



Oil changes for automatic transmissions.

**Principles, regulations and
expert knowledge.**

MEYLE

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Chapter 1: Summary

Fresh oil in the automatic transmission increases the vehicle's service life.

Why is it so important to service an automatic transmission on a regular basis?

Servicing an automatic transmission is well worthwhile:

More and more new vehicles feature an automatic transmission in the mid-range segment and especially in the premium class, whilst the number of manual transmissions is on the decline. For independent workshops, this trend represents a growing demand for the servicing and repair of automatic transmissions. Automatic transmission flushing and, in particular, oil changes for automatic transmissions will be more important for owners, as changing automatic transmission oil will maintain the function and durability of their vehicle, as well as for workshops, as properly servicing automatic transmissions can increase their sales and improve their reputation.

Old oil is bad oil:

There are still some specialists to this day who are unaware of just how important it is to change automatic transmission oil after 80,000 to 120,000 km* at the latest. One reason for this is the misleading statement made by many vehicle manufacturers that their automatic transmissions come 'filled for life' and are therefore maintenance-free. But that's simply not true! Due to its very nature and its mechanical functions, automatic transmission oil ages over time and loses its many key qualities. If left unchanged, automatic transmission oil will cause serious damage sooner or later and may even result in complete breakdown of the transmission.

Everything you need to know about successful maintenance of automatic transmissions:

For workshops, changing automatic transmission oil requires much more expertise and precision than standard maintenance such as engine oil changes. There are many rules that need to be observed and followed very carefully to ensure successful maintenance of automatic transmissions without causing damage. In short, offering oil changes for automatic transmissions can be an exciting challenge for independent workshops and well worthwhile financially. The following pages contain important information that should help you service automatic transmissions.

Chapter 2: Introduction

Even automatic transmissions require an oil change, which should be common knowledge.

Why is it so important to change automatic transmission oil on a regular basis?

There's no such thing as a vehicle that doesn't need any inspections:

Regular, professional maintenance is essential to ensuring seamless vehicle operation over the long term. Manufacturers prescribe service intervals, which define which assemblies and supplies require routine checks, readjustment or replacement as well as the period of time or mileage after which maintenance is due. The engine oil change is quite possibly the most common example of an important maintenance interval. But very few talk about the oil change for automatic transmissions. Many manufacturers claim that only the level and tightness need to be checked, which is absolutely wrong!

Oil is essential – both in the engine and the automatic transmission:

Internal combustion engines and automatic transmissions have a few things in common. For example, both units have many moving metal components that rub against each other. Engine and automatic transmission oil therefore provides lubrication and helps keep parts cool. However, both versatile engine oil and automatic transmission oil age over time, showing signs of wear and losing their essential qualities. Regular oil changes are necessary, as they ensure seamless function of both the engine and the automatic transmission over the long term – and extend the service life of the entire vehicle. If the oil is changed too late or not at all, this can result in severe damage – and even total economic loss

Time takes its toll on oil too:

Automatic transmission oil ages, its viscosity deteriorates, additives for special qualities are used up over time, and at some point the oil can no longer sufficiently fulfil its many responsibilities. Particularly in the case of automatic transmissions with wet clutches, where the friction lining sits in the transmission oil, various types of wear debris build up in the oil. These form oil sludge and deposit on the mechatronics, thus compromising the function of components such as gear wheel tooth flanks and running surfaces and resulting in wear. Whilst hydraulic filters absorb some of the wear debris, the filter medium eventually becomes saturated, and the harmful suspended particles can wreak havoc unchecked. Even laymen will eventually notice the consequences of unchanged, ageing transmission oil, which can take the form of juddering, delayed gear changes. If the oil is not changed or the transmission flushed by that point at the latest, transmission damage will be in the vehicle's near future. But as long as the automatic transmission oil is changed on time, there's no need for it to go that far.

Arguments for workshops:

- Every automatic transmission requires a transmission oil change after 80,000 to 120,000 km* or three years at the latest.
- Changing the automatic transmission oil on a regular basis lowers fuel consumption, optimises shifting behaviour and reduces wear.
- Breakdown of the transmission can result in high costs, a risk that can be minimised by changing the automatic transmission oil.
- During a conventional oil change for automatic transmissions, the transmission oil is drained, the hydraulic filter replaced and the transmission refilled with suitable automatic transmission oil.
- During a transmission flush, every drop of automatic transmission oil is replaced and the transmission cleaned – however, this method is not useful in every case (see Chapter 6: Transmission flushing).
- Oil changes for automatic transmissions provide vehicle owners with the benefits of extending the vehicle's service life and ensuring consistent driving comfort and fuel consumption.
- 'We're experts when it comes to changing automatic transmission oil and understand that the wear characteristics of any transmission oil need to be tailored to components such as synchronisation, clutches and thrust plates.'

Chapter 3: Trend towards automatics

Relinquishing shifting is all the rage – for many good reasons.

Why should workshops increase their focus on servicing automatic transmissions?

Automatic transmissions are the future:

More than half of all new vehicles licensed in Germany feature an automatic transmission – and this trend is only accelerating. In contrast, conventional manual transmissions with clutch and clutch pedal are on the decline. There are already premium-class models that are only available with an automatic transmission. There are plenty of reasons for this trend, which offers many benefits and very few drawbacks.

The demand for automatic transmission services is on the rise:

It's important and economically essential that independent workshops, in particular, acknowledge the growing number of vehicles with automatic transmissions, as the associated demand for servicing will only increase. This field of business offers workshops more attractive sales potential resulting, for example, from regular oil changes for automatic transmissions.

The reasons behind the boom in automatic transmissions:

Unlike vehicles with manual transmission and clutch, cars with modern automatic transmissions offer their drivers many benefits:

- A more relaxing driving experience – the driver is no longer responsible for operating the clutch and changing gears.
- Reduced fuel consumption for lower costs – unlike manual shifting, which is often delayed, modern automatic transmissions can shift into the most efficient gear at the right time, lowering fuel consumption.
- Increased driving comfort – dual-clutch automatic transmissions change gears without traction interruption. Often perceived as unpleasant, the lurching of manual shifting is a thing of the past.
- Adjustable dynamism – digitally controlled gear changes enable driving programs such as ‘Sport’, ‘Individual’ and ‘Eco’.
- Modern assistance systems – digital functions such as stop-and-go automatic for driving in traffic, active cruise control with automatic speed adjustment based on traffic, and the future topic of autonomous driving only work in combination with an automatic transmission.

Old misconceptions have been eliminated:

Except for a higher price compared to manual transmissions, there’s virtually no reason not to purchase a new car with an automatic transmission. They used to say that vehicles with an automatic transmission were ‘gas guzzlers’, ‘slow’ and ‘undynamic’ – but the exact opposite is true when it comes to modern automatic transmissions. Germany’s former ‘automatic driving licence’ was eliminated in 2021, and since then learner drivers no longer have to do their test in a vehicle with a manual transmission to be able to drive a manual car.

In closing:

The market share of automatic transmissions in Europe is steadily rising. Whilst they were once primarily installed in more expensive vehicles, automatic transmissions are now available in just about every class. The market share of automatic transmissions will continue to grow – due in part to the increasing prevalence of hybrid and electric cars.

Argument for workshops:

‘Your vehicle has an automatic transmission. We specialise in automatic transmissions and offer the associated maintenance such as oil changes, which can increase the service life of your transmission.’

Chapter 4: Overview of automatic transmissions

Diversity under the bonnet – there's more than just one kind of automatic.

Which technologies are used?

In 1940, General Motors was the world's first car manufacturer to incorporate a fully automatic transmission into series production. Since then, the technology behind automatic transmissions has become an integral component of car manufacturing. Vehicle manufacturers currently offer automatic transmissions in four primary designs:

- DSG dry friction clutch
- DSG wet friction clutch
- CVT
- Torque converter automatic transmission

There are now a wide variety of transmission types. One version has set itself apart from the rest over the years – the automated transmission or the so-called automatic transmission.

Chapter 5: Automatic transmission oil

With so many different oils available for automatic transmissions, it's important to choose the right one.

Why is ATF a unique mixture rather than a conventional lubricant?

Only the right oil works:

Automatic transmission oil, or automatic transmission fluid (ATF), refers to a certain type of hydraulic oil specially produced for use in automatic transmissions. To avoid confusion with other supplies, ATF is usually red in colour and occasionally even green. Unlike the comparably less demanding oil for manual transmissions, which is primarily used for lubrication and cooling, automatic transmission oil has to reliably fulfil a whole host of tasks to ensure the automatic transmission operates seamlessly. When it comes to changing automatic transmission oil, it's very important to use the right ATF for refilling, as an unsuitable ATF could cause serious damage and even destroy the transmission. The manufacturer prescribes the automatic transmission oil suitable for the vehicle in question.

The fluid all-rounder:

In addition to providing lubrication, ATF also transmits power, cools the transmission components at maximum temperatures of up to 400 °C, transmits information hydraulically in the mechatronics and controls shifting elements. In short, automatic transmission oil simply needs to be an all-rounder, which is why any change in the ATF qualities resulting from ageing or wear debris, for example, not only directly affects the function of the automatic transmission, but also its service life. Symptoms of ageing ATF include weak starting behaviour, delayed gearshifts and vibrations – sure signs that the automatic transmission oil needs to be changed urgently.

A science of its own:

Modern automatic transmission oils are highly developed comprehensive systems whose physical and chemical qualities are the result of a tried-and-tested combination of base oils and additives. In addition to fulfilling its functional qualities, ATF also needs to be compatible with the surrounding components of the automatic transmission, meaning it doesn't corrode or damage gear wheels, friction linings, seals and electric elements. Automatic transmission oil also needs to protect mechanical parts from wear and tear ('lubrication') over the long term and itself be resistant to thermal, oxidative and mechanical ageing. Whilst developers of automatic transmission oils can't do magic, their increasingly sophisticated innovations can do more and more. For example, ATF is available with a wide range of surface-active substances such as anti-wear and anti-foam additives, friction coefficient and viscosity improvers, and antioxidants. Manufacturers prescribe which ATF is ultimately suitable for a certain vehicle – and it's very important to comply (see above).

Arguments for workshops:

- 'We know that each vehicle requires a specific automatic transmission oil, which is why we order the necessary oil separately for each oil change.'
- 'Of course, we dispose of the old oil and the empty oil containers in an environmentally compatible way and in compliance with regulations on your behalf.'

Chapter 5.1: Transmission oil filter

Here, too, quality makes all the difference – and pays off.

What is the hydraulic filter for and what affects its service life?

For clean oil and seamless transmission operation:

The oil filter of an automatic transmission removes any suspended particles such as wear debris and foreign matter from the automatic transmission oil (ATF) – even after extended mileage. That's because only relatively clean automatic transmission oil without significant impurities can reliably fulfil its many responsibilities and maintain the automatic transmission's functions. The oil filter is one of the vehicle's wear parts for which the filter manufacturer defines replacement intervals. The filter technology in place plays a key role and follows the idea that, 'the higher the quality of the filter is, the longer the replacement interval is.'

Some oil filters are better than others:

The following examples demonstrate how the technology of an automatic transmission oil filter can affect its service life. For the high-quality, but conventional, Combi-Media® filter (two filters plus distribution grille) in its 7G-Tronic automatic transmission, Mercedes-Benz prescribes a replacement interval of 60,000 km. For the innovative Smart-Media™ triple filter, on the other hand, a replacement interval of 100,000 km is prescribed for use in the same automatic transmission. This higher-quality oil filter also boasts additional functions that benefit the automatic transmission. For example, a bypass ensures that the transmission has the necessary amount of oil at its disposal in any operating mode – but especially for a cold start. In short, the higher-quality and more innovative the transmission oil filter is, the longer the replacement interval is for the transmission oil – and the more affordable it is to maintain the vehicle.

Arguments for workshops:

- The automatic transmission oil filter is subject to replacement intervals prescribed by the manufacturer.
- Replacing the transmission oil filter on time protects the automatic transmission from harmful impurities.
- The higher the quality of the filter is, the longer the replacement interval is.
- High-quality transmission oil filters can offer useful additional functions and thus help maintain the operation of the automatic transmission over the long term.
- 'We recommend the higher-quality filter. It may be a little more expensive, but it will last much longer, which ultimately makes it more economical.'

Chapter 5.2: Oil container disposal

Empty cans should be handed over , to GVÖ.

How do you dispose of oil containers in compliance with regulations and free of charge?

For environmental protection and legal certainty:

Like all other mineral oils, automatic transmission oil should not end up in the environment, where it would cause harm. That's why there are different regulations about what to do with the empty sales packaging for oil, including automatic transmission oil.

GVÖ – collection of oil containers:

In response to the 1992 legislation stipulating take-back of empty sales packaging, the petroleum industry established Gebinde-Verwertungsgesellschaft der Mineralölwirtschaft mbH (GVÖ), which collects and recycles special containers used in the petroleum industry. Petroleum companies provide this service to their customers free of charge.

Disposal through GVÖ is practical:

The empty oil containers are collected at central collection points such as petrol stations, workshops, retailer and business locations, where they're picked up by GVÖ and delivered to certified waste management facilities for processing.

Tips for workshops:

- Use the free GVÖ take-back system for legally compliant disposal of your empty sales packaging from the petroleum industry.
- Be sure to hold on to the GVÖ certificates, so that you can provide the relevant authority with proof of disposal if necessary.
- You can apply for GVÖ services online at www.gvoe.de

Chapter 6: Transmission flushing

When it all has to go – transmission oil change down to the very last drop.

Is it possible to remove heavy contamination from neglected automatic transmissions?

Measures to combat excessive impurities:

Oil containing suspended particles and metal debris and shavings is the enemy of every automatic transmission and can have a significant impact on function and service life. But a significant delay in changing transmission oil will soon lead to issues such as imprecise gear changes and juddering. In a case like this, it may already be too late for a conventional automatic transmission oil change, as noticeable issues are a sign that the old oil has already contaminated the surfaces of the automatic transmission components. That's because some oil remains in the system – for example, in tubes and depressions – if the oil is simply drained, as it is in a conventional oil change. This residue would immediately contaminate the newly added automatic transmission oil. In a case like this, it's necessary to remove every drop of the old transmission oil as well as any oil sludge and residue by flushing the transmission.

It's never too late for fresh automatic transmission oil:

Transmission flushing is a technical process for removing every last drop of the old oil from the automatic transmission – for example, with compressed air. Any debris adhering to the interior of the unit can then be removed with special cleaning substances. Transmission flushing is completed once the new automatic transmission oil has been added and the hydraulic filter replaced. It's important to know that transmission flushing is not recommended in some cases. Especially when it comes to vehicles with higher mileage, the mechanical strain of flushing could potentially damage sensitive components, leaving the automatic transmission unusable. We therefore highly recommend a personal evaluation and risk and opportunity assessment prior to transmission flushing.

Arguments for workshops:

- If the transmission oil is replaced on a regular basis (by draining the old oil and adding fresh transmission oil), transmission flushing is generally unnecessary.
- Unlike a conventional oil change for automatic transmissions, transmission flushing removes every last drop of the contaminated oil from the housing, making it something of a 'deluxe automatic transmission service' with the most thorough removal possible of foreign substances and impurities from the transmission.
- For automatic transmissions with mileage exceeding 150,000 km, transmission flushing should be carefully considered, as it could damage the transmission.
- 'Transmission flushing allows us to remove harmful residues, and the fresh automatic transmission oil is not immediately contaminated by oil residue.'

Chapter 7: Fake news

'Filled for life' automatic transmissions – a legend concocted by manufacturers.

Is the claim true that automatic transmission oil does not need to be changed?

Confusing customers:

'Automatic transmission oil lasts as long as the car itself, and maintenance is unnecessary' – virtually all vehicle manufacturers make that promise to their customers with the magic words 'filled for life'. But this promise is not true. If it were, it would be quite a sensation, and vehicle owners could issue a claim for total loss of their never-serviced automatic transmission or the service fees for changing the automatic transmission oil, saving money in both cases.

Closer inspection reveals:

The claim of an allegedly maintenance-free 'filled for life' automatic transmission is usually limited to the vehicle's guarantee period. In addition, regular servicing at a relatively expensive authorised workshop is required in such cases. Vehicle manufacturers also have additional self-serving reasons for using automatic transmission oil for as long as possible: by eliminating the transmission oil change, they can offer more affordable leasing fees and thus provide financial benefits.

Every automatic transmission requires an oil change:

Automatic transmissions require an oil change after 80,000 to 120,000 km* at the latest, as physics and mechanics are not impressed by the pretence of an allegedly 'filled for life' transmission. Over time, unchanged oil will inevitably cause significant problems, leading to an increase in fuel consumption, a decline in driving comfort, imprecise gear changes and ultimately a costly total loss of the automatic transmission.

Arguments for workshops:

- 'Filled for life' is an unsustainable promise made by vehicle manufacturers – an outright deception.
- There's no fooling physics and mechanics – every automatic transmission requires an oil change after 80,000 to 120,000 km.*
- Over time, unchanged oil can damage the automatic transmission and ultimately lead to a total loss.
- Changing automatic transmission oil can help extend the transmission's service life.
- 'Do something good for your automatic transmission – have the oil changed on time.'

Chapter 8: Example invoices

Good deeds pay off – including automatic transmission oil changes and maintenance.

Does it also make financial sense for the vehicle owner to have the automatic transmission oil changed?

As good as new is cheaper than new:

Failure to change the automatic transmission oil on a regular basis increases the risk of shifting issues, in which case the recommended solution is often: ‘You need a new transmission.’ This recommendation is a lucrative business especially for the vehicle manufacturer’s authorised workshops, as a repair brings in much less money than a replacement. Unbiased automotive professionals, on the other hand, would carefully consider the situation and, in nearly 75% of cases, say, ‘Repairing the transmission mechatronics is the more efficient solution.’

Comparison is well worthwhile:

For example, if you were to compare replacing the Audi S tronic automatic transmission with repairing it, the difference in costs would be significant (example invoice 1). The new automatic transmission is priced at an impressive €6,680, and the repair itself around one quarter of that: €1,659. In short, professional repair is around 75% cheaper than replacement, making it well worthwhile, as not even inflation-related price increases will change this unambiguous ratio.

Example invoice 1:

Costs (plus VAT)

As of: January 2023

Replacing an Audi S tronic automatic transmission (0B5)

Original replacement transmission Audi 0B5 300 060 (*X)	€ 5.600,00
Transmission removal and installation: on request (S3, S4, S5, S6, S7, S8 models excluded)	€ 800,00
DSG II transmission oil	€ 280,00
	€ 6.680,00

Repair of transmission mechatronics

(An option for correcting shifting issues in around 70% of cases)	
Mechatronics repair (incl. removal and installation)	€ 1.200,00
MEYLE oil change kit for automatic transmissions: 100 135 0114	€ 291,00
Small and wear parts, incl. cleaning	€ 16,80
	€ 1.507,80

Preventive care is also the best solution for automatic transmissions:

If the automatic transmission operates seamlessly, there's no need to choose between replacement and repair – the ideal situation for every driver. To ensure it stays that way and that the automatic transmission works properly ideally throughout the vehicle's service life, changing the automatic transmission oil on a regular basis makes good sense from a financial perspective alone. After all, example invoice 2 clearly reveals that the costs of a regular oil change after 80,000 to 120,000 km* are just a fraction of those for repair or replacement.

Example invoice 2:

Costs (plus VAT)

Oil change for an automatic transmission after 80,000 km

MEYLE oil change kit for automatic transmissions: 100 135 0114	€ 291,00
Repair and service costs	€ 120,00
Small and wear parts, incl. cleaning	€ 16,80
	€ 427,80

Arguments for workshops:

- Changing automatic transmission oil helps extend the service life and is well worthwhile financially, as a new transmission would cost around 15 times as much as servicing.
- Changing automatic transmission oil costs around 25% as much as a repair, which would be necessary sooner or later without an oil change.
- 'Changing the automatic transmission oil is like cleaning your car's teeth – it prevents costly and unpleasant repairs or transmission replacement.'

Chapter 9: Guarantee and warranty

Is it absolutely essential to use the manufacturer's original spare parts?

No. Proper use of a MEYLE ORIGINAL transmission oil change kit does not affect the vehicle's warranty claim – incidentally, that is also true for the rest of the MEYLE range. When it comes to the manufacturer's guarantee, the manufacturer's guarantee conditions should always be consulted.

Spare parts of matching quality are as good as the vehicle manufacturer's original parts:

Car makers are naturally invested in ensuring that only their own spare parts and wear materials are installed in their customers' vehicles, which is why they make the use of original spare parts a condition of their continued guarantee pledge.

In the European Union, legal provisions stipulate that the spare parts of matching quality of other manufacturers are to be treated as original spare parts – this includes all the components of the MEYLE ORIGINAL transmission oil change kits. Yet another argument for maintaining the guarantee pledge.

MEYLE can provide proof:

In terms of its chemical composition and technical qualities, the oil in every MEYLE ORIGINAL transmission oil change kit fulfils all the specifications of the oil prescribed by the vehicle manufacturer. However, should a manufacturer deny a guarantee service despite proof of using a MEYLE ORIGINAL transmission oil change kit, MEYLE can provide the necessary legal proof that both the transmission oil and all the other components can be viewed as spare parts of matching quality.

The underlying Block Exemption Regulation is absolutely clear – the European Union’s applicable law:

t) ‘Original spare parts’ means spare parts which are of the same quality as the components used for the assembly of a motor vehicle and which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of components or spare parts for the motor vehicle in question. It is presumed, unless the contrary is proven, that parts constitute original spare parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer.

u) ‘Spare parts of matching quality’ means exclusively spare parts made by any undertaking which can certify at any moment that the parts in question match the quality of the components which are or were used for the assembly of the motor vehicles in question.

Source: Art. 1 (1) lit. u) of Commission Regulation (EC) No 1400/2002 from 31 July 2002 on the application of Article 81 (3) of the Treaty to categories of vertical agreements and concerted practices in the motor vehicle sector, Official Journal of the European Communities, available at eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32002R1400

Arguments for workshops:

- The vehicle guarantee does not expire automatically if spare parts or wear materials do not come from the vehicle manufacturer.
- However, spare parts of matching quality need to be used to ensure the guarantee claim.
- Legally speaking, all the components of the MEYLE ORIGINAL transmission oil change kits are to be treated as the vehicle manufacturer’s original spare parts.
- ‘If you choose to have us use the MEYLE ORIGINAL transmission oil change kit rather than the manufacturer’s more expensive, but in no way superior, original spare parts to change the automatic transmission oil, you will save a great deal of money. It goes without saying that this does not affect the manufacturer’s guarantee for your car.’

Chapter 10: Further information

You can place your trust in the support of a friend – in MEYLE.

Which products and services does MEYLE offer for changing automatic transmission oil?

MEYLE ORIGINAL transmission oil change kits for automatic transmissions – efficiency for the workshop:

The practical MEYLE ORIGINAL transmission oil change kit for automatic transmissions simplifies and accelerates professional transmission maintenance. The kit contains all the spare parts required to change the automatic transmission oil of a specific vehicle as well as the required amount of suitable automatic transmission oil. This guarantees that there aren't any errors in the selection of spare parts and that all the components necessary for maintenance, including easy-to-understand installation information, are provided.

Further information is available at <https://www.meyle.com/transmission-oil-change-for-automatic-transmissions>

MEYLE training courses on changing automatic transmission oil – how to:

The demand for automatic transmission oil changes is growing. To ensure that all the responsible workshop employees are ready for this service, MEYLE offers a practical training day on-site. Experienced MEYLE practitioners come directly to the workshop and teach participants everything they need to know in theory and practice to properly and quickly change automatic transmission oil. This also allows workshops with no experience in servicing automatic transmissions to expand their range of services.

Training content:

- Automatic transmissions: types, design and requirements
- Oil change for automatic transmissions: a necessity for customers, an opportunity for workshops
- Specific technical features of automatic transmission variants
- The special tools and technical information required
- The importance of maintenance intervals and explaining the 'filled for life' claim
- Resetting and adapting the adaptation run and learning values for transmission control
- Working with conventional automatic transmissions, participants learn how to deal with and service modern transmissions.

Further information is available at <https://www.meyle.com/en/service-centre/training-and-seminars/>

MEYLE transmission oil change kit finder – find the right kit in no time:

The fast and easy way to find the right MEYLE transmission oil change kit for a specific vehicle – simply select the desired vehicle or transmission in the practical MEYLE online tool, and the finder will specify the right kit for the work to be done.

Further information is available at <https://www.meyle.com/oil-change-kit-finder>

MEYLE transmission oil filling device – refilling the easy way:

MEYLE offers a practical transmission oil filling device – operated either manually or with the support of compressed air – to ensure an efficient oil change for automatic transmissions. With a capacity of 12.5 l, the oil container can fill transmissions with relatively high oil demand in a single work step, which saves time. The MEYLE transmission oil filling device is suitable for oil changes for automatic transmissions as well as for all manual transmissions, differentials and transfer cases.

Further information is available at <https://www.youtube.com/MEYLE-filling-device>

Video tutorials – how to properly change transmission oil:

In line with the motto ‘by professionals for professionals’, MEYLE has recorded many practical videos with various transmission types that meticulously demonstrate the proper way to change automatic transmission oil. The easy-to-understand tutorials explain how to do the work simply, efficiently and economically.

Further information is available at [How to: oil change for the 4-speed automatic transmission](#)

MEYLE oil change poster – just one look, and you know:

Designed for use at workshops, the regularly updated MEYLE oil change poster provides an overview of key information about changing automatic transmission oil, from important transmission-specific service intervals in km and years and total oil capacity to transmission oil specifications and which MEYLE transmission oil change kits are suitable for which automatic transmissions.

Further information is available at <https://www.meyle.com/poster-for-replacement-intervals>

MEYLE Newsletter – by workshop professionals for workshop professionals:

The free, non-binding MEYLE Newsletter keeps workshops up to date on the latest findings at all times, with week after week of professional knowledge, innovative products, clever repair solutions, interesting offers, practical tips, user videos, workshop reports and news on MEYLE training courses.

Further information is available at <https://www.meyle.com/en/service-centre/newsletter/>

About MEYLE AG

MEYLE AG develops, produces and markets high-quality spare parts for passenger cars, vans and trucks for the IAM under the MEYLE brand. MEYLE offers its customers over 24,000 reliable and durable spare parts manufactured in their own plants and at the facilities of select production partners. As a supplier of holistic solutions and services, MEYLE is systematically expediting the mobility transition in the IAM. MEYLE eSolutions has been developing and manufacturing innovative solutions to meet the ever greater demand for spare parts for electric and hybrid vehicles since 2016. We work with our partners, workshops and car mechanics in 120 countries worldwide to ensure that drivers can rely on our superior and more sustainable parts and solutions.

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