MécaATC

Article number MT427

Universal Machine for Exchanging

Automatic Transmission Fluid

OPERATING MANUAL

Dear Customer,

Congratulations with your purchase of your Méca**ATC**, a new system for flushing and replacing automatic transmission fluid.

The safety instructions provided below are guidelines to help you use the System under conditions of maximum safety.

Every device that uses chemical substances is potentially dangerous if the user is not familiar with the operating instructions.

This manual is to be considered an integral part of the instrument as it contains general instructions for correct use of the device.

We therefore invite you to carefully read through the instructions before switching on the device, to adequately train operators and to store the manual for future reference. These good practices shall ensure that you obtain from the instrument top performance and reliability over time.

IMPORTANT !

We recommend you to thoroughly read the instructions provided in this manual before switching on the device.

This will enable you to obtain excellent performance and reliability over time.
Store this manual close to the device for quick reference by operators!

The Manufacturer shall not be liable for failures or other consequences deriving from incorrect procedures on the part of the User.

The manufacturer reserves the right to make improvements or changes in its instruments at any time and without prior notice.

Other product names and companies mentioned in this document may be registered trademarks registered by the respective owners.

1 SAFETY RULES

1.1 For the device

Carefully read this manual before using the unit!

- Forbid the use of this device to any non-allowed persons.
- Do not remove or make illegible tags or danger, obligatory or forbidden signals.
- Do not connect the unit to voltage or frequency other than those indicated on the plate.
- Use the device only in dry places, sufficiently light and well aired.
- Do not expose the device to warm sources.
- Do not bump the device.
- During transport or handling, ensure that there are no other objects on the instrument to prevent them from falling.
- Do not move the device pulling it with the cables connected.
- Do not to cling to the cap, of the auxiliary tank, during handling of the device.
- Do not wet the device and protect it from any direct contact with the rain.
- Do not clean the device with products that may make damages on the plastic box or LCD.
- Only qualified staff must do maintenance.
- Avoid the opening of the device by not authorized personals.
- Do not repair blown or defective fuses but replace them with fuses having equivalent characteristics.

WARNING

If used correctly and in accordance with the instructions provided by ***the Manufacturer*** this instrument present no hazard for operators.

The manufacturer shall not be liable for failures and other consequences deriving from incorrect operations on the part of operators.

1.2 For the use

Carefully read this manual before using the unit!

- Keep protective wearing and behave properly.
- Always wear protection glasses when working on the piping system of the vehicle's transmission, to protect your eyes from violent jets of hot liquid. Do not use common glasses, but only security glasses.
- Observe the safety zone during the lifting of the vehicle.
- Is not admitted the presence of unauthorised persons in the proximity of the operational area when lifting or when the vehicle has already raised.
- Always clean up the floor, in the event of a spill of fluid, because it can cause falls.
- Use only the supply cables supplied and ensure that the insulation is in good condition.
- Do not touch the high-tension cables present into the engine compartment when this is operating.
- Stop the vehicle using the parking brake, (if the vehicle is equipped with), insert running idle, (or in case of automatic gear, parking position), and lock the wheels.
- Inside the exhaust gas of the vehicles, both diesel and gasoline are present many poisonous substances dangerous for the health. It is necessary to assure a good ventilation of the room and anyway into closed rooms it is obligatory the use of a suction system.
- Pay attention to the moving devices on the vehicle. Particularly the electric fans may start even when the vehicle is switched off.
- Use proper protections in case the noise emissions are more than the prescription of the law.
- Do not smoke, and do not use free flames or sparks sources near to the vehicle.
- Protect the face, arms and legs to avoid contact with hot surfaces of the vehicle.
- Be careful when you are operating near to the converter.
- Do not unscrew the radiator cap while the engine is running or still warm.

- Do not let tools near the battery to avoid accidental contacts.

Always obtain the MSDS of materials used and follow what it being reported on that.

1.3 Disposal

- Separate electrical, electronic, plastic and ferrous parts before demolishing the instrument.
- Dispose of the material in recycling bins as required by local regulations in force.

2 MAIN FEATURES

Power Supply:

- 12 Vdc (Vehicle battery).

Display:

- Back lighted LCD,4 lines x 20 characters, alphanumeric

Printer:

- Thermal, 24 columns.

Hardware:

- Electronic control board and control microcontroller

Pump:

- Maximum Flow = 5,5 litres/min;
- Minimum Flow = 4,5 litres/min;
- Maximum Pressure =9 bar

Dimensions:

- W = 650 mm, H = 1130 mm, D = 450 mm

Weight:

- ~61 Kg

Operating temperature:

- + 5 ° C ÷ + 40°C

3 DESCRIPTION

Automobile manufacturers continue to offer a vast range of vehicles with automatic transmission. For car dealers and specialised transmission technicians it has become necessary to have a reliable instrument to enable easy, automatic replacement of automatic transmission fluid (ATF).

With the help of our **ATF EXCHANGER**, a single operator is needed to intervene on any of the vehicles with automatic transmission on the market.

The machine features an exclusive electronic control system that lets you replace ATF fluid without having to open to completely empty the gearbox, regardless of the difference in temperature (and therefore volume) between the fresh fluid(colder) and the used fluid(warmer).

In addition to controlling the operation of the pump of the **ATF EXCHANGER**, the machine's software monitors the fluid replacement operation, checks whether the quantity contained in the fresh fluid tank is sufficient and whether the recovery tank can receive the used liquid.

3.1 Machine parts

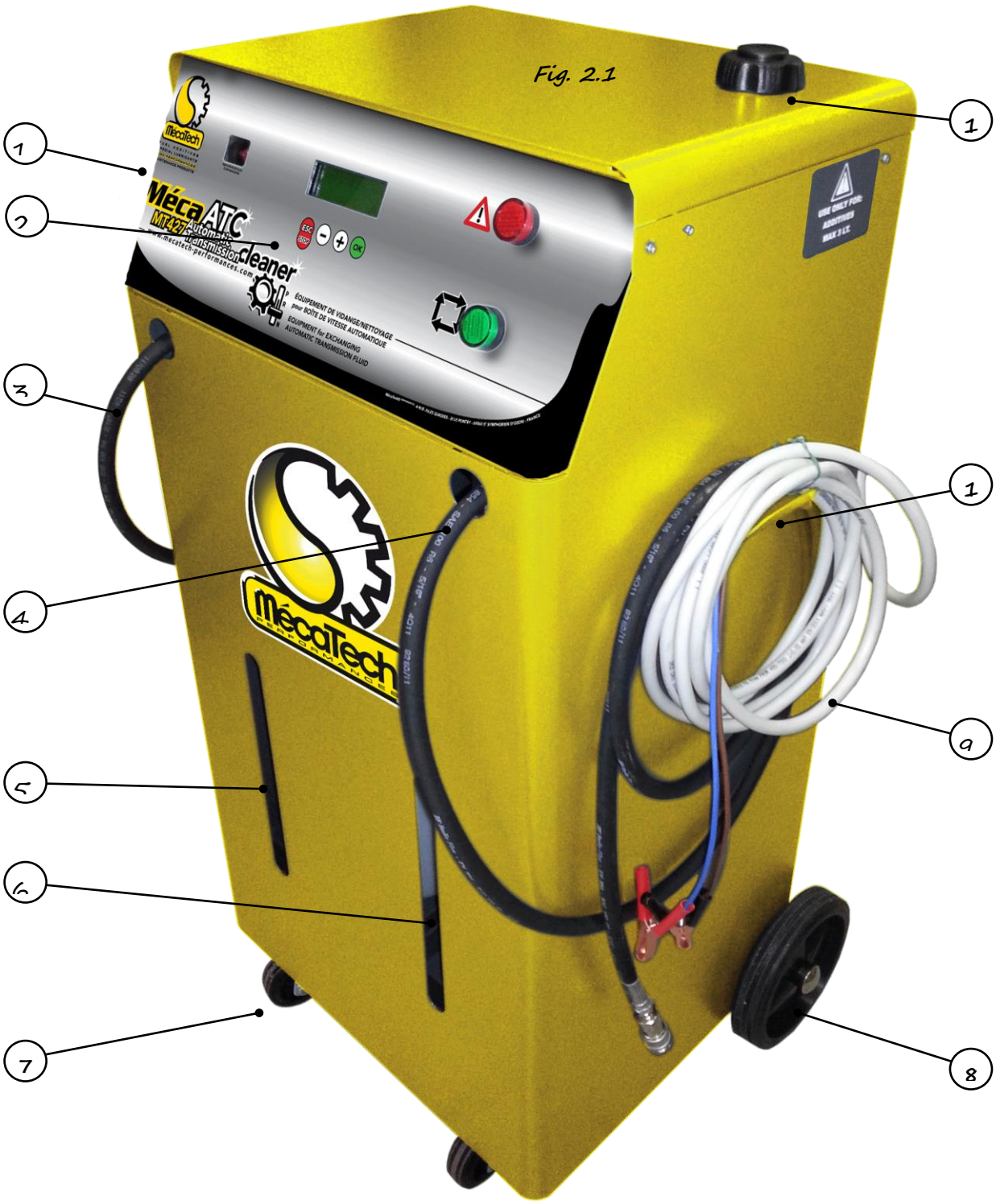


Fig. 2.1

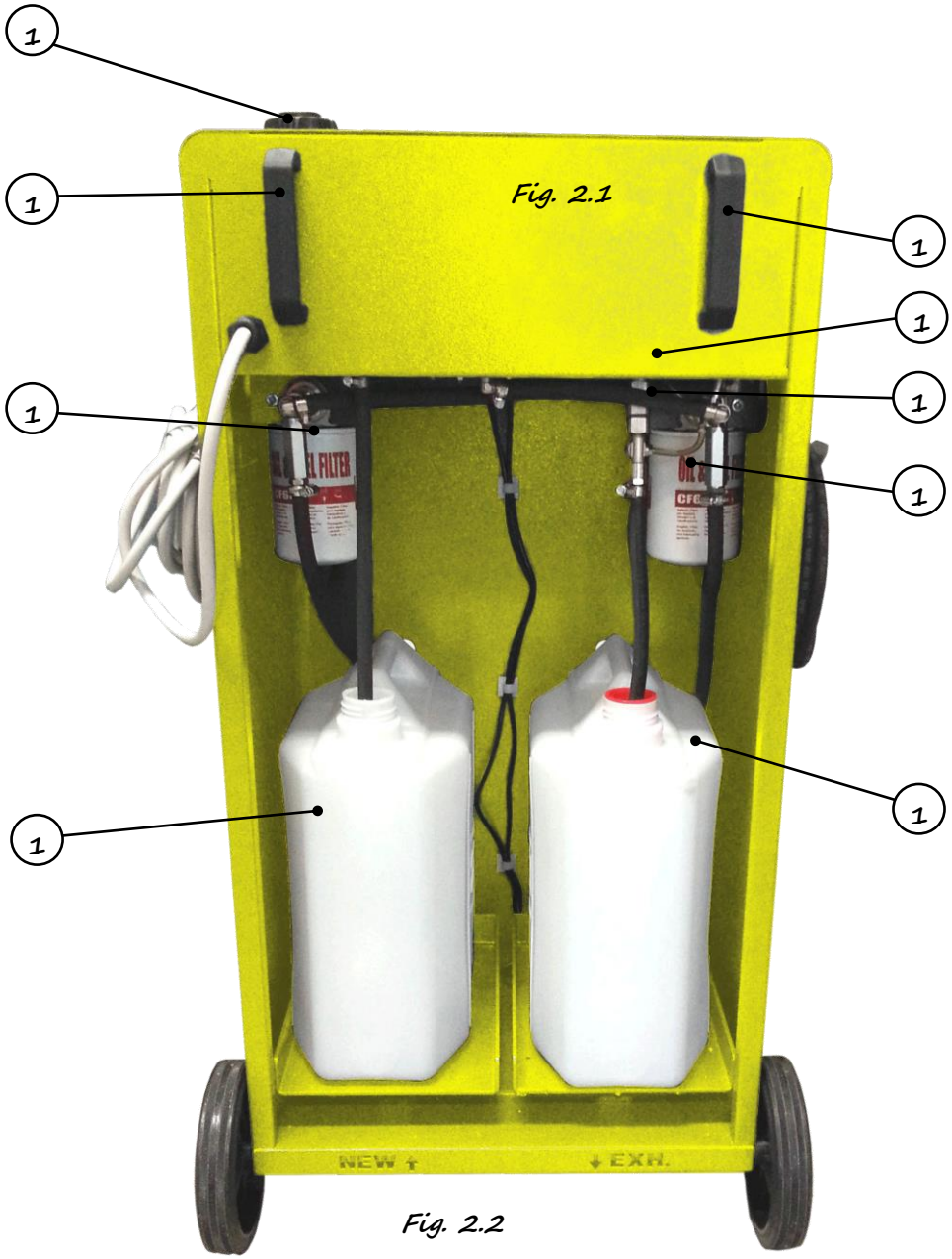


Fig. 2.1

Fig. 2.2

1) Printer
2) Control Panel
3) Connection hose
4) Connection hose
5) Used fluid tank compartment
6) New fluid tank compartment
7) Swivel wheel
8) Rear wheel
9) Battery power cables
10) Hose reel
11) Auxiliary tank stopper
12) Handle
13) Regulator
14) Purge valve
15) Filter cartridge
16) New fluid tank position (*NEW* ↑)
17) Used fluid tank position (↓ *EXH.*)

3.2 Control panel

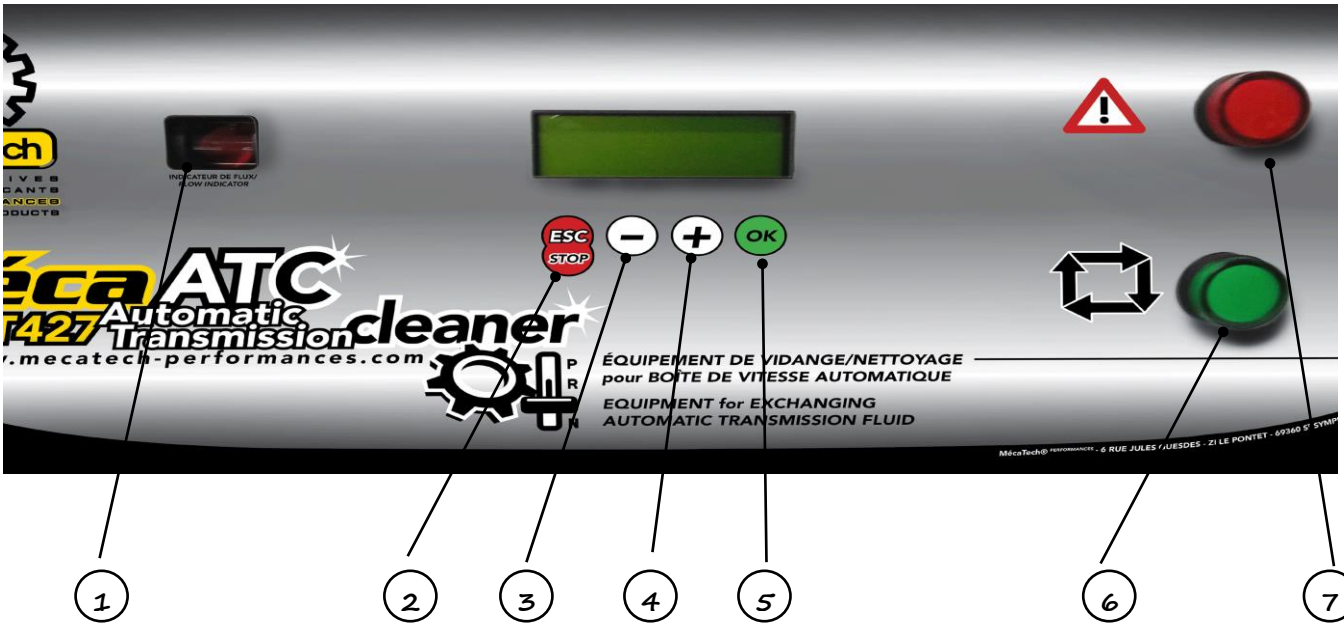
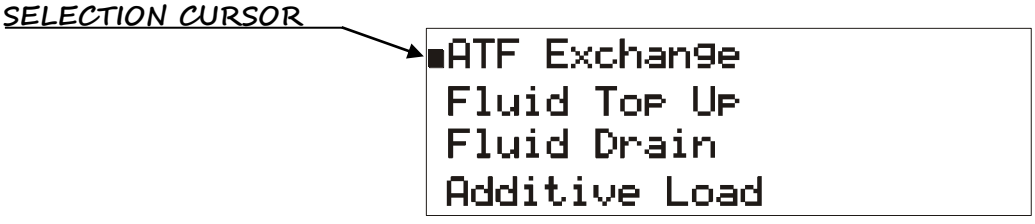


Fig. 2.3

1. **Visual indicator of flow**: The backlight of the visual indicator is activated when the ATF is in the process of "**LOOP**", which means the connection between transmission and radiator is closed and the pump stopped. This allows you to check the status of the automatic transmission fluid.
2. **ESC/STOP button**: cancels selection or enables option between two possible operations; enables return to **READY** page (***see Paragraph 6.1*)**.
3. **button**: decreases selected value (100 ml steps), or enables downward movement of the selection cursor appearing on the display.
4. **button**: increases selected value (100 ml steps), or enables upward movement of the selection cursor appearing on the display.

SELECTION CURSOR



5. **OK button**: confirms selection and/or starts the operation.
6. **GREEN** light: normally off; it flashes during cycle performance. - It remains on at end of cycle.
7. **RED** light: Normally off. It starts flashing in case of alarms due to:
   - insufficient new fluid;
   - insufficient volume for receiving used fluid in the used fluid tank;
   - absence of required additive in auxiliary tank;
   - Failures or defects.

4 DELIVERY, TRANSPORT AND ASSEMBLY

4.1 Delivery and assembly

The operator must:

- **unload the machine in conformity with the provisions of current workplace safety regulations;**
- **remove packaging material and dispose of it properly.**

Check integrity of components and devices. If needed contact our local authorized dealer immediately.

4.2 Transport

During transport, the following rules must be observed strictly:

- apply current workplace safety regulations (especially with respect to overall weight which is approximately 61 kg);
- remove any accessory device or other parts that may obstruct movement;
- if lifting the unit manually, take a firm hold of the system;

staff not involved in the handling of the unit must stay clear of the area.

In case of transport on vehicle ensure that the unit is firmly positioned before proceeding.

5 PREPARATION

5.1 Preparing the ATF EXCHANGER

> **CAUTION:**
> **After receiving the ATF EXCHANGER, you need to perform an FLUID PRIMING operation (see paragraph 7.5), or drain out test fluid from the unit.**

- Ensure that the **NEW FLUID** tank contains the quantity of fluid that you need to change. We advise changing two litres more than the quantity indicated as nominal content of “dry” gearbox.
- Place the **NEW FLUID** tank in the rear compartment of the **ATF EXCHANGER (*NEW* ⬆)**, as shown in figure **2.2**.
- Ensure that the volume remaining in the **USED FLUID** tank is sufficient to receive the total quantity of fluid that will be replaced, otherwise the used fluid will overflow from the tank.
- Place the **USED FLUID** tank in the rear compartment of the **ATF EXCHANGER (⬇ *EXH.*)**, as shown in figure **2.2**.
- When positioning the **ATF EXCHANGER** for any type of process, you should make sure that at least the two **GREEN** and **RED** indicator lights are visible.

> **CAUTION:**
> **When filling and emptying the tanks, take care to avoid impact.**

- Connect the **ATF EXCHANGER** to the car battery: the black clamp to the negative pole (**-**) and the red clamp to the positive pole (**+**).

> **CAUTION: the unit works only with 12 Volt.**
> **If power supply is not correct, the machine will not turn on.**

> **CAUTION:**
> **The regulator positioned on the rear of the machine (Ref.13, Fig. 2.2) MUS NOT BE TAMPERED as it is for the EXCLUSIVE USE for TECHNICAL SERVICE.**

CAUTION:

Before proceeding with the FLUID REPLACEMENT phase ensure that the type of fluid shown in the fourth line is the same as the fluid in the NEW FLUID tank. If you want to change fluid type, you need to read paragraph 7.2 – FLUID TYPE.

Check the tank tare, if different from the original tanks supplied.

IT IS IMPORTANT that you do not change the original USED FLUID tank supplied with another tank; if you need to do so you must first follow the simple procedure described in paragraph 7.4 – USED FLUID TARE.

5.2 Preparing the vehicle

- After positioning the vehicle on the car lift, put car gear on park (**P**).
- Check automatic transmission fluid level when possible.

NOTE:

always check level with engine running, taking into account fluid temperature and manufacturer's indications.

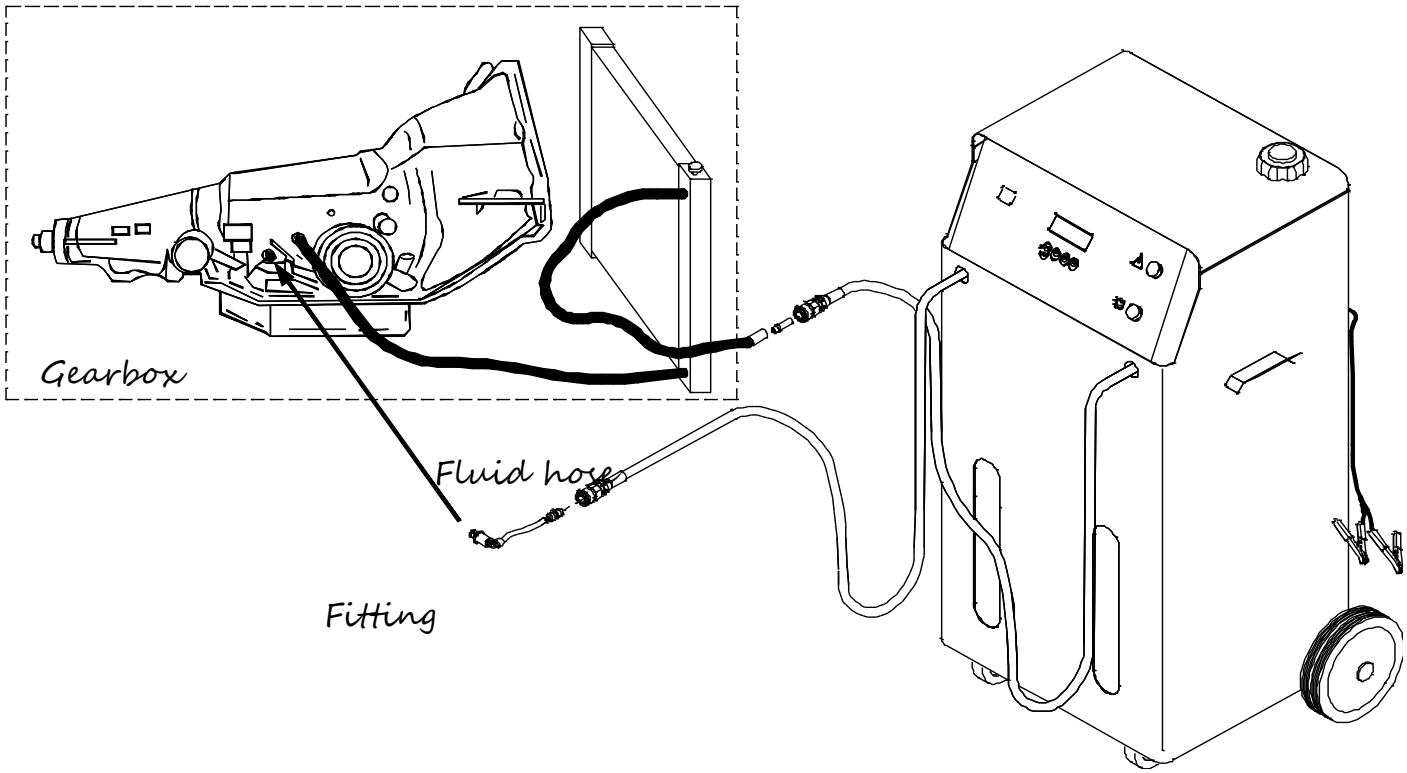
5.3 Connection to transmission

- Identify and disconnect hose, in the most accessible point, choosing between the connection point on the automatic transmission or the connection point on the radiator, according to accessibility and type of fitting.

  NOTE

  It is not necessary to know the direction of flow of the fluid, as the **ATF EXCHANGER** will detect it automatically.

- Connect either of the two hoses of the **ATF EXCHANGER**, using the right fitting, to the transmission side and the other hose of the **ATF EXCHANGER** to the hose that you have just disconnected.



<u>CAUTION:</u> do not subject the machine to bumps and jolts!

Keep stopper screwed on auxiliary tank at all times.

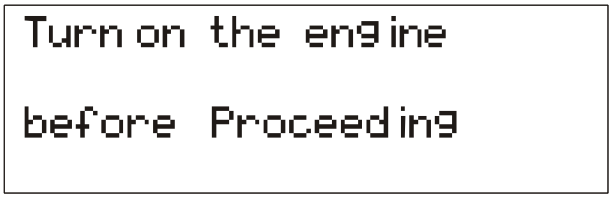
Do not rest your hands or other objects on the auxiliary tank stopper during operation of the ATF EXCHANGER.

6 USE

6.1 READY page

After connecting the **ATF EXCHANGER** to the vehicle's battery**,** the display will show Firmware version and serial number of the machine.

The following message will be shown next:



- Start the engine of the vehicle.
- Press **OK button**.

The display will show the **READY** page, describing the situation of the machine at the time it is started and at the end of every cycle:

- **New:** indicates quantity present in the tank that contains new fluid.
- **Used:** indicates quantity present in the tank that contains used/old fluid.
- **Auxiliary:** indicates quantity of additive/fluid present in the auxiliary tank, which is designed to contain up to 3 litres of additives or fluids.

The last line usually reads **ATF GENERIC**; in this case the **ATF EXCHANGER** will assume an average specific weight characteristic of the range of lubricants for automatic transmission. The degree of approximation of weight/volume calculations is maximum ± 2 %, which makes the **ATF EXCHANGER** an extremely accurate instrument.

The software can also include in its database the exact specific weights of different fluids. The machines are normally supplied with only a voice: **ATF GENERIC**.
Where the dealer wish to designate on the display a list of oil types of a lubricants brand, it is only necessary give us the symbols and their specific gravities.

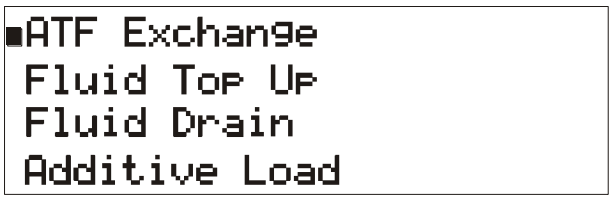
They will be loaded into the program in our factory. Weight/volume accuracy will have an approximation of ± 0.001 %, equivalent to ± 30 ml for 30 litres. The software can not include indications of car brands or models.

The last line shows type of fluid used during the operations (***see paragraph 7.2***), and temperature (***°C***) of the fluid in the circuit.

6.2 List of functions

- In the **READY** page press **OK button** to display the list of functions:

Page 1



Page 2

- Scroll the functions page up or down using the  and  buttons.
- Press **OK button** to confirm the operation selected.

6.3 ATF exchange

CAUTION:

Before proceeding with the fluid replacement phase ensure that the type of fluid shown in the fourth line is the same as the fluid in the NEW FLUID tank.

If you want to change fluid type, read paragraph 7.2 – FLUID TYPE.

Check the tank tare, if different from the original tanks supplied.

IT IS IMPORTANT that you do not change the original USED FLUID tank supplied with the ATF EXCHANGER, with another tank; if you need to do so you must first follow the simple procedure described in paragraph 7.4 – USED FLUID TARE.

IMPORTANT NOTES:

a) **There is NO system, including the ATF EXCHANGER which is unmatched in the service of cleaning and replacing fluid in automatic systems, that can detect how much fluid is really present inside a transmission, or inside the transmission-radiator system.**

   Therefore, select the quantity of fluid to be replaced at the beginning of the process (dry!), this WILL NOT change the actual quantity of fluid already present.

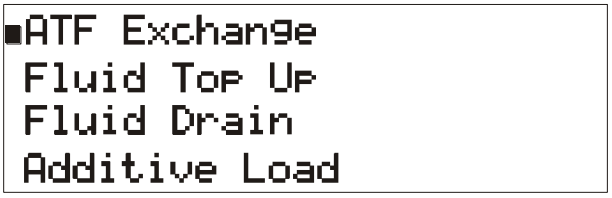
   It is important to consider that at the end of operations the transmission will also contain the quantity given by the sum of the volumes of additives.

   Example: **Cleaner 300 ml + Protection additive 250 ml = 550 ml.**

b) **As regards the characteristics of viscosity and the specific weight, ATF fluids belong to the same family. Therefore, they can be mixed and the presence of fluid residues inside the ATF EXCHANGER (including in connection hoses) will not cause any problem when in the following operation a different type of fluid is used.**

- In the **READY** page press **OK button**.

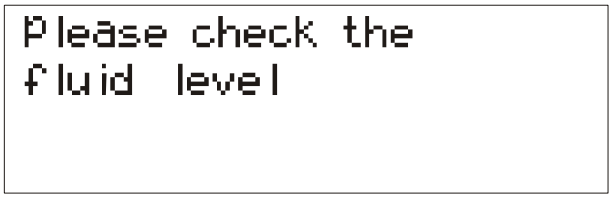
- Press  or  to scroll the list of functions up and down and confirm the selected **ATF EXCHANCE** operation with OK **button**



- Enter quantity of fluid to be replaced, using  or  and confirm by pressing **OK button**.

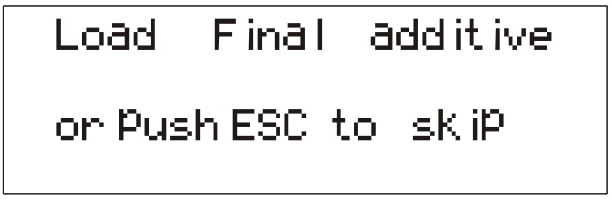
The presence of a minimum quantity of new fluid in the tank ensures an immediate response from the **ATF EXCHANGER** pump, preventing dry operation, which could cause slowdowns or air bubbles.

If the tank does not have a sufficient amount of new oil, will appear on the display of an error message.



- After you check the oil level, in the gearbox of the vehicle, press **OK button**.

The following message will be shown next:

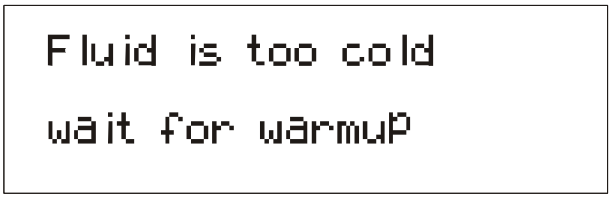


- If you choose to press **ESC STOP**, please see **paragraph 6.3.2**.

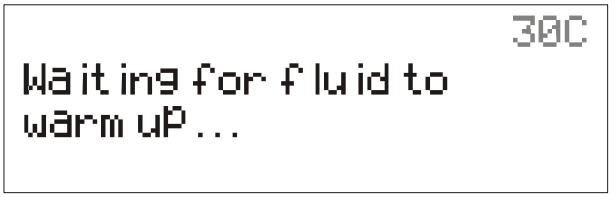
6.3.1 Cleaning additive

- To feed the cleaning additive, unscrew the auxiliary tank stopper, pour the liquid into the tank and after that press **OK button**.

> **CAUTION:**
> The quantity of additive or fluid to be poured into the auxiliary tank cannot be entered. The machine will always inject all of the quantity present in the auxiliary tank (from zero do 3 litres). Immediately after that, the **ATF EXCHANGER** will continue recirculating the old fluid containing the cleaning additive for ten minutes.
> It is extremely important for the operator to be already sitting down in the driver's seat and to shift gear, selecting all of the positions **P – R – N – D – S,** keeping each position for about ten seconds. This should be carried out throughout the cleaning cycle.

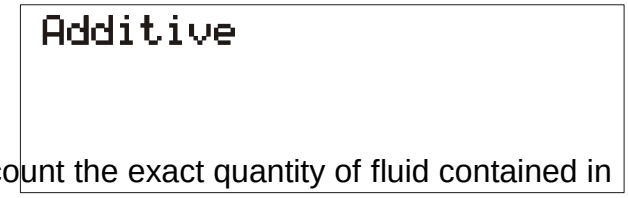


> **CAUTION:**
> Except for top-ups or additive feeding, with every other operation the **ATF EXCHANGER** will not start unless the fluid temperature has reached at least **40 °C**.



- Press **OK button**

After warming up, the **ATF EXCHANGER** will then start the additive feeding cycle, indicated on the display by the following message:

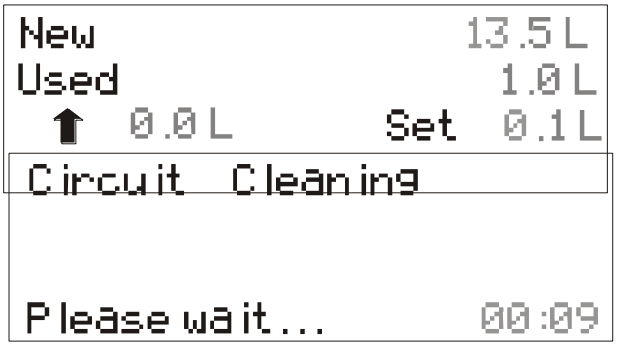


NOTE

The injection of additives always takes into account the exact quantity of fluid contained in the delivery hose, and then the **ATF EXCHANGER** automatically adds the rest, followed by the quantity of fluid, to ensure that part of the additive does not remain inside the hose.

The cleaning cycle will then be started and run for 10 minutes.

Operation in progress will be confirmed by continuous flashing of the **GREEN** light.



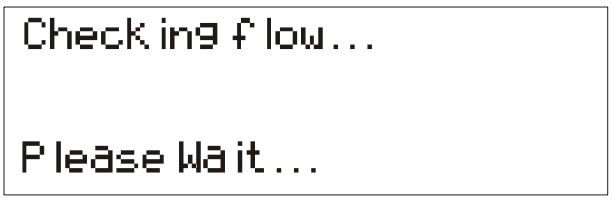
6.3.2 Replacement cycle

Below is a description of the operating phase carried out by the **ATF EXCHANGER at** the end of the cleaning cycle and when the **ESC/STOP** is pressed because no washing additive is added.

CAUTION:

The **ATF EXCHANGER** will not start the replacement cycle if the temperature of the fluid of the vehicle has not reached at least **40 °C**. Therefore, on the display, you will see the related messages of waiting for the heating of the fluid.

For a short time, the **ATF EXCHANGER** will check the direction of flow of the fluid.



If the fluid is not sufficient or if the flow is not normal, the cycle stops; this will be indicated by the **RED – WARNING** light flashing and by the message "**INSUFFICIENT FLUID FLOW**" on the display unit.

If the flow direction check is positive, the cycle for total replacement of used/old fluid with new fluid will start automatically and include the radiator: the new fluid is pumped with the same speed and exact quantity with which the used fluid is drained out, until the pre-set quantity is reached.

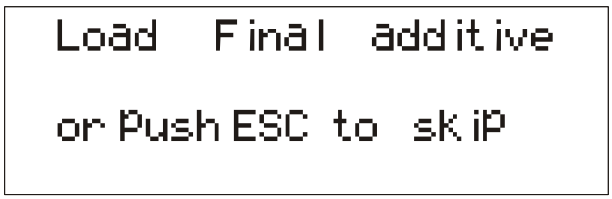
The display will show variations in the content of the two tanks.

When the exchange of the pre-set quantity is completed, the **GREEN** light will go from flashing to permanently on.

The **ATF EXCHANGER** will automatically go into "**LOOP**", which means the connection between transmission and radiator is closed and the pump stopped.

6.3.3 Protection additive

At the end of the fluid replacement cycle, the display asks whether protection additive is to be added.



- Unscrew the stopper on top of the **ATF EXCHANGER**, pour the product into the auxiliary tank and after screwing the stopper back on, press **OK button**.

> **CAUTION:**
> **The operation must be performed only with the stopper screwed on.**

The protection additive will be injected.

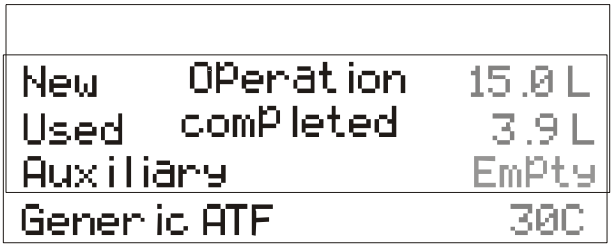
NOTE

The injection of additives always takes into account the exact quantity of fluid contained in the delivery hose, and then the **ATF EXCHANGER** automatically adds the rest, followed by the quantity of fluid, to ensure that part of the additive does not remain inside the hose.

At the end of the operation the display of the **ATF EXCHANGER** will show the message:

Once this operation has been completed, the **ATF EXCHANGER** will automatically go into "**LOOP**", which means the connection between transmission and radiator is closed and the pump stopped.

If you choose not to add the **Protection** additive, press **ESC/STOP** and the display will show the initial **READY** page.



- Stop the engine of the vehicle.
- Remove the hoses and adaptors from the gearbox and from the radiator.
- Connect the original hose back on the gearbox.
- Start the engine and check for leaks.
- Check the fluid level in the automatic transmission, if needed top up or drain out.
- Disconnect the **ATF EXCHANGER** from the vehicle's battery.
- Wipe off any fluid residues from the connectors and tool tray.
- Empty out the **USED FLUID** tank, in conformity with regulations on disposal.

6.4 Fluid top-up

This function is used to feed fluid from the **NEW** tank into the gearbox, with engine off or on.

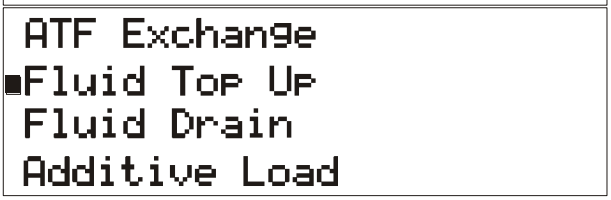
This top-up can be performed in different ways, depending on the type of transmission.

Follow the instructions provided by the vehicle manufacturer for correct level check.

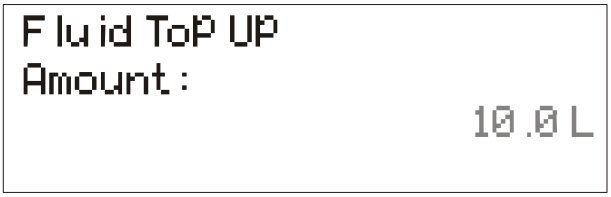
Use specific adaptors for connection between **ATF EXCHANGER** and transmission system.

- From the **READY** page press **OK button**.

- Use the  or  button to select the **FLUID TOP-UP** function.
- Press **OK button**.



- Enter the quantity of fluid to be topped up, using the  or  buttons, and press **OK button** to confirm.



> **CAUTION:**
>
> **The NEW FLUID tank must contain a sufficient quantity of fluid, including an extra two litres. Otherwise, the display of the equipment will show the message: "INSUFFICIENT NEW FLUID".**

At the end of the operation the display will show the **READY** page again.

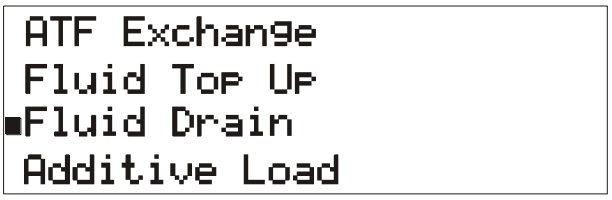
6.5 Fluid draining

The **ATF EXCHANGER** is connected with the automatic transmission system.

This function is used to drain out excess fluid, in other words “get the right level”, which should always be done when the fluid has reached the temperature indicated by the manufacturer.

- From the **READY** page press **OK button** .

- Press  or  button to select **FLUID DRAIN**.



- Press **OK button**.
- Used the  or  button to enter the quantity of fluid to be discharged in the **USED FLUID** tank**.**

- Confirm by pressing **OK button**.

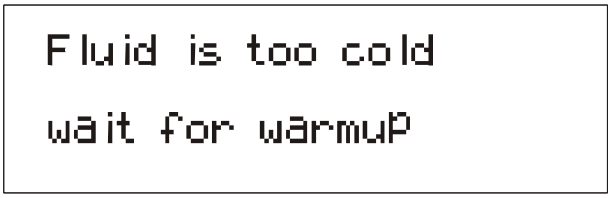
CAUTION:

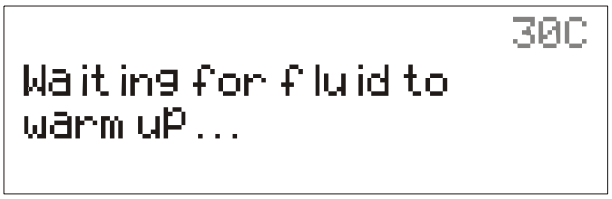
Check the USED FLUID tank to ensure there is enough volume to receive the fluid that is going to be drained out.

CAUTION:

The draining phase will not be carried out at temperatures below 40°C. Only in this case the following message will be shown. The ATF EXCHANGER will automatically perform draining of the previously selected quantity without any warning as soon as the temperature of 40°C has been reached.

- Press **OK button**.





This procedure normally follows the performance of the complete fluid replacement cycle, therefore the fluid temperature will in fact always be above 40°C and there will be no need to wait.

At the end of the cycle the **GREEN** light will remain on fixed.

- Press **OK button**.

The display goes back to **READY** and the **GREEN** light goes off.

~~6.7~~6.6 Additive loading

This function is used to feed a protection additive from the auxiliary tank of the **ATF EXCHANGER** to the vehicle transmission, with engine off or on.

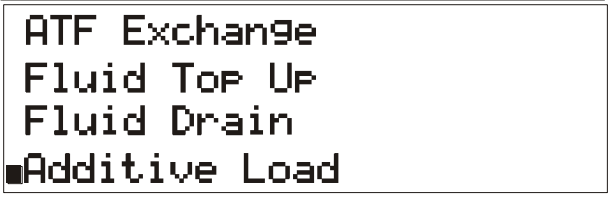
This top-up can be performed in different ways, depending on the type of transmission.

> **CAUTION:**
> **To execute this operation, inside the tank "NEW FLUID" there must be at least two liters of new fluid. Otherwise, the display of the equipment will show the message: "INSUFFICIENT NEW FLUID".**

Use specific adaptors for connection between **ATF EXCHANGER** and transmission system.

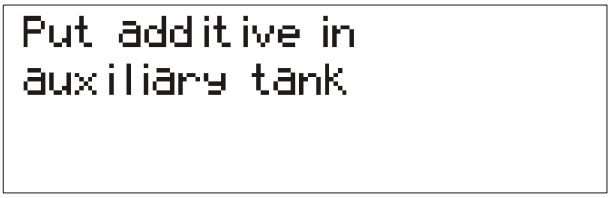
- In the **READY** page press **OK button**.

- Press  or  button to select **ADDITIVE LOAD**.



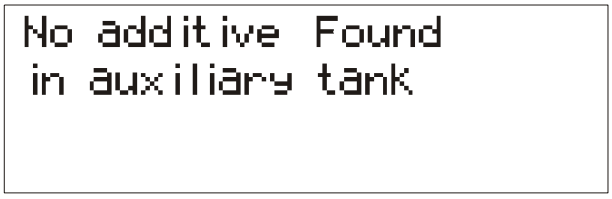
- Press **OK button**.

The following message will then appear:



- Load the additive in the tank (if not already spill), and press **OK button**.

If the **OK button** is pressed by mistake without having poured the additive into the auxiliary tank, the following message will appear on the display:



NOTE

In this single operation, after injecting the total quantity of additive, the **ATF EXCHANGER** will continue by injecting 150 ml more of new fluid, to prevent part of the additive remaining in the delivery hose. This will be added to the total quantity of fluid in the transmission.

At the end of the cycle, the **GREEN** light will remain on fixed.

- Press **OK button**

.

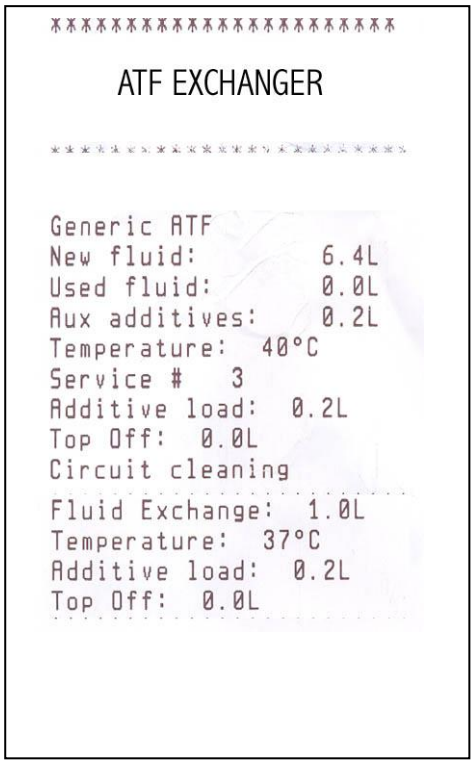
The display goes back to the **READY** page. The **GREEN** light goes off.

NOTE

Follow the instructions provided by the vehicle manufacturer for correct level check**.**

~~6.8~~6.7 Printer (optional)

At the end of every cycle of operations, the **ATF EXCHANGER** prints out a docket showing all the data:

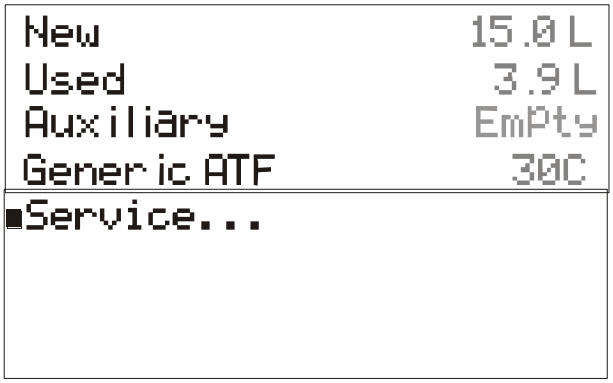


List of the parameter:

- Quantity (litres) of NEW fluid used
- Quantity (litres) of USED fluid recovered
- Quantity (litres) of additives used
- Fluid temperature (°C)
- Number of operations
- Quantity (litres) of additive fed in
- Quantity (litres) of top-up fluid

7 SERVICE MENU

- In the **READY** page press **OK button** to display the list of available functions.



- Scroll the list up or down using  or  , and press **OK button** to confirm the "**SERVICE**" operation selected.

From the **SERVICE** menu you can select the following functions:

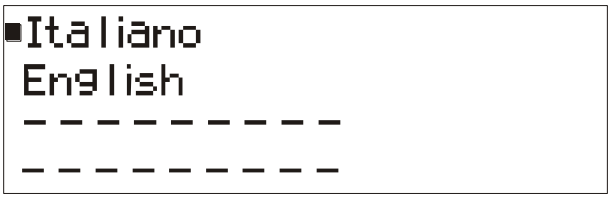
- **Language:** selects operation language.
- **Fluid Type:** used to enter the specific fluid present in the **NEW** fluid tank. There is also a "ATF generic" item entered for the average specific weight characteristic of ATF fluids (***see paragraph 6.1***).,
- **New fluid tare:** only if you are using a tank other than the original one provided with the **ATF EXCHANGER**. In this case **it is important to calculate the tare**.
- **Used fluid tare:** only if you are using a tank other than the original one provided with the **ATF EXCHANGER**. In this case it **is important to calculate the tare**.
- **Machine priming:** initialization cycle to be performed upon delivery, to replace the test fluid inside the **ATF EXCHANGER** with new fluid. This cycle can be also be used should you need to completely drain out fluid residues from the machine.

NOTE:
This need should arise in very rare cases thanks to the chemical and physical similarity between hydraulic fluids.

7.1 Language

- After you have selected the **LANGUAGE** function, press **OK button** to display the languages available.

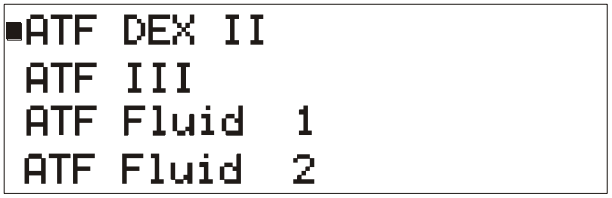
- Select the desired language using the  or  buttons and press **OK button** to confirm.



7.2 Fluid Type

- After you have selected the **FLUID TYPE** function, press  to display the list of fluids.

- Select the type of ATF fluid using the  or  buttons and press **OK button** to confirm**.**



7.3 New tank tare

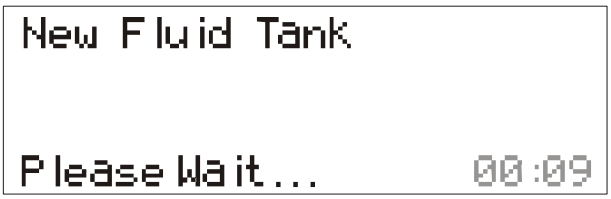
- After you have selected the **NEW TANK TARE** function, press **OK button.**

The following message will then appear:

LOAD EMPTY NEW FLUID TANK FOR CALIBRATION.

- Rest the tank on the ***NEW*** ↑ balance, in the rear side of the unit.

The following message will be shown next:



At the end of the operation the following message is shown: **OPERATION COMPLETED**.

- Press **ESC/STOP** button.

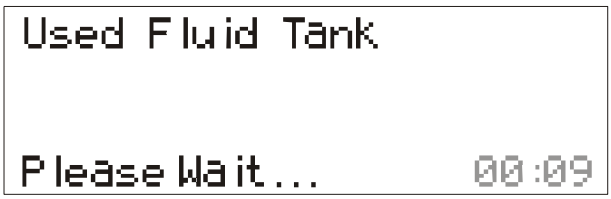
7.4 Used Tank Tare

- After selecting the **USED TANK TARE** function, press **OK button.**

The following message will then appear:

LOAD EMPTY USED FLUID TANK FOR CALIBRATION.

Rest the tank on the ↓ ***EXH.*** balance, in the rear side of the unit, the display will show the following message:

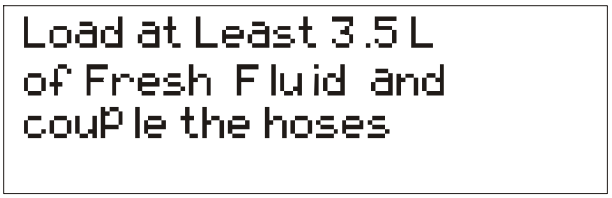


At the end of the operation the following message is shown: **CYCLE COMPLETED**.

- Press **ESC/STOP** button.

7.5 Machine Priming

After selecting the **MACHINE PRIMING** function, press **OK button**. The following message will then appear:

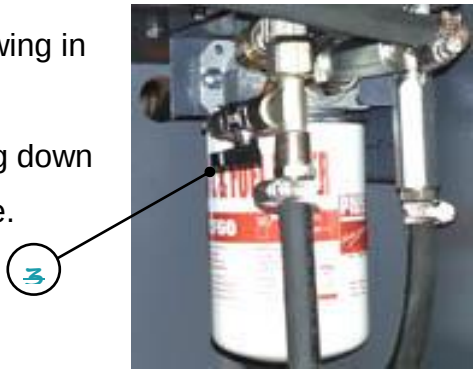


Perform the operations indicated in the message, feeding at least 3.5 litres of new fluid, coupling the connection hoses of the **ATF EXCHANGER** by means of fitting no.5, included in the Complete Set of Fittings **ATFS001 (optional)**.

- Press OK **button**.

The **ATF EXCHANGER** will start drawing fluid from the NEW fluid tank and will discharge the fluid present in the internal circuit into the Used fluid tank.

Check through the visual indicator (***Ref.1 - Fig.2.3***), that the oil flowing in the circuit with smooth flow. If the oil does not flow or it detects the presence of air in the system, open the purge valve(**Ref. a**) to bring down into the tank a small amount of oil, and immediately close the valve.

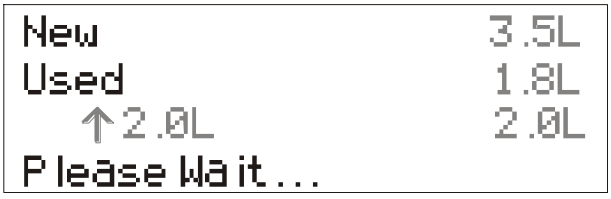


<u>ATTENTION:</u>

Open the purge tap <u>ONLY</u> for the Machine Priming operation!

Ensure that the valve is always closed before starting the operation of the ATF exchange.

For a few minutes, the display will show the quantity of fluid present in the two tanks.



At the end of the operation the following message is shown: **OPERATION COMPLETED**.

- Press **ESC/STOP** button.

8 MAINTENANCE

> **CAUTION: all maintenance operations must be performed with the machine disconnected from supply and from the vehicle. We recommend you wear personal protection gear and comply with current workplace safety regulations.**

To enable correct unit operation and ensure reliability over time, it is very important to follow the indications provided below:

- Excessive vibrations can shorten the lifetime of the various components, affect measuring accuracy and invalidate the machine's warranty.
- Use the tool tray only to replace the adapter.
- Clean the unit's casing with non-harsh and nonabrasive products such as neutral soap or surface detergents. DO NOT use solvents, they can damage the paint.
- Do not leave the unit exposed to sunlight and to the weather. Excessive exposure to sunlight or humidity can cause a malfunction.
- The unit should not be used as a trolley to transport other equipment.
- If the unit needs to be transported in a vehicle, remove the fluid from the auxiliary tank, the new fluid tank and old fluid tank.
- When handling the unit avoid violent bumping.
- Periodically check condition of filters and connection hoses.
- In case of worn hoses, replace them immediately with new ones to prevent possible problems.

8.1 Fluid filter maintenance

After 30 complete transmission fluid change operations, the two filters housed inside the unit should be replaced. The number of fluid change operations performed by the **ATF EXCHANGER** is printed on the docket.

> **NOTE**
> Use original filters**.**

8.2 Replacing printer paper (optional)

To change the paper roll, proceed as follows:

- Open the printer panel as shown in figure **1**;

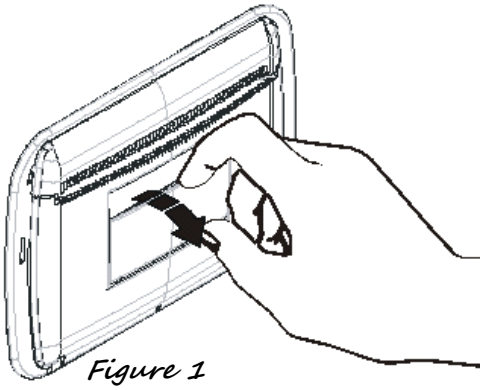


Figure 1

- Position the paper roll and ensure that the paper unrolls in the right direction as shown in figure **2**;

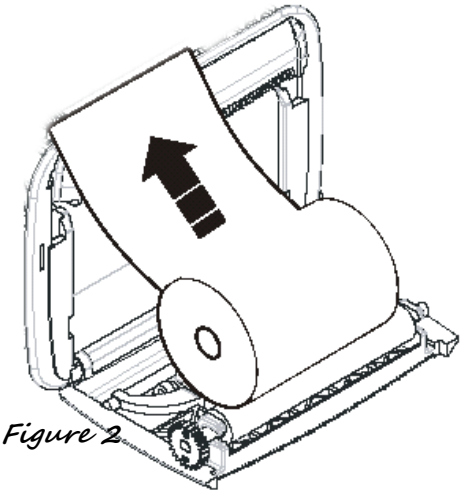


Figure 2

- Pull out some of the paper as shown in figure 3 and close the panel;

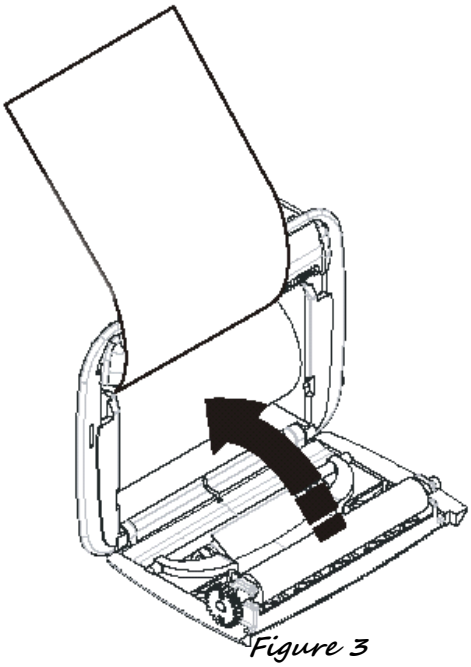


Figure 3

- The printer is ready.