

TIPS AND TRICKS

OCK Transmission (DL382)

All models with OCK Transmission

Do not mix fluids during repair or maintenance

The OCK Transmission uses dedicated Manual Transmission Fluid for lubricating the gear shaft and Automatic Transmission Fluid for managing the clutch and the gear selection forks.

Manual Transmission Fluid (MTF) has no drain screw.

Automatic Transmission Fluid (ATF) drains through crankcase and it has preset maintenance.

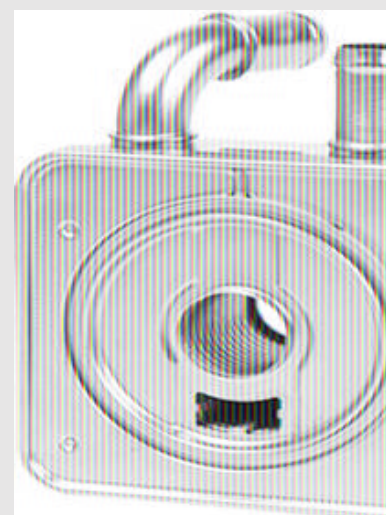
In addition, always use new oil which fulfills the car manufacturer specifications. (Dexron, SAE...)

Contaminated ATF

One of the primary indicators of gearbox issues can be jerking during driving or when starting to move.

A point to consider (in addition to the condition of the double clutch, ATF level, maintenance, etc...) is the contamination of the ATF by coolant.

The ATF is cooled by the oil/coolant exchanger, so this could be a point of suspicion.



To investigate this, two tests can be conducted in combination.

Firstly, there are tools designed to generate pressure in the coolant circuit with the aim of locating leaks. If the pressure drops and no external leaks are observed, it can be assumed that the issue lies with the heat exchanger, and we can proceed to the next test.



Source: dieselpowerproducts.com



Source: hannainst.es

There are glycol tests, performed on samples of used ATF.

Mixing the sample with a reagent will indicate if there is glycol contamination.

ATF contaminated by coolant damages the friction linings of the clutch beyond recovery. Therefore, in addition to replacing the oil cooler, the clutch cable must also be replaced



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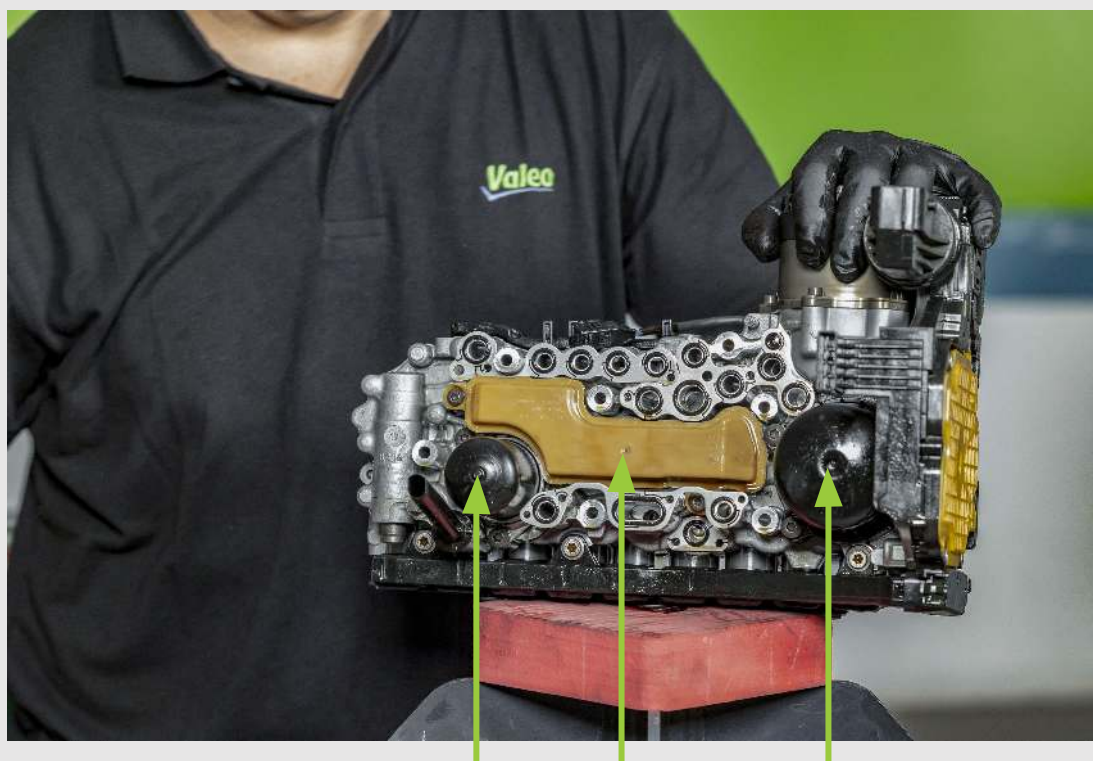


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Maintenance

To carry out the maintenance of the gearbox, in addition to changing the oil, it is necessary to replace the filters of the mechatronic unit.



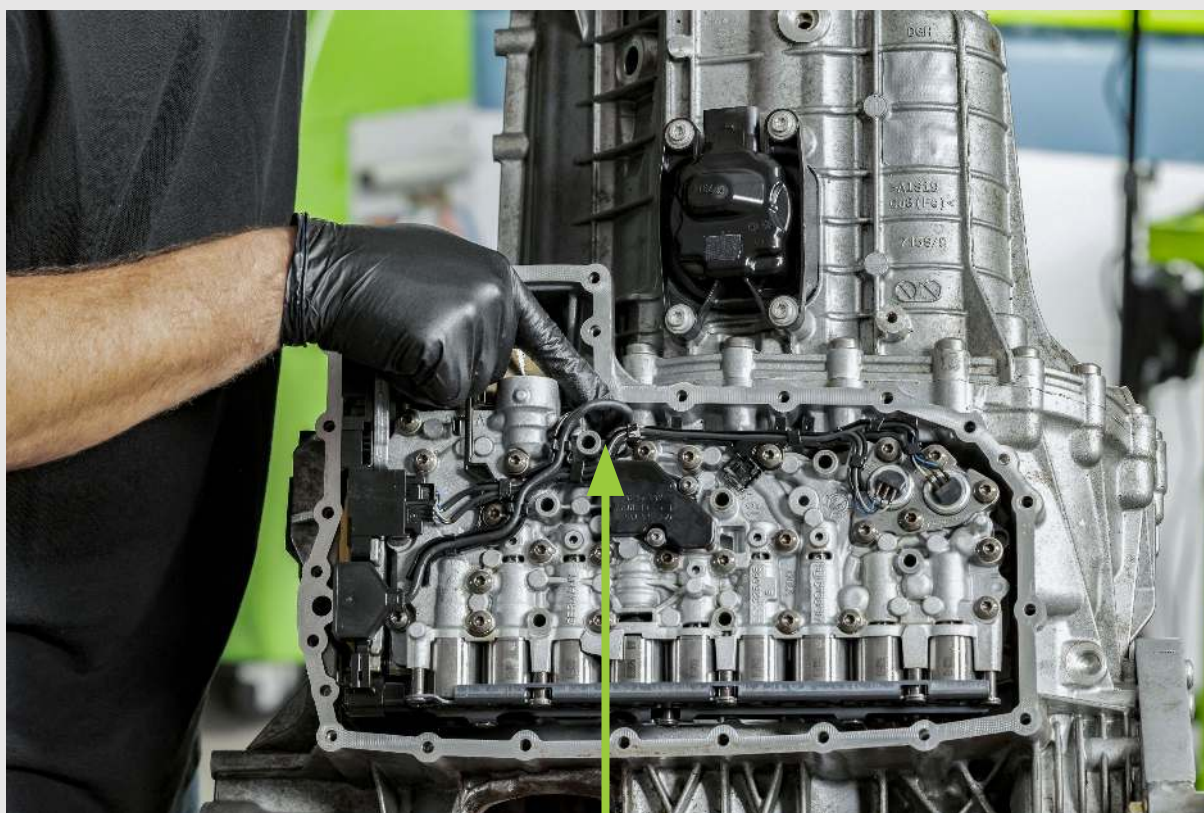
Oil Filters

There are **3 oil filters**.

To access the oil filters, it is necessary to disassemble the mechatronic unit from the gearbox.

A critical point during this operation is to disconnect the gear shift actuator connector (see the attached figure in the next page).





Gear Shift Connector

This should always be done by the specific tool for it. The risk of damaging the connector is very high, and in case of a breakdown, the gearbox must be completely disassembled to replace the gear shift actuator.

