D92. Read those as lab and handling data, not permission to overheat the gearbox.

AUDCTQT-EA is the single quart and AUDCTQT-CA is the case of twelve. Follow the original equipment manufacturer's oil change recommendation, use the model-year capacity, and recycle used fluid. Warranty Secure coverage and the AMSOIL Limited Warranty (G1105) apply.

Verified specifications

Property	Value	Test Method
Kinematic Viscosity @ 100°C, cSt	7.6	ASTM D445
Kinematic Viscosity @ 40°C, cSt	38.7	ASTM D445
Viscosity Index	170	ASTM D2270
Brookfield Viscosity @ -40°C, cP	8900	ASTM D2983
Flash Point, °C (°F)	228 (442)	ASTM D92
Fire Point, °C (°F)	242 (468)	ASTM D92
Pour Point, °C (°F)	-56 (-69)	ASTM D97

FREQUENTLY ASKED QUESTIONS

Q1: Which machine is this DCT fluid for?

It is for the dual-clutch transmission in the Can-Am Maverick R. A different DCT-equipped machine needs its own service chart checked first, because the shared DCT label does not prove the same fluid belongs in that gearbox.

Q2: Why does the Maverick R need a DCT fluid?

The gearbox shifts through synchronizer engagement, and that engagement depends on the right friction behavior. The fluid also has to protect heavily loaded gears and bearings, so a generic transmission fluid is the wrong bet.

Q3: Will it help with shudder while crawling?

It is engineered for stable synchronizer engagement to help prevent shudder and keep shifts fast, smooth, and quiet. That matters most when the machine is creeping, backing, or easing through a tight line.

Q4: Is there a published four-ball wear scar?

No. The published data includes viscosity at 40°C and 100°C, viscosity index, Brookfield viscosity at -40°C, pour point, and flash and fire points. Film strength is described through severe-service gear and bearing protection.

Q5: How cold is the published pour point?

The ASTM D97 pour point is -56°C (-69°F), and Brookfield viscosity is 8,900 cP at -40°C. Those values come from lab tests, but they show strong cold-flow behavior for a gearbox that may sit outside overnight.

Q6: How often should the Maverick R DCT be serviced?

Use the original equipment manufacturer's oil change recommendation for the Can-Am Maverick R dual-clutch transmission. The same service information gives the capacity and level procedure, so keep those instructions together.

AVAILABLE PRODUCT CODES

Product Code	Package Size	Unit of Measure
AUDCTQT-EA	Quart Bottle	Each
AUDCTQT-CA	Bottle	Case of 12