

Full Automatic Transmission Fluid Exchanger & Cleaner

AT-FLUX



OPERATING MANUAL

REV. 1 – 10/14



IMPORTANT !

We recommend you 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.

Congratulations on your purchase of the AT-FLUX, a new system for cleaning 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 or if the instructions are not accurate.

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

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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 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 cause damages on the plastic box or LCD.
- Only qualified staff must do maintenance.
- Avoid the opening of the device by non-authorized personnel.
- 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 XENUM, this instrument presents 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 glasses protection 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.
- The presence of unauthorized persons in the proximity of the operational area is not admitted when lifting or when the vehicle has already risen.
- 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. Into closed rooms the use of a suction system is obligatory.
- 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 MDS 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.



For an environmental responsible recycling/disposal of your product: do not discharge it with normal waste. The black line, under the crossed waste bin symbol, means that this product has been put in circulation after 13.06.2005 (see 2002/96/EG and DIN EN 50419:2005). Please be aware that this product is submitted to the European Directive 2002/96/EC (WEEE) and the laws applicable in your country for the environmentally responsible recycling /disposal.

2 MAIN FEATURES

Power Supply:

- 12 V dc (Vehicle battery).

Display:

- Back lighted LCD graphic 128 x 64

Printer:

- Thermal, 24 columns.

Hardware:

- Electronic control board and control microcontroller

Pump:

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

Dimensions:

- W = 680 mm, H = 1275 mm, D = 520 mm

Weight:

- ~75 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 specialized 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 AT-FLUX, 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 the completely empty 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 AT-FLUX, 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.

The machine is equipped with an easy-to-remove exhausted fluid tank and an accessory case containing connectors and hoses.

3.1 Machine parts

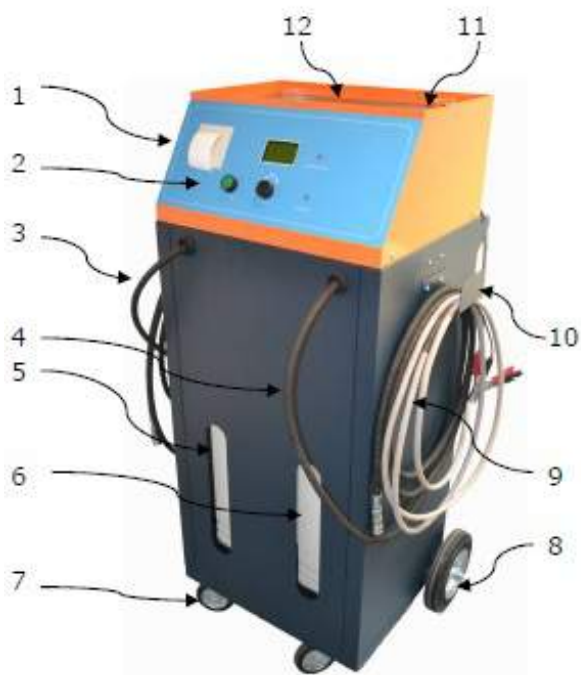


Fig. 2.1



Fig. 2.2

- 1) Printer
- 2) Control panel
- 3) Connection hose stopper
- 4) Connection hose
- 5) Used fluid tank position (EXH)
- 6) New fluid tank position (NEW)
- 7) Swivel wheel
- 8) Rear wheel

- 9) Battery power cables
- 10) Hose reel
- 11) Auxiliary tank cup
- 12) Tool tray with rubber mat
- 13) Handle
- 14) Regulator
- 15) Filter cartridge

3.2 Control panel

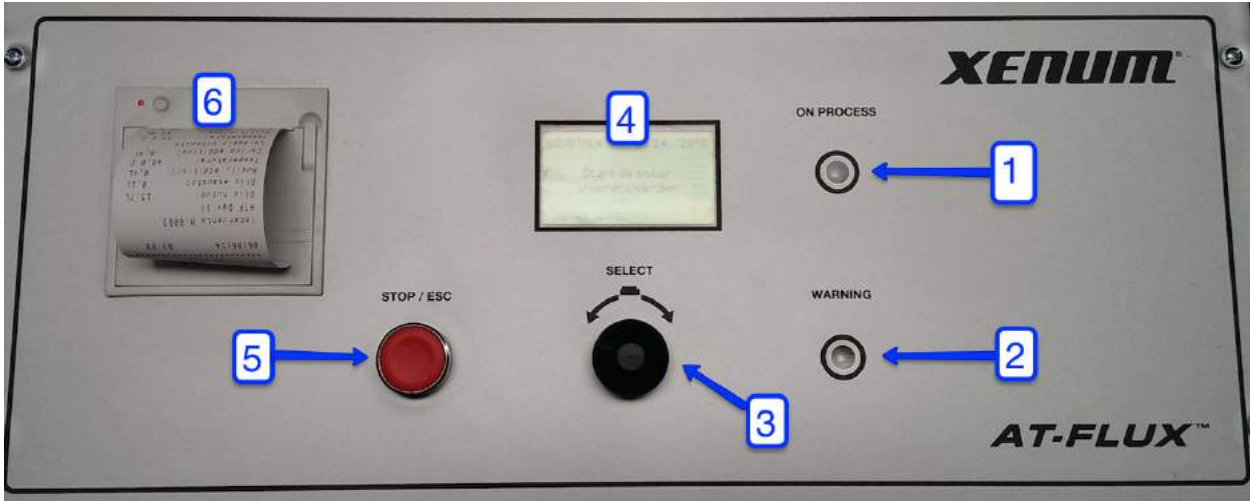


Fig. 2.3

1. **Green light: "ON PROCESS"**. Normally off; it flashes during cycle performance. It remains on at end of cycle.
2. **Red light: "WARNING"**. 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.
3. **STOP/ESC button**: cancels selection or enables option between two possible operations; also enables return to previous step (**see Paragraph 6.1**)
4. **Graphic Display**
5. **Jog button**: turn either to the right or left button: to enable up/downward movement of the selection cursor appearing on the display, then press the button to enable the selected voice/function, turn the button to change up or down the value by 100 ml steps, then press again the button to confirm the selected value and start the operation.
6. **Printer**

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 75 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 AT-FLUX



CAUTION:

After receiving the AT-FLUX you need to perform a 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 AT-FLUX (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 AT-FLUX (EXH.), as shown in figure 2.2.

- When positioning the AT-FLUX 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 AT-FLUX 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.14, Fig. 2.2) **MUST 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

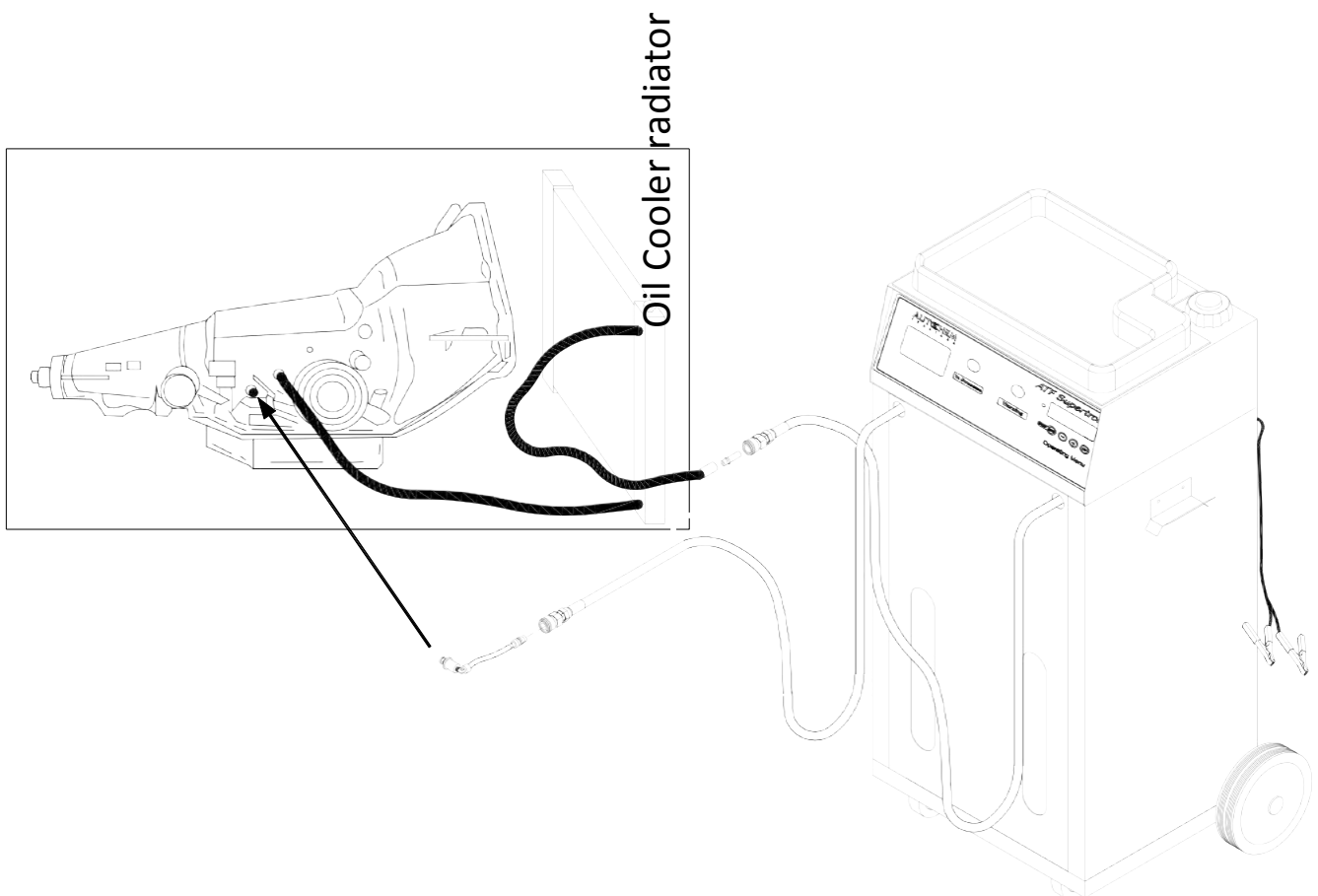
- After positioning the vehicle on the car lift, put car gear on park (P).
- Check automatic transmission fluid level when possible.



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



NOTE

It is not necessary to know the direction of flow of the fluid, as the AT-FLUX will detect it automatically.



**CAUTION: do not subject the machine to bumps and jolts!
Keep stopper screwed on auxiliary tank at all times.**

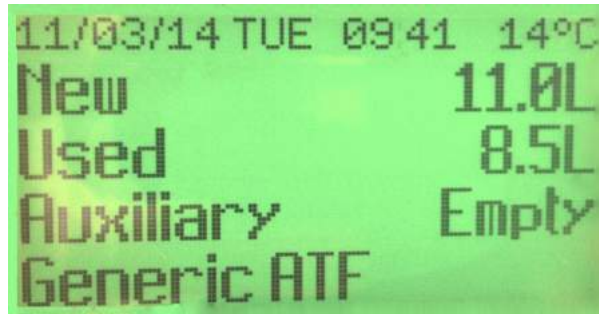
Do not rest your hands or other objects on the auxiliary tank stopper during operation of the AT-FLUX.

6 USE

6.1 READY page

After connecting the AT-FLUX to the vehicle's battery, the display will show Firmware version and serial number of the machine.

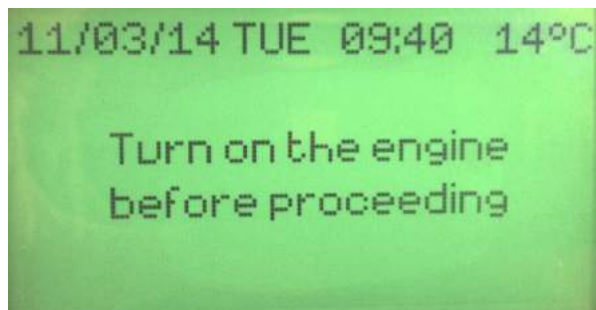
The display will show the following screen (READY page) describing the situation of the machine at the time it is started and at the end of every cycle:



- **New:** indicates quantity present in the tank that contains new fluid.
- **Used:** indicates quantity present in the tank that contains exhaust/old fluid.
- **Auxiliary:** indicates quantity of additive/fluid present in the auxiliary tank, which is designed to contain up to 2 litres of additives or fluids.

Start the engine of the vehicle.

The following message will be shown next:



The last line usually reads ATF GENERIC; in this case the AT-FLUX 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 $\pm 2\%$, which makes the AT-FLUX 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 wishes to designate on the display a list of oil types of a lubricant's brand, it is only necessary to 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 $\pm 0.001\%$, 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 ($^{\circ}\text{C}$) of the fluid in the circuit.

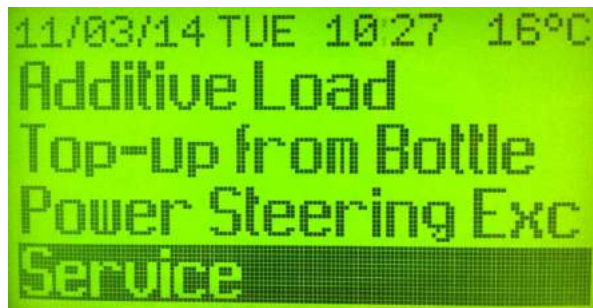
6.2 List of functions

- In the **READY** page, turn the jog button and press to display the list of functions:

Page 1



Page 2



- Scroll the functions page using the Jog. Press to confirm the operation selected.

6.3 AT-FLUX



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 **AT-FLUX**, 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 **AT-FLUX**, 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 AT-FLUX (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 the Jog.

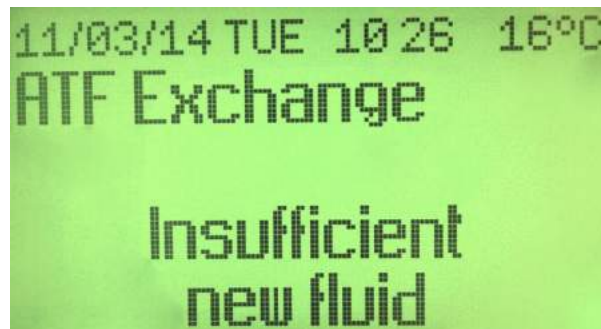


Scroll the list of functions up and down and confirm the selected "AT-FLUX" operation cycle.

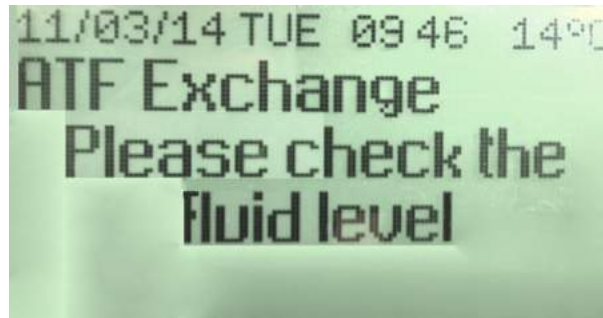


- Enter quantity of fluid to be replaced, using and confirm by turning and pressing the Jog button.

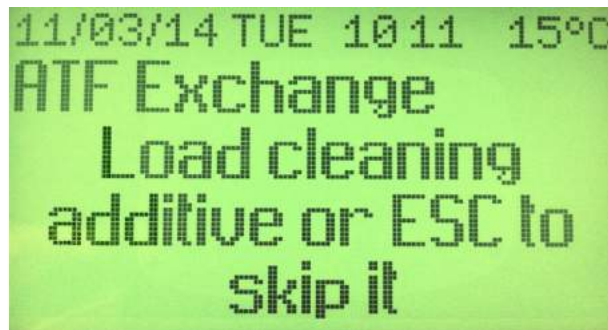
The presence of a minimum quantity of new fluid in the tank ensures an immediate response from the AT-FLUX pump, preventing dry operation, which could cause slowdowns or air bubbles. If the tank does not have a sufficient amount of new oil, there will appear an error message on the display.



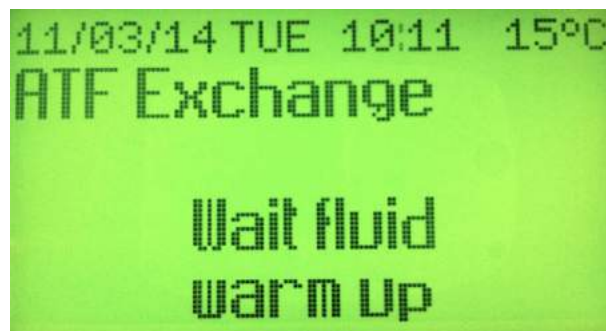
- Once filled up the right new oil quantity, the display reminds to check the oil level in the car transmission.



- Press the Jog, the following message will be shown next:



After warming up, the AT-FLUX display will show the quantity of additive poured into the auxiliary tank.



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 Jog OK.

CAUTION:



The quantity of additive or fluid to be poured into the auxiliary tank cannot be entered.

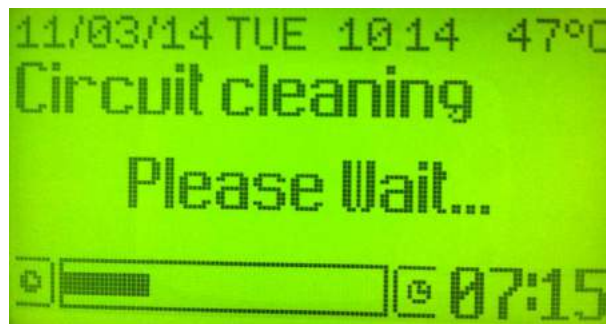
The machine will always inject all of the quantity present in the auxiliary tank (from 0 to 3 litres). Immediately after that, the AT-FLUX will continue recirculating the old fluid containing the cleaning additive for 10 minutes.

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 10 seconds. This should be carried out throughout the cleaning cycle.

**CAUTION:**

Except for top-ups or additive feeding, with every other operation the AT-FLUX will not start unless the fluid temperature has reached at least 40 °C.

The AT-FLUX will then start the additive feeding cycle.
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 AT-FLUX at the end of the cleaning cycle and when the ESC is pressed because no washing additive is added.

**CAUTION:**

The AT-FLUX 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.

Important:

Before starting the exchanging cycle, for a short time (around 1 minute), the AT-FLUX 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 preset quantity has been reached.

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

03/06/13 MON	08:56
NEW	7.2L
USED	7.3L
SET	11.0L
↑N	2.6L
↓E	0.9L

When the exchange of the preset quantity is completed, the GREEN light will go from flashing to permanently on.

The AT-FLUX will automatically go into "LOOP", which means that 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 AT-FLUX, pour the product into the auxiliary tank and after screwing the stopper back on, press Jog OK.



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 AT-FLUX automatically adds the rest, followed by the quantity of fluid, to ensure that part of the additive does not remain inside the hose. That means that presence of a minimum quantity of new oil is necessary while filling up additives.

At the end of the operation, the display of the AT-FLUX will show the following message: **"Operation completed"**.

Once this operation has been completed, the AT-FLUX will automatically go into "LOOP", which means that the connection between transmission and radiator is closed and the pump stopped.

If you choose not to add the Protection additive, press ESC 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 AT-FLUX 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's manufacturer for correct level check. Use specific adaptors for connection between AT-FLUX and transmission system. Either the right or the left outlet hoses can be chosen, or both if they are still connected to the transmission. From the READY page press Jog OK to display the following screen, then use Jog buttons to select the FLUID TOP-UP function.



- Enter the quantity of fluid to be topped up and press Jog OK to start.



CAUTION:

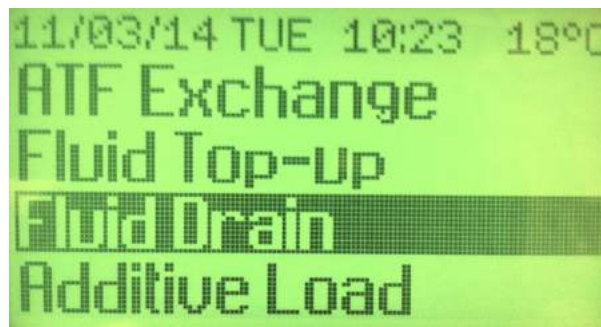
The NEW FLUID tank must contain a sufficient quantity of fluid, including an extra two litres. Otherwise, the display of the equipment will show the message:
"INSUFFICIENT NEW FLUID".

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

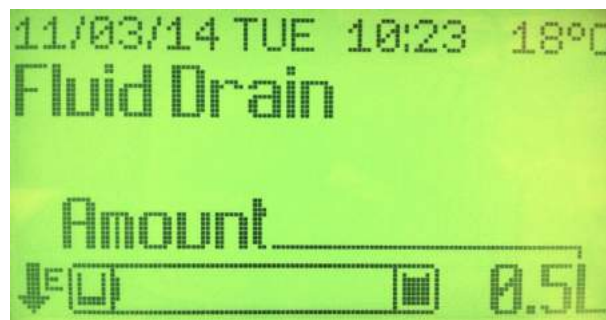
6.5 Fluid draining

The AT-FLUX is connected with the automatic transmission system.

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



- From the READY page press Jog OK to display the following screen, then turn the jog button and press Jog OK to select FLUID DRAIN.



- Use the buttons to enter the quantity of fluid to be discharged in the USED FLUID tank.
- Bear in mind that fluid draining can also be performed with the AT-FLUX completely disconnected by simply removing the stopper on the bottom of the pan, or the "Overflow level".
- The following accessories must be used:
 - 1) Universal draining fitting – Item ATFS006
 - 2) Draining fitting set 3 pcs Item: ATFS003 – ATFS004 – ATFS005 – ATFS0011.

6.6 Additive loading

This function is used to feed a protection additive from the auxiliary tank of the AT-FLUX to the vehicle transmission, with engine off or on.

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



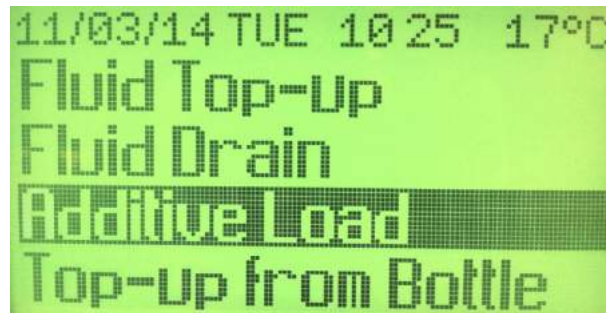
CAUTION:

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 AT-FLUX and transmission system.

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



- Turn the jog button and press the jog button the operation selected "ADDITIVE LOAD".
- Load the additive in the tank, and press Jog OK.

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:

"No additive found in auxiliary tank".

NOTE



In this operation, after injecting the total quantity of additive, the AT-FLUX 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.

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

NOTE



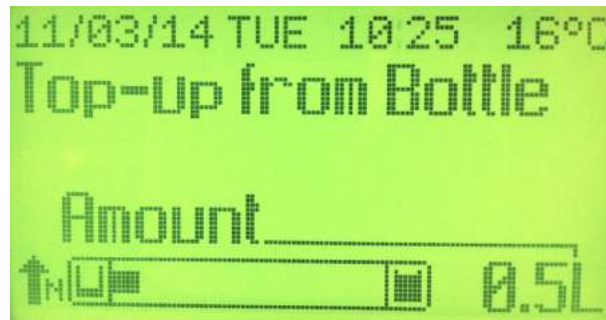
Follow the instructions provided by the vehicle's manufacturer for correct level check.

6.7 Top-off from bottle

This function is used when you need to pour into the gearbox, with engine on or off, a minimum quantity of fluid (maximum 5 litres) contained in any kind of container.

This top-up can be performed in different ways, depending on the type of transmission. Use specific adaptors for connection between AT-FLUX and transmission system.

- Place the bottle containing the oil in the rear of the machine (NEW), and then insert the suction hose.
- From the READY page press Jog OK to display the following screen.



- Then press to position the selection cursor ↑ next to the TOP OFF FROM BOTTLE function.
- Press Jog OK .
- Enter the quantity of fluid to be topped up, turn the jog button and press Jog OK to confirm.

6.8 Print

At the end of every cycle of operations, the AT-FLUX prints out a docket showing all the data:

- 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 Jog OK to display the list of available functions.
- Turn the jog button and press Jog OK 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 an “ATF generic” item entered for the average specific weight characteristic of ATF fluids.
- New fluid tare: if you are using a tank other than the original one provided with the AT-FLUX you can re-calculate the tare.
- Used fluid tare: only if you are using a tank other than the original one provided with the AT-FLUX you can re-calculate the tare.
- Machine priming: initialization cycle to be performed upon delivery, to replace the test fluid inside the AT-FLUX with new fluid. This cycle can 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 with the Jog button, press Jog OK to display the languages available.
- Select the desired language turning the jog button and press Jog OK to confirm.

7.2 Fluid Type


- After you have selected the FLUID TYPE function with the JOG button, press Jog OK to display the list of fluids.

7.3 New tank tare

- After you have selected the NEW TANK TARE function with the buttons, press Jog OK.

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.

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

7.4 Used Tank Tare

After selecting the USED TANK TARE function, press Jog OK .

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

7.5 Machine Priming

After selecting the MACHINE PRIMING function, press OK.

Perform the operations indicated in the message, feeding at least 3.5 litres of new fluid, coupling the connection hoses of the AT-FLUX by means of fitting no.5, included in the Complete Set of Fittings **ATFS001.**



- Press Jog OK

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

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.**

7.5.1 Change type of oil

If you have to switch to a new type of oil with characteristics very different from the one used previously, proceed as follows:

- Remove the previously new oil tank and replace it by the correct new oil tank with different characteristics and reintroduce the intake tube of the machine.

Select **Top Up** (or “top up from Bottle”) setting the volume to 0.3 L and then connect either one of the two tubes of the AT-FLUX to male adaptor, for example: the white long plastic tube supplied in the ATFS001 set. Introduce it into the used oil tank.

- Press Jog OK

When the operation is finished, remove the tube with the male adaptor from the tank, disconnect the adaptor and insert it in the second output tube of the AT-FLUX. Then put it in the used oil tank, select Top Up (or “Top up from Bottle”) setting the volume to 0.2 L.

- Press Jog OK

Now the AT-FLUX machine and both output tubes are loaded with the new type of lubricant.

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 non abrasive 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 AT-FLUX is printed on the docket.

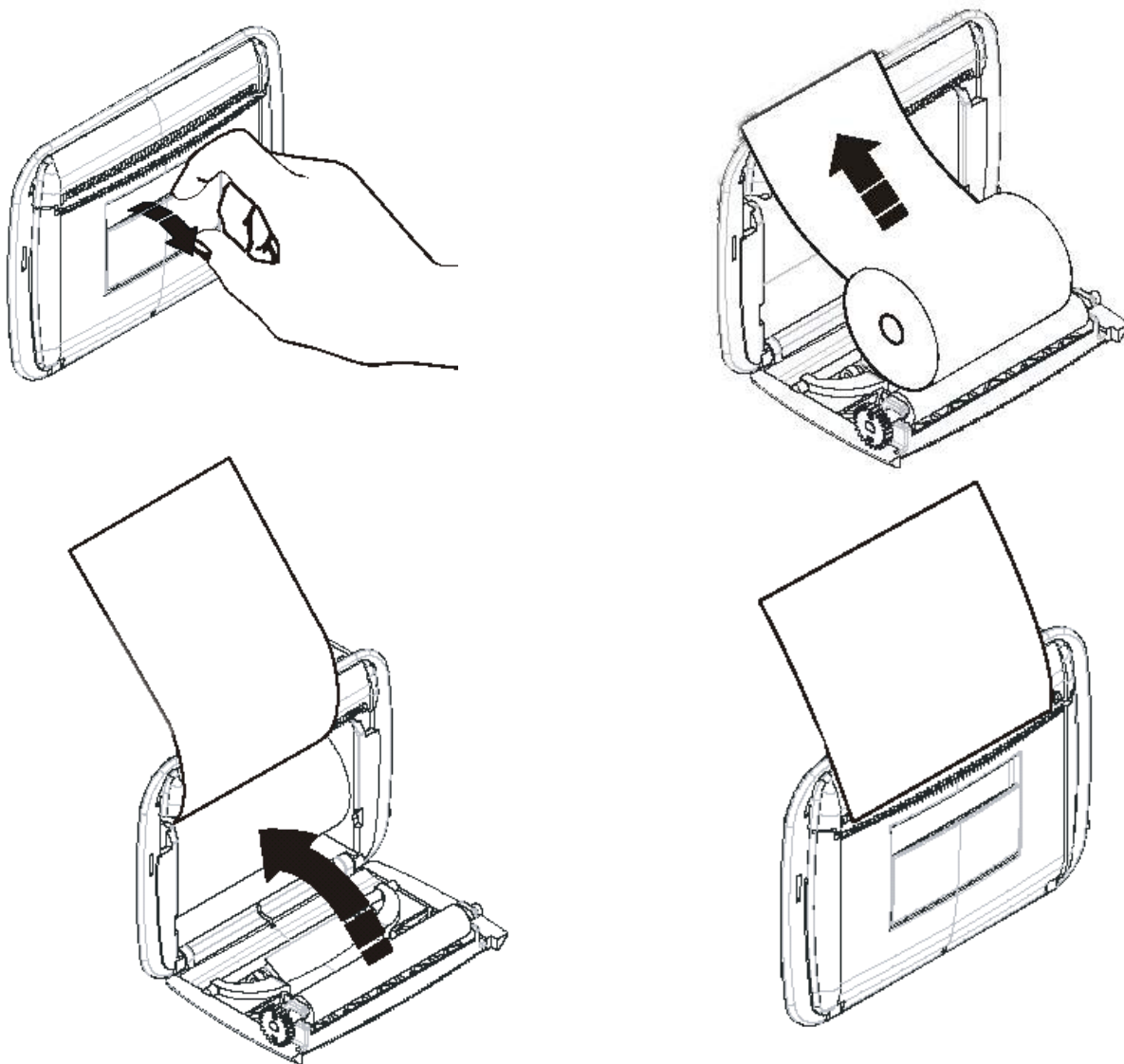


NOTE

Use original filters.

8.2 Replacing printer paper

To change the paper roll, ensure that the paper comes out from the upper side, then pull out some of the paper.



9 ACCESSORIES AND SPARE PARTS

REFERENCE	DESCRIPTION	IMAGE	PRICE(€)*
ATFS001	Set n°1 Most common connections		343,00
ATFS002	Set n°2 Push-fit connection in 3 different sizes		120,00
ATFS003	Set 3pz VW specific connections		53,75
ATFS004	Toyota fitting		27,50
ATFS005	Volvo fitting		17,20
ATFS006	Pan Level tool Charger		37,75
ATFS007	Range Rover radiator fitting		31,40
ATFS008	VW group DSG oil filter fitting		117,75

ATFS009	AUDI A8 - A6 bride		99,75
ATFS002301	Push-fit D12		46,00
ATFS002302	Push-fit D14		48,50
ATFS002303	Push-fit D16		51,00
ATFS002304	Locking Fork		11,50
ATFS002305	Quick Adapter Fiat - Saab		11,50
ATFS010	Lancia – Citroën Peugeot – Mini oil cooler replacement connection		97,25
ATFS011	AUDI A6 / others		45,50
ATFS012	Nissan Qashqai		202,00
ATFS013	Set O-ring (12pcs) for ATFS002		15,50

