



# Emissions Tester 700/800 Series

Hints & Tips

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## EMISSIONS REGULAR MAINTENANCE GUIDE

### Water Trap

Do not use any chemical based products to clean the water trap. Soapy water and gently airline.



### Daily

Remove any moisture from the water trap and check that the 'o' rings are not damaged or pinched. Add a small amount of inert silicone petroleum jelly around the top of the water trap where the o ring sits. This may cause terminal gas bench failure and possible low flow issues if maintenance is not carried out correctly.

### Sample Probe

Do not use any chemical based products to clean the water trap. Soapy water and gently airline.



### Daily

Check pipe and probe tip for damage. Gently with an airline blow down the probe to remove any blockages or moisture. Don't leave the sample hoses on the workshop floor when not in use, always return them to the trolley. If unmaintained this may cause low flow errors, leak test failures and/or terminal gas bench errors.

### Filter Bowls

Do not use any Chemical based products to clean the water trap. Soapy water and gently airline.



### Weekly

Remove excess moisture from all filter bowls (Replace filter weekly if required) and check that the o rings are not damaged or pinched. Add a small amount of inert silicone petroleum jelly around the top of the water trap where the o ring sits to help create a seal. This may cause terminal gas bench failure and possible low flow or contamination issues if maintenance is not carried out correctly.

### O2 sensor



### Annually

O2 sensor will need to be checked and/or replaced every 6 - 12 months depending on your usage. It is recommended that you keep a spare available on site.

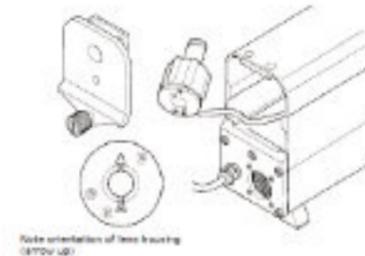
## 2 Diesel Smoke Meter (DSM) maintenance

### Clean Optics

Do not use chemical based cleaning products on the optics

### Monthly

Remove dirt from the lens with a clean cloth or alcohol wipe. If unmaintained this may cause zero drift issues. More detail available in the operators manual.



### Smoke Head Cable (cable version)

Always return to the cradle when not in use.

### Daily

Ensure cable is kept clean and unknicked. Failure to maintain may cause communication problems.

### Clean Charging Pins (Bluetooth Version)

Always return to the cradle when not in use.

### Weekly

Clean the charging pins at least once a week to avoid corrosion. If unmaintained you may have communication issues and/or early life battery failure.

### Sample Pipe

### As required

Under normal circumstances the sampling head does not require cleaning. If a sampling pipe becomes restricted with deposits, the test results can be affected.

To clean a sampling pipe, remove the sample probe from the smoke head. Blow through the sample pipe only, using compressed air.

**DO NOT BLOW THROUGH THE SMOKEHEAD.**

**Trolley Power****Daily**

At the end of the day shut down the PC and then turn the power off using the switch on the side of the trolley leaving the unit plugged in and switched on at the mains. Failure to follow this process may lead to poor charge in the batteries and not enough to complete a test.

**Bluetooth Oil Temp Probe**

Always return the probe back to the holster when not in use. Failure to follow this process may lead to poor charge in the batteries and not enough to complete a test.

**Oil Temp Probe Length**

Always adjust the probe to the correct length prior to starting a test, it should be 10mm shorter than the dipstick. Failure to follow this process may cause not only probe but engine damage.

**RPM Device (Battery Tach)**

To minimise the risk of unstable readings load the battery by turning on headlights, fog lights etc. Keep the cabin fan off as this may introduce interference. Some modern vehicles may not be detected due to "smart charging systems" cutting the charge when the battery does not require it. This is not a fault with the equipment.

**VEHICLE EXHAUST GAS ANALYSER (VEGA) FAULT FINDING****Leak test Fail/ Lambda Failure****Leak Test Failure**

The system is drawing in air, possible causes of a leak test failure are faulty joints, particularly in sample probe/hose assembly and between the two filter bowls. Damaged 'O' ring seals of filter bowls, particularly if filters have just been changed.

**Checks**

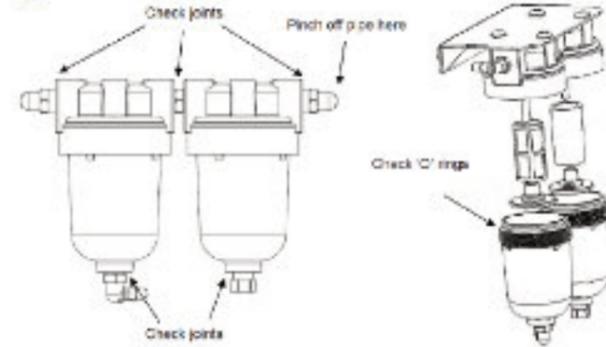
- Pump operation - Is the pump running?
- Disconnect sample hose from the gas analyser,
- Block the sample inlet and re-test.
- If problem cured, inspect joints for leaks/damage
- Ensure flexible probe is not damaged.
- In cases of extreme exhaust gas temperature the PTFE liner may melt and cause leak test failure



- If the test still fails, 'pinch off' the pipe immediately after the gas filter bowl (see Fig 3. overleaf) and retest.
- If problem cured, check all joints on sample inlet and filter bowl assembly, particularly the bowl to bowl adapter.
- Unscrew filter bowls and ensure the 'O' rings are in good condition and have not been 'pinched' during assembly.

## Leak Test Failure cont.

Fig 3



## Gas Analyser not communicating

- Check mains supply OK and the analyser module is switched on
- Check communication cable
- Check platform Config for conflicts

## LHC Residue Test Failure

- Check sample probe in free air, blow out sample probe & pipe assembly if required
- Change gas filters if heavily contaminated and wash filter bowls with warm soapy water

## Low Gas Flow

Ensure that the filters have been removed and cleaned or replaced, sample probe has been checked for damage and blockages.

## High Lambda Readings

The system is drawing in air, please ensure the following – All filter bowls are undamaged and sealed (hand tight and a little bit, do not over tighten or you will damage the o ring). Sample probe and pipe are undamaged and connections are tight.

## Remove Probe from Exhaust message (at beginning of an MOT test)

Check the O2 sensor two pin connector is still connected and the millivolt reading is no less than 7 millivolts.

## Hash Error/reset/ Audit Log Invalid

If the machine is coming up with an error relating to the wrong hash then to fix this issue you will need to clear the old hash code to do this:-

Get the customer to go into to service mode > Serial Number Update > enter the Serial at the top of the screen into the entry box.

- On the Gas programme, select Service Mode on the right hand side
- Ask for the displayed calibration request code
- Give the customer the reply code
- After this, customer should have lots more options down the right side
- Select "Service Mode Diagnostics"
- Then "Gas Analyser Serial Number Update"
- Ensure that the serial number matches the one on the unit - customer MUST re-enter serial no. Then, click on "Audit Log Diagnostics" (right hand side)
- Will come up with a load of "gobble-dee-gook"
- Just click Exit/Blue Arrow/X - back to the main screen

## F0 00 00 00 (aka IR Bench)

This error could mean that the gas has moisture inside. The weather plays a part in this failure as this can be caused by condensation on cold mornings. It can also be caused by water not being emptied from the water trap each day.

## On a 680EN1

To fix the issue:-

- Disconnect the 3 pipes from the small bowls (2 small at the top and 1 Large at the bottom)
- Run Leak test for 2 hours with a heater (nothing more than an internal building radiator) next to the device.
- Switch the device off using the red rocker switch at the back at the bottom
- Switch the device back on

If this fails to resolve the issue then an exchange gas for warranty or a fixed price repair are the only options.

### High HC (Hydrocarbons)

Go to live readings and check HC, the reading should be less than 20 parts per million (PPM)

If no improvement, then remove right hand filter bowl. Check readings, if improved then clean bowls, replace filters.

Remove probe see if it eventually drops to below 20. If it does, clean probe/hose, if that doesn't help then replace hose/probe.

### Oxygen Cell Failure

To check the Oxygen cell

Go into the Tools menu and select "Oxygen Cell Diagnostics" then run test.

The results should be between 5 and 13 if it's anything else then the oxygen cell to be replaced.

If the customer has a replacement on site then they will need to replace the cell and then run Install new Oxygen cell under: - Tools > Oxygen cell diagnostics> Install new Oxygen cell.

<https://www.cryptontechnology.com/images/support/pdf/how-to-guides/o2-cell-expired.pdf>

### 680 Wrong Date

If the unit is showing the wrong date this can be changed by

Petrol Menu > Tools and Setup > Service Mode > Engineer code > Set Time and Date

Changed the time and date accordingly, click continue and then exit back to the main menu

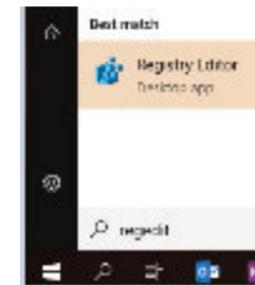
Do a live reading print out to make sure the date has been changed.

NB: Do not confuse this with calibration date being incorrect.

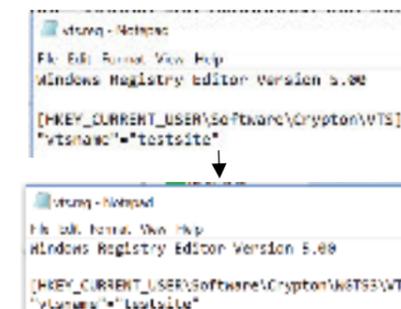
### VTS printing

We have identified a small program error on a small number of Windows 10 machines running the 682 gas analyser. The issue can be identified by a lack of VTS information on the gas print out. Should you experience this fault there is a simple solution as detailed below.

- Using WGTS3, enter the VTS details in the usual way.
- Close WGTS3.
- Launch Regedit (to do this type regedit after pressing the start button)



- Locate the below folder  
[HKEY\_CURRENT\_USER\Software\Crypton\vtls]
- Now highlight the vtls folder and export the key (go to File > Export)
- Save the reg file to the desktop, call it VTS.reg
- Edit VTS.reg with a text editor (such as notepad) and change the key path in the file to:
- [HKEY\_CURRENT\_USER\Software\Crypton\WGTS3\vtls]



Save the file, and then close it.

Double-click the reg file and accept the elevated prompt, then click "Yes" to the continue message.

When this is complete then re-launch WGTS3 - the VTS details should appear on the printout.



## DIESEL SMOKE METER (DSM) FAULT FINDING

### Battery Charging

The DX260-1BT wireless Smoke head contains a Multi-Cell Rechargeable Battery designed to give a maximum of 1.5 hours endurance from a full charge.

The smoke head must always be replaced on the charging cradle in between tests.

It is also strongly recommended that the batteries be completely discharged on a monthly basis by setting the program to Live Readings with the smoke head off the charger.

Please note that rechargeable batteries have a finite lifespan, therefore the battery pack will need to be replaced periodically if the smoke head is no longer sustaining sufficient charge for correct operation.

### LED Indication

#### Smoke head removed from charging cradle:

- **LED 'On' continuously:**  
Smoke head is running on internal battery
- **LED pulsing 'ON' for 2 seconds, 'OFF' for 0.5 seconds:**  
Smoke head battery has reached a Low Voltage condition, and has less than 10 minutes life left before auto-shutdown.
- **LED 'OFF':**  
Low Voltage condition. Smoke head will auto shut down. No more testing possible until smoke head battery has been recharged.

If the smoke head has received no communication from host computer for over 6 minutes it will go into 'Sleep' mode. Return the smoke head to the charging unit to invoke a response.

If the smoke head is taken outside its maximum operating range of about 100 metres, and wireless communication is no longer possible, after 6 minutes the smoke head will go into 'Sleep' mode.

To recover from 'Sleep' mode, the smoke head should be put back in its charging cradle, and the LED function observed.

#### Smoke head returned to Charging Cradle:

- **FAST CHARGE (2.5 flashes per second):**  
The Smoke head is in 'Fast Charge' Mode. The battery should fully charge within 1.5 hours
- **TOP-UP CHARGE (1 flash per second):**  
The Fast Charge cycle has completed and the battery is being brought to full charge
- **SLOW CHARGE (1 flash every 2 seconds):**  
The Smoke head battery is in 'Slow Charge' mode, the charging rate determined by either terminal voltage or, battery cell temperature

### Battery Charging cont.

- **TRICKLE CHARGE (1 flash every 3 seconds):**  
LED Flashing ON/OFF shows the smoke head battery is in 'Trickle-Charge' mode indicating that the batteries are fully charged.

### Fault Diagnosis:

- **FAST FLICKER (8 flashes per second or more):**

The smoke head has detected poor charging contacts. Clean the contacts on both the cradle and the smoke head feet and replace on charger

- **LED NOT ILLUMINATED:**

Return the Smoke head to Charging Cradle. LED should display according to Charging level required.

- **LED NOT ILLUMINATED WHEN SMOKEHEAD IS ON CHARGING CRADLE:**
- Check that the smoke head is correctly seated on the charging cradle. The smoke head has twin connectors on each insulated foot, and may be connected either way round
- Check the charging cradle is connected to the 240V AC mains
- Check that the sprung connectors that transmit the charging current on the charging Cradle are clean and not stuck in a depressed condition.
- Check that the charging connectors on the insulated mounts on underside of the smoke head are clean and free of dirt and obstructions.

To check the charging voltage at the charging cradle:

- Connect a digital multi-meter set to measure up to 30V DC to the two charging
- Connectors on the charging cradle and depress the central charging switch
- A voltage of 28V to 30V DC should register on the multi-meter display

### Bluetooth Smoke Head charging contacts

Bluetooth Smoke Head equipment can experience charging issues due to faulty or corroded charging contacts. This problem can be caused by several factors which need to be looked at individually, but there are three main areas of corrective procedure:

- Charger base microswitch height adjustment
- Charger base contact replacement
- Smoke Head contact replacement

Ensure equipment is isolated from the mains supply before commencing work on the charger assembly. Ensure the battery pack output terminals can **NOT** be 'shorted' together at anytime during the Smoke Head contact replacement procedure.

### Adjustment of the Microswitch

Charger base microswitch height adjustment should be set so that the microswitch is heard to operate when the Smoke Head rubber foot is between 1-2mm from the charging base. If the microswitch is set to operate at a too high a setting then arcing of the charging contacts will occur. If it is set too low then it may fail to activate.

### Charger base contacts

Replacement may be required if the contacts have become severely corroded. Corrosion will occur if arcing has been taking place due to incorrect microswitch adjustment or can be a result of the contacts becoming dirty from contaminants and debris picked up from the workshop floor. Restricted movement of the contacts may also occur as a result of dirt or excessive heat from arcing.

### Smoke Head charger contacts

Replacement may be required if the contacts have become severely corroded



**Good** The contact has slight wear, but otherwise acceptable.

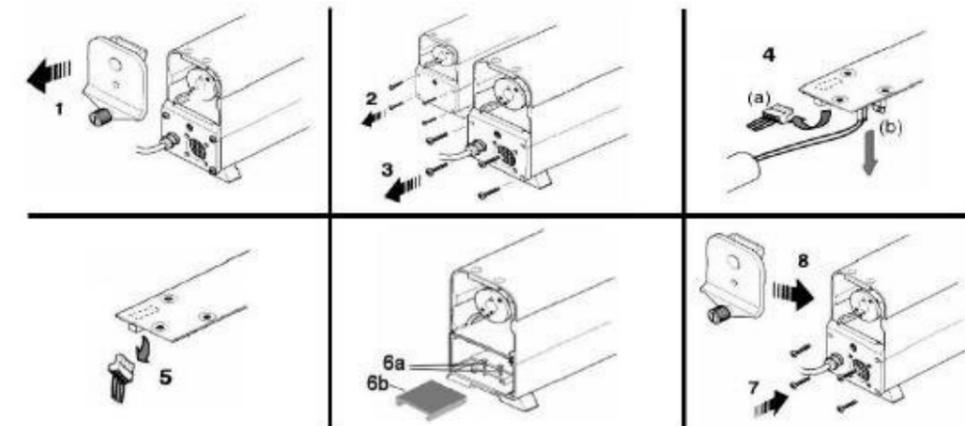


**Poor** The contact is slightly corroded through contact with dirt etc. Also, small signs of pitting of the plating.



**Bad** The contact shown left is showing bad signs of arcing and corrosion and should be replaced.

### Battery Replacement



Removal:-

- Unscrew the knurled knob (1) and open up both end caps.
- Remove the four pan head screws (2) & (3) securing both end plates and carefully ease the plates clear of the housing
- At the fan end, disconnect the 2-pin battery plug (4a) and the 2-pin fan plug (4b)
- At the probe end, disconnect the 3-pin plug (5)
- Depending on which version you have either - loosen the two screws (6a) or remove the plastic spacer (6b) securing the battery pack
- Discard the two securing screws or the plastic spacer- they are no longer required

Note the orientation and remove the battery pack. Do not remove by pulling the cables, and ensure the connectors do not foul any components during removal of the board.

Move the activation link from the transit position Fig. 1 to the live position Fig. 2.

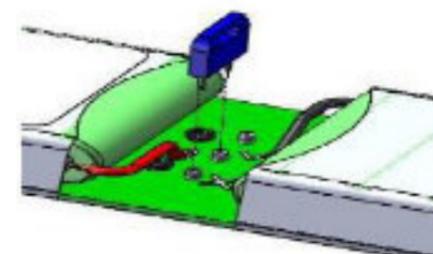


Fig. 1 - Activation link - Transit position

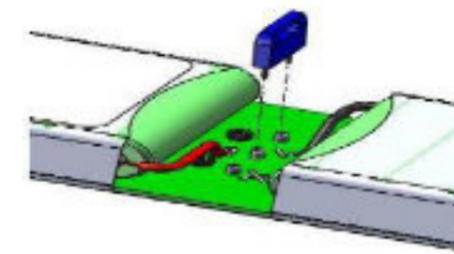
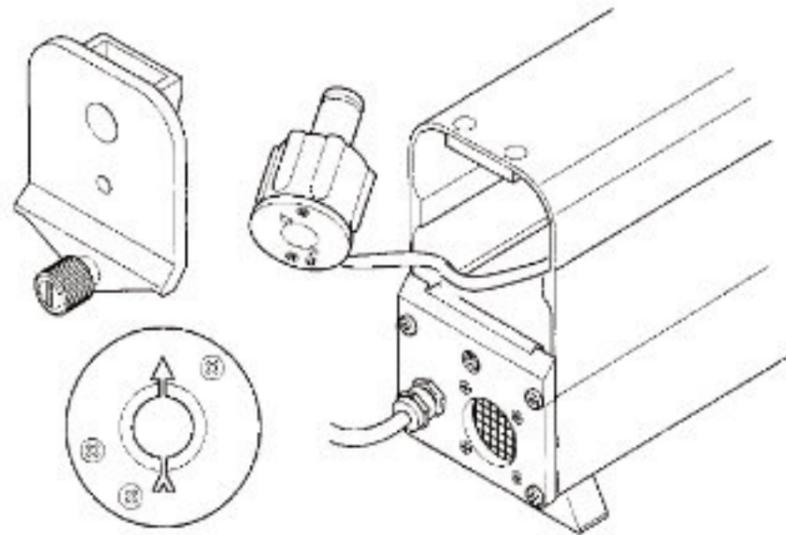


Fig. 2 – Activation link – Live position

### Lens Cleaning

Two lenses are fitted in the smoke head, one at either end. The smoke meter checks the cleanliness of the lenses at the start of each test, and the PC will provide a warning when cleaning is required.



Note orientation of lens housing  
(arrow up)

### Accessing a lens

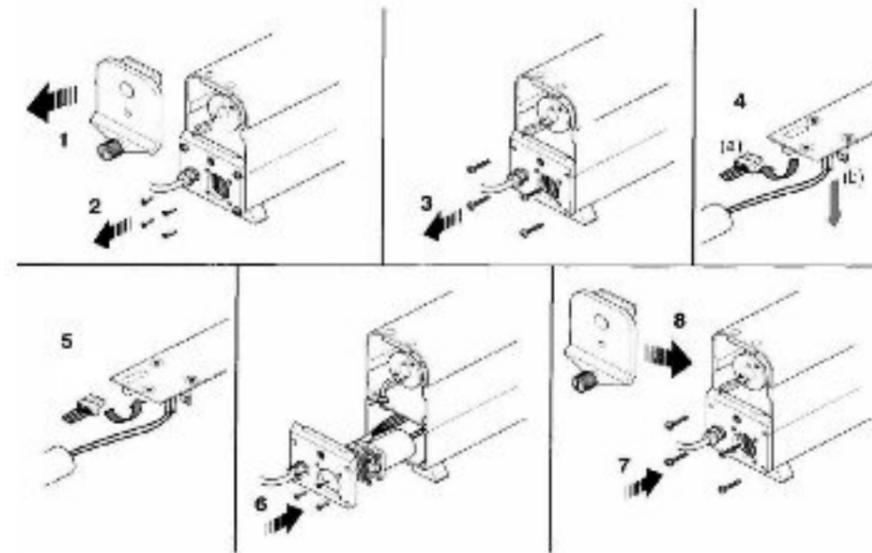
- If fitted, remove the sampling pipe
- Unscrew the knurled knob at the sampling pipe end of the sampling head and remove the end cap.
- Carefully pull out the lens housing and wipe the lens with a soft cloth (if required, a little methylated spirit will assist cleaning)
- Refit the lens housing with the arrow pointing upwards (a little silicon grease on the 'O' ring will assist fitment – but do not get on lens!)
- Refit the end cap and tighten the knurled knob

**NOTE:** Ensure the end cap locates fully against the body of the sampling head before tightening the knob. If not correctly located, the lens housing is probably not fully home.

1. Clean the lens at the other end of the smoke head in the same way.

**NOTE:** The end cap for the sampling pipe must be fitted at the end away from the sampling head cable.

### Cable Renewal



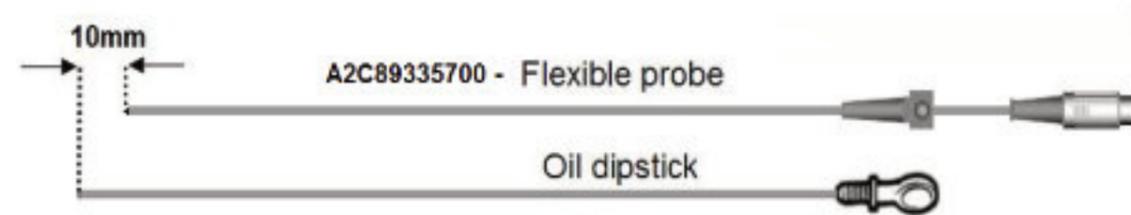
Should the cable become damaged and require renewal, the procedure is as follows:

- Unscrew the knurled knob (1) and remove the end cap
- Remove the four countersunk screws (2) which secure the internal fan and grille to the smoke head end plate
- Remove the four pan head screws (3) securing the end plate and carefully ease the plate clear of the housing
- Disconnect the 4-pin multi-plug (4a). If carrying out a fan replacement disconnect the 2-pin plug (4b) and replace the fan. Carefully fit the fan and fan grille to the end plate (4 countersunk screws)
- Remove the 4 wires from the 4-way plug. Undo the metal cable clamp from the end plate. Loosen the cable gland strain relief and remove the cable from the end plate
- Re-fit the new cable through the cable gland strain relief and secure to the end plate with the metal clamp (Important: secure the clamp on the earth braid of the cable). Re-fit the 4-way plug. Ensure the cable gland strain relief is tightened
- Connect the 4-pin multi-plug (4a) and the 2-pin plug (4b)
- Locate the end plate to the smoke head (cable on left hand side) and loosely secure with the four pan head screws
- Check that the lens housing is fully in, then fit the end cap and secure with the knurled knob. Fully tighten the knurled knob then slacken half a turn
- Push the end plate upwards as far as it will go, and then fully tighten the 4 pan head screws.
- Fully tighten the knurled knob on the end cap

### Adjusting oil temperature probe length

Before testing, the probe must be adjusted to the correct length as follows:

Lay it alongside the vehicle dipstick (see illustration) and adjust the position of the depth stop until the effective length of the probe is approximately 10mm shorter than the dipstick.



**WARNING: ENSURE THAT THE OIL TEMPERATURE PROBE IS SET TO THE CORRECT DIPSTICK LENGTH AND THAT IT IS CLEAN FROM DEBRIS BEFORE INSERTING INTO THE ENGINE. FAILURE TO DO SO MAY RESULT IN SERIOUS DAMAGE TO THE PROBE AND/OR ENGINE.**

### Smokehead Power Supply Test

Use a Digital Volt Meter (DVM) to measure the voltage output from the Smokehead Charging Cradle.

#### Bluetooth Enabled Units

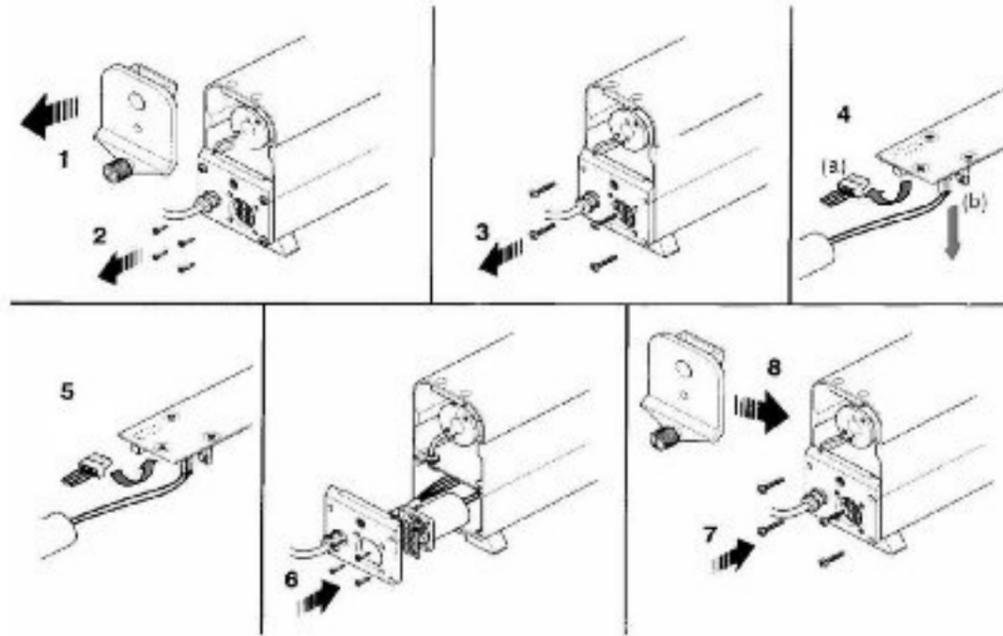
The output from a Bluetooth Unit cradle should be 30VDC $\pm$ 0.2V (Smokehead present button depressed). If the reading is outside of these limits gain access to the power supply inside of the trolley assembly and adjust the output voltage using the adjustment potentiometer on the side of the power supply unit. Ensure the polarity is such that the +ve output pin is closest to the trolley i.e. right hand pin when viewed from the front of the assembly.

#### Cabled Units

Remove the Smokehead end cap and unplug the cable inside the head before switching power on. Connect the DVM to the red and black leads & switch power on – the output should be 24VDC $\pm$ 0.2V. If the reading is outside of these limits gain access to the power supply inside of the trolley assembly and adjust the output voltage using the adjustment potentiometer on the side of the power supply unit.

## Smoke Head Fan replacement

The Smoke Head fan can require changing due to damage to the vanes or excessive soot build up which can cause the bearings to fail.



### Procedure

- Unscrew the knurled knob (1) above and remove the end cap.
- Remove the four countersunk screws which secure the internal fan and grille to the smokehead end plate. Discard the screws.
- Remove the four pinhead screws Fig.1 (2) securing the end plate and carefully ease the plate clear of the housing.
- If you are working on a DX.260-1 cabled smokehead, carefully disconnect the 4 pin communications cable from the Printed Circuit Board (PCB) see Fig. 2 for location

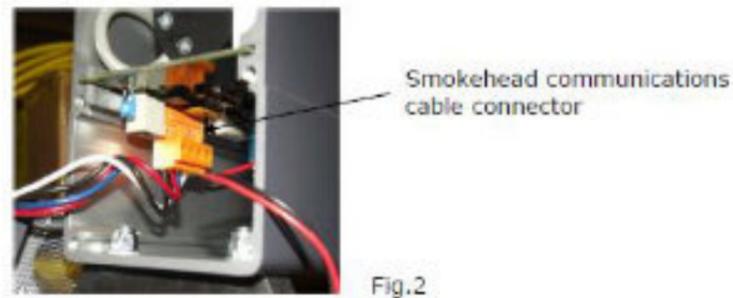


Fig.2

- Carefully disconnect the 2-pin fan plug from the PCB see Fig.3 for location.

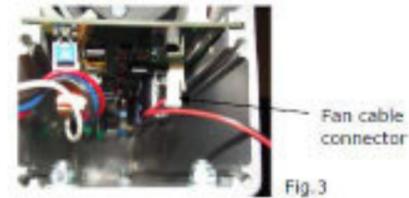


Fig.3

- Clean fan grille and filter using warm soapy water. Thoroughly dry both parts.
- Re connect the 2-pin plug from the fan to the main PCB. (Red wire nearest the fan end of the smokehead)
- If required re connect the 4 pin communications cable connector to the main PCB (Black wire nearest the fan end of the smokehead).
- Fit the new fan, old fan grille and filter to the end plate using screws and hole plugs supplied in kit AS09867 and in the order/positions shown in Fig 4. Do not over tighten the screws in the fan plastic housing.



**IMPORTANT** - Note position required for replacement screws and hole plugs  
Failure to observe this will cause, a short circuit on the battery board fitted to the DX.260-1BT smokehead, and will result in component failure.

Smokehead communications cable/bluetooth blanking plug omitted from drawing.

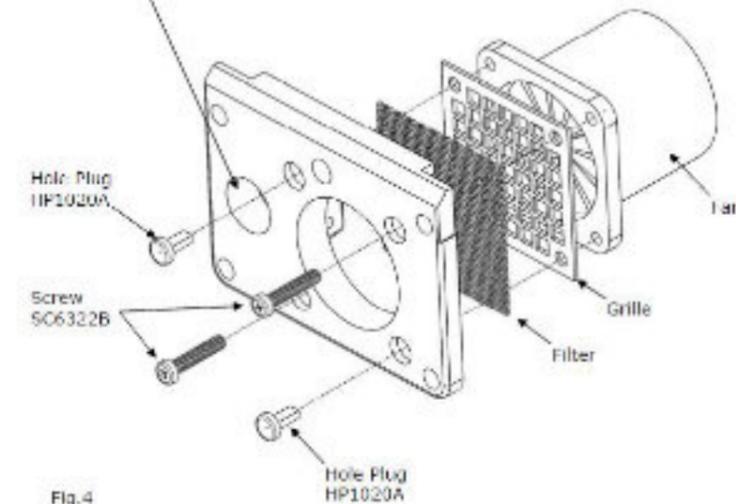
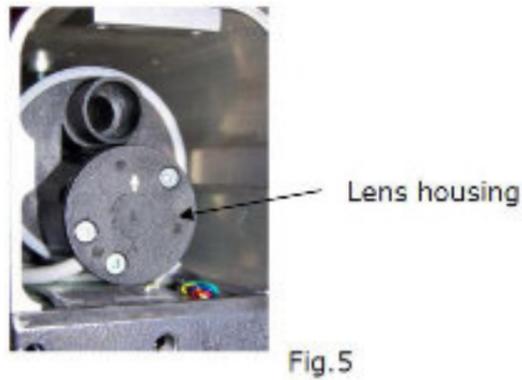


Fig.4

- Locate the end plate to the smokehead (cable or Bluetooth blanking plug on left hand side) and loosely secure with the four pinhead screws.
- Check that the lens housing is fully in (arrow pointing upwards) see Fig.5, then refit the end cap and secure with the knurled knob. Fully tighten the knurled knob the slacken half a turn Fig.1 (4)



- Push the end plate upwards as far as it will go, and then fully tighten the 4 pinhead screws Fig.1 (5)
- Fully tighten the knurled knob on the end cap.

### Optics failure

If the lenses are not reading correctly on the DX 260 then it would be worth checking/cleaning the lenses for the smoke meter, to clean the Lenses:-

Take panel on the ends off > pull out the LED holder > check the Lens of the LED is clean > isn't RED inside (otherwise the seal at the back has leaked)> replace LED holder back into device > put panel back on > retest

### Cleaning the Lenses

Two lenses are fitted in the smokehead, one at either end.

The Smokemeter checks the cleanliness of the lenses at the start of each test, and the PC will provide a warning when cleaning is required.

### Accessing a Lens

The cleaning procedure is as follows.

- If fitted, remove the sampling probe.
- Unscrew the knurled knob at the sampling probe end of the sampling head and remove the end cap.
- Carefully pull out the lens housing and wipe the lens with a soft cloth (if required, a little methylated spirit will assist cleaning).
- Refit the lens housing with the arrow pointing upwards (a little silicon grease on the 'O' ring will assist fitment – but do not get on the lens!).
- Refit the end cap and tighten the knurled knob.
- NOTE: Ensure the end cap locates fully against the body of the sampling head before tightening the knob. If not correctly located, the lens housing is probably not fully home.
- Clean the lens at the other end of the smokehead in the same way.
- NOTE: The end cap for the sampling probe must be fitted at the end away from the sampling head cable.

### Blip test Fail (Microphone failure)

If the microphone fails then this needs to be exchanged as there is nothing the customer can do to replace the damaged microphone (usually due to excessive heat damage).

### Battery failure

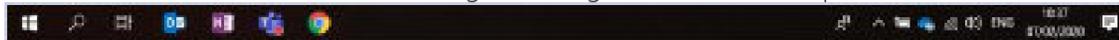
The battery should be charging at around 24V if it is anything lower then it will not power correctly and will need to change. To check the meter reading for the battery:-

Remove Panel end > unplug the green pin plug >

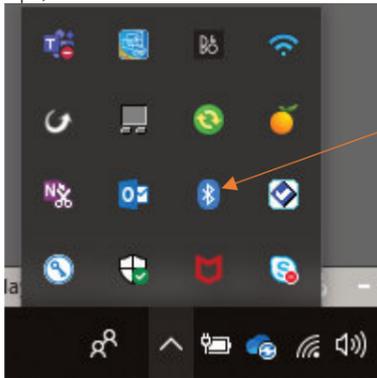
The battery charger should be charging At 30V to check this

### Missing Bluetooth Code

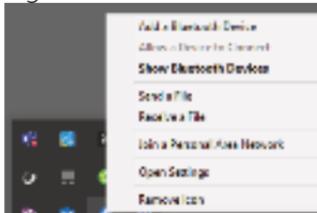
Move the mouse cursor to the bottom right to bring the start task bar up



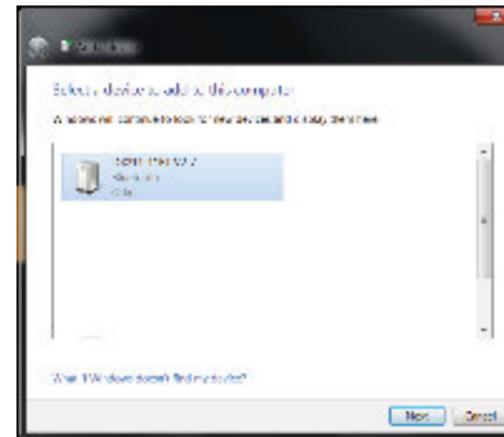
On the taskbar, find the BT icon (may need to click on show hidden icons first (the arrow pointing up)).



Right click it and select "Add a device"

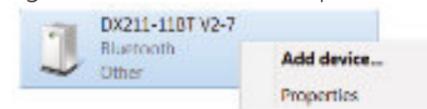


System should scan for any BT devices in the area (if finding oil temp ensure it is out of holster).

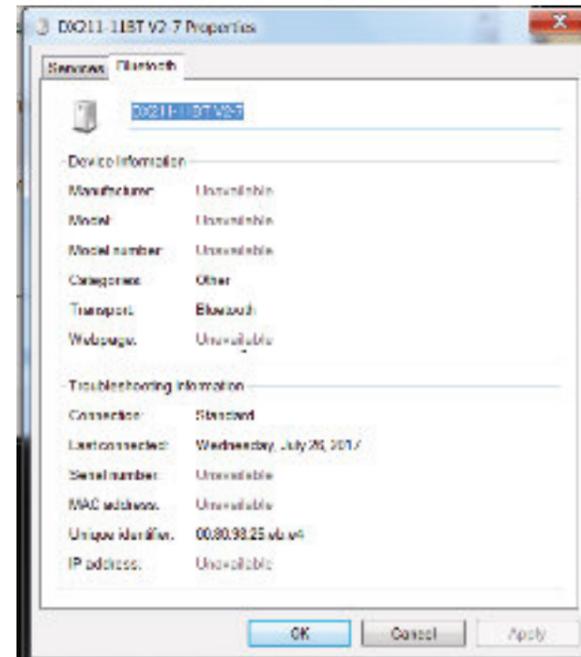


Find and select the device you require the ID for

Right click it and select "Properties"



On the next screen select "Bluetooth" Tab at the top



Near the bottom there will be "Unique Identifier", this is the **BlueTooth ID** for the device.

Note this down and enter into the platform config as required.

## BLUETOOTH SYNC

### Smoke Head

<https://www.cryptontechnology.com/images/support/pdf/how-to-guides/bluetooth-smoke-meter-setup.pdf>

### Temp Device

<https://www.cryptontechnology.com/images/support/pdf/how-to-guides/bluetooth-communication-setup-guide-oil-temp.pdf>

### Tach Device

<https://www.cryptontechnology.com/images/support/pdf/how-to-guides/bluetooth-communication-setup-guide-battery-tach.pdf>

## PRINTER ISSUES

### Printer Sleep Timer Delay

<https://www.cryptontechnology.com/images/support/pdf/how-to-guides/printer-sleep-mode.pdf>

### Printer Guide Inc. LED Indicators

[https://www.cryptontechnology.com/images/support/pdf/how-to-guides/Printer\\_Includes\\_LED\\_Indicators\\_Crypton.pdf](https://www.cryptontechnology.com/images/support/pdf/how-to-guides/Printer_Includes_LED_Indicators_Crypton.pdf)

### Brother Printer Toner

If subsequent to a replacement toner cartridge being fitted it appears not to have worked try the following reset process.

- Open the front cover and leave open while completing the following steps.
- Turn the printer off.
- Hold the 'go' button while turning the printer on. All panel lights should be on.
- Release the 'go' button.
- Press the 'go' button 2 times.
- Pause.
- Press the 'go' button 5 times.
- The toner light should be off.
- The paper light should be on or flashing.
- Close cover.
- The ready light should be the only light on

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