

No Power

- Check power switch
- With a test light check for continuity. First attach the clip on the negative side of the battery and take out the fuse and touch the back connector on the fuse holder.
- If no power poke through the Red plastic cover on the power cord about 24" from the battery and keep going closer to establish power.
- Move the connector to the positive side of the battery. Do the same procedure on the Black wire.
- If you have power but no lights take off the keypad holder. First check the small black wire on the 6-pin connector. Move the connector to the negative side of the battery. Then check the small red wire and both sides of fuse to see if you have power on both sides of the fuse.
- If you have power but still no light the board needs to be changed. *(see 1.13)

Motor

- Motor runs as soon as power is hooked up – change relay

Error 0

- Motor may be disengaged from pump.
- Optical sensor wire connection maybe poor – clean and put dielectric grease on the pins
- Metal piece stuck in the pump gear – turn the shaft with a pair of channel lock pliers

Error 3

- Optical sensor wire connection may be poor.
- Clean optical sensor eye or replace optical sensor board

Error 6

- Leaky sensor on circuit board – change circuit board

Error 7

- Disconnect and reconnect the connector a few times
- Change temp sensor.

Over Filling Transmission

- Check temp sensor.
- Possibly oil in the regulator. Clean out regulator by spraying brake cleaner into air connector, then attach air hose and pull on the pressure relief ring.
- Contamination in the solenoid valve you need to perform a back flush (see Current ATS Operations Manual)

Under Filling Transmission

- Check temp sensor – change if not working

ERR. 0 – no pressure on fill side

-First disconnect from car, and then check if it pumps oil. To do this put a fitting on one of the black hoses then put the hose into the fill tank and see if it will pump. If it does not pump oil then you must free up the pump. You may need to manually turn the pump two or three revolutions to get out any debris. If it does turn freely then check to see if it is getting power to do so-get a test light and touch the 5-pin relay on the white wire. If the pump does not run change the five pin relay. If that does not fix it could be the board. To test the board put the test light on the blue wire press the fill button enter 1.0 and press start. The test light should light up. If it does light up and it still does not pump oil check the wiring that runs down to the motor the motor is fried.

PRESSURE SENSOR –check pressure sensor - press psi button once now you can enter the code 0515 the board will read circ now you can read both pressure sensors. Do a dead head test. The best way to do a dead head test is to push the Fill button and enter one then hit start then press psi once to check pressure on the fill side press twice to check the drain side.

ERR.1 – fill pressure is too high

Ask if the new oil was cold. if not ask them to hook up to other cooler line the cooler could be plugged, If they switch the lines and that does not fix it. it could be the four-way solenoid to check this simply shut car off and switch the hoses at the cooler. If that fixes the problem there is a piece of metal stuck in the solenoid if that is the case you must remove the coil pack with a 3/4 inch wrench then you need a one inch wrench to remove cartridge. Then take your cartridge and place it back in the coil pack and flip switch see if the plunger moves freely if it does not spray air into the cartridge while flipping switch and try to get the plunger moving freely. If that is not the problem it could be the fill pressure sensor. Put a fitting on one of the black hoses to relieve the pressure. If it is still reading pressure Start by cutting the clear line it might have glue stuck in pressure line. If it is still reading pressure the pressure sensor may have to be changed.

ERR.3 – optical sensor problem

First check to see if the pump is turning. By checking if it pumps oil. If that is not the problem. Disconnect then reconnect optical sensor wires at the board several times. If that did not fix it check optical sensor down at the pump remove the screws check to see if the eye is covered with debris. If it still does not work send board and optical sensor.

ERR. 5 –Drain pressure is too high- press psi once then code 0515 then board will read circ now you can check pressures. If fill pressure is reading 0 and drain pressure is reading above 3 there is something wrong with drain pressure sensor. to check pressure cut off the black hose that runs to the board. if it is still reading pressure something could be stuck in pressure sensor or sensor is shorted out and you will need to replace it. If that does not solve the problem You may need to clean the four way solenoid.

ERR.6 – No pressure coming from vehicle If working on a dodge make sure vehicle is in neutral. err 6 appears when the vehicle cannot produce one pound of pressure. Flip the directional switch and see what the pressure is. If pressure checks out fine (7 to 25 psi) but if the pressure is lower we may need to bring the engine rpm up to do the service. If there is no pressure do a dead head test to see if the pressure sensor is working. If none of this fixes the problem check black and clear lines that are going to the board did not get switched. (clear is fill black is drain) (also the black line is in line with temp sensor the temp sensor is the only brass fitting with a wire coming out of it.)

No reading on the display screen at all.

First flip directional switch to hear if the solenoid clicking. if the solenoid is working then you know you have power. Get a test light connect it to the negative side of battery. First test both sides of the fuse on the board. If you don't get power see if you have a switch. put test light on both sides of the switch to make sure you have power. Put test light on positive side of the battery to check ground which is the black wire. If there is no power there go down to the battery clamps (most of time the wire breaks right at the divide.)

Over fills transmission – check to see what the air regulator set to. Adjust regulator to 8-10 psi if pressure blow off is sounding back it off a bit. Used tank has been overfilled thus fooling the pressure sensor. Spray brake cleaner into the air fitting on the side of the machine. Then couple air hose to force brake cleaner through. Do this about four times. Also the temp sensor may not be working look for error message when you turn on machine.

Under filling-you must add two extra qts. to the machine when doing any service. Also check temp sensor or optical sensor. Measure the fill to see if it is accurate. (at least 3 liters)

*** Instructions for sending broken circuit board back.**

Please send the Circuit Board being replaced back to this address:

Repackage properly (using the same box and packing it came in) so you will not be charged for damage in shipping.

Kenvo Technology
11543 160 St
Edmonton, AB T5M 3V9
Attn: Kenny
PH: 888-467-4142

- Please include the serial number of the ATS 300 that the defective board came from.
- Also include a description of the problem experienced. (These things can be noted on the back of this sheet.)

- When changing or attaching the pressure lines make sure they are attached to the right sensors
- Push the hose on to the sensor half way then put a drop of super glue on the sensor fitting and push it on the rest of the way.

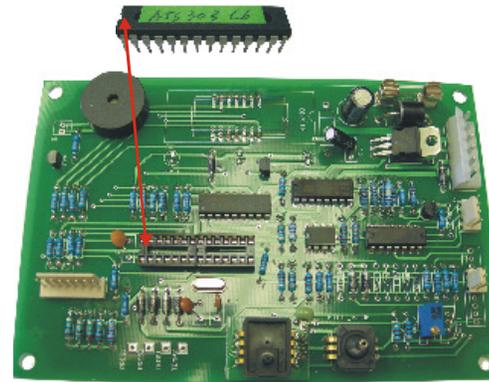
Whether the circuit board is under warranty or not a charge of \$300.00 US will be incurred if the circuit board is NOT returned. The board must be returned within 15 days in order for you not to be billed.

When returning Circuit Board please document that the board is being returned for warranty replacement with a value of \$10.00. Thank you

Distributor Company Name (Please print here.)

Send a copy of this page back with the circuit board, if you did not receive it in the new circuit board package. Thank You.

Computer Chip Replacement Instructions



The computer chip has been removed from the circuit board we have sent you to insure calibration. Disconnect from power source before servicing equipment.

Remove computer chip from the defective board.
- pry gently on both ends of the chip
- lift upward to remove
- do not bend teeth on the chip.

Before attaching computer chip to new circuit board
- match the notch on the top left side of chip to the notch on the holder (closest to the orange compasitor)
- line teeth up and press into position