



# ATF GLYCOL TEST

## *DETERMINES THE PRESENCE OF GLYCOL (ANTIFREEZE COOLANT)*

The transmission should be in operating temperature no more than 10 minutes prior to the ATF test.

With the engine running, remove the transmission dipstick. Use a clean cloth and wipe the transmission fluid from the dipstick. Insert the dipstick back into the transmission fluid and immediately remove. Place the fluid end of the stick against the pad on the test strip.

**NOTE:** Transmissions without dipstick – The engine **MUST** be turned off before any fluid samples are taken. Take one drop of transmission fluid by opening the transmission radiator/cooler line. Apply the drop directly to the pad on the test strip.

After 15 – 30 seconds, hold the strip sideways and allow excess fluid to drain onto a paper towel.

After 60 seconds compare color of test strip pad to test key provided to determine glycol percentage in ATF. If the color on the test strip does not exactly match the color on the test key, refer to the next highest percentage (darker test result).

0%

1%

3%

6%

Customer Name: \_\_\_\_\_ Date: \_\_\_\_\_

### VEHICLE

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Engine Size: \_\_\_\_\_ Mileage: \_\_\_\_\_

License Tag: \_\_\_\_\_

VIN: \_\_\_\_\_

# ACUSTRIP® ATF GLYCOL TEST

It may seem like a rather remote possibility, but engine coolant, or anti-freeze can get into automatic transmission fluid. Automatic transmissions often succumb to seemingly slight deficiencies in fluid quality or quantity. As most of today's cars use aluminum radiators to transfer heat from the hot coolant flowing through the radiator to the air blown through it by the fan. The radiator and fans serve to keep the engine and the transmission at acceptable temperatures. On most vehicles with automatic transmissions, the automatic transmission fluid is routed through oil cooler inside the radiator regulating the temperature of the transmission fluid. Any rupture of the internal radiator tank can allow coolant to mix with, and contaminate transmission fluid. The engine coolant can also become mixed with transmission fluid. The extent of damage to either system depends on the severity and how long the condition goes untreated.

## **Inspection of the system is recommended.**

1. Red or brown drops of oil in the coolant would be a symptom of such a leak. Because the transmission oil cooler is inside the radiator, the radiator must be replaced in order to eliminate the problem. Be aware of how the transmission is operating. If there is antifreeze in the transmission fluid, the transmission will slip or stall. This becomes obvious when accelerating from a complete stop.
2. Look at the color of the transmission fluid. Fresh transmission fluid is a bright red color due to dye that is added to the fluid. If the fluid is a milky pink color, it has either antifreeze or water in it.
3. Inspect the lines from the transmission and the radiator. If any are cracked, worn or damaged, there may be antifreeze in the transmission fluid.
4. Smell the transmission fluid. If there is a sweet smell to it, it is mixed with antifreeze.
5. Use a test strip to confirm the presence of antifreeze coolant in the ATF fluid
6. Have a qualified transmission technician Disassemble the transmission. Antifreeze will be visible once the transmission is disassembled.



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