To change the transmission fluid and filter on a 2019-present Mercedes-Benz 907 Sprinter VS30 3.0L V6 Diesel (with the 7-speed 722.9 Plus transmission), you'll need a mix of standard and specialized tools. Draining the torque converter is an option, read the complete document before proceeding. Here's a breakdown to help you prep like a pro:

🧰 Essential Tools & Equipment

- **Torx E10 socket**: For removing the transmission pan bolts.
- **6mm Allen socket:** For removing transmission drain plug on a 3/8" or 1/2" ratchet
- **Transmission Fluid transfer pump**: Required to fill fluid through the drain plug (yes, it's filled from the bottom—quirky Mercedes design). Buy one that includes a shutoff and ATF adapter for the Mercedes transmission drain hole.
- **Transmission service kit**: Includes filter, gasket, replacement pan bolts, drain plug, and typically 8–9 liters of MB 236.15 spec fluid. (see end of document for list)
- **Catch pan**: Large enough to hold 6–8 liters of old fluid.
- **Oil Absorbent Rug:** Oil-Dri Garage Guard 2 X 3 Foot
- **Torque wrench**: With a range of 8 - 20 Nm settings, or 5-15 Foot lbs. To properly tighten pan bolts (they're one-time-use aluminum bolts), and drain plugs.
- **Lint-free cloths**: For cleaning the pan and gasket surfaces.
- 🔧 **Optional but Helpful**
- **Jack and jack stands or lift**: To safely access the transmission pan.
- **OBD scanner with temperature readout**: To verify fluid temp during refill (target is ~113°F for proper level check).
- **Infrared Thermometer:** with temperature readout.

⚠️ Pro Tips

- **Pan bolts are single-use**—don't reuse them.
- **Torque converter drain** is optional and tricky; many DIYers skip it and do a second fluid change after 1,000 miles instead.
- **Fluid level is set by overflow from the fill pipe**—no dipstick means you rely on temperature and overflow method.
- **Engine should be running** and warm when you check or set the transmission fluid level.

🛠️ Drain & Filter Replacement Procedure

1. **Warm up the transmission**
   - Drive for 10–15 minutes to bring fluid to operating temperature.
   - This helps fluid drain more completely.
2. **Lift the vehicle safely**
   - Use a jack and jack stands or a lift to access the transmission pan.
3. **Remove the transmission pan bolts**
   - Use an E10 Torx socket.
   - Have a large catch pan ready—expect 6–8 liters of fluid.
4. **Drop the transmission pan**
   - Carefully lower the pan; fluid will spill out.
   - Remove the old filter (it pulls straight down).
5. **Clean the pan and magnet**
   - Use lint-free cloths.
   - Inspect for metal shavings or sludge.

6. **Install the new filter, standpipe or overflow tube, and gasket**
    - Ensure the gasket seats are proper.
    - Replace all pan bolts (they're single-use aluminum). (torque spec: 8 Nm / 5.9 Foot lbs)
7. **Draining the torque converter** on your Sprinter VS30 with the 722.9 Plus transmission is a bit of a hidden art—but totally doable if you're up for the challenge. Here's how it works: 🧰 What You'll Need
    - 8mm or 10mm Allen socket (depends on plug size)
    - Crankshaft turning tool or a 27mm socket on the crank pulley
    - Access to the bell housing inspection port
    - Torque wrench (drain plug torque: 10–15 Nm) 🔄 Step-by-Step Procedure
    - Remove the bell housing access cover
    - It's usually a rubber or plastic plug at the bottom of the transmission bell housing.
    - Rotate the engine manually - Use a ratchet and 27mm socket on the crankshaft pulley to slowly turn the engine clockwise.
    - You're looking to align the torque converter drain plug with the access hole (it'll appear at the 6 o'clock position).
    - Drain the fluid - Once the plug is visible, remove it with the correct Allen socket.
    - Let the fluid drain completely—expect about 2 to 2.5 liters.
    - Reinstall the plug, Use a new crush washere.
    - Torque to 10–15 Nm, (8.9 Foot lbs) depending on plug size.
    - Now you'll be able to replace nearly 100% of the transmission fluid in one go. 🧠 Heads-up: Not all 722.9 torque converters have a drain plug—some later models omit it. If you rotate the engine and never see a plug, yours may be sealed. In that case, a second fluid change after ~1,000 miles is your best bet.
    - **Note:** Skipping the torque converter drain means about 25–30% of old fluid remains. Many DIYers opt for a second fluid change after ~1,000 miles to dilute the remaining old fluid and ensure optimal performance.
8. **Refill transmission fluid**
    - Use a fluid transfer pump to fill through the **drain plug** (yes, it's filled from the bottom).
    - Add MB 236.15 spec fluid (usually 8–9 liters). (Note that if you install excess fluid it will help displace old remaining fluid. Excess fluid will be drained during the Set Fluid Level.)
    - If you skip draining the torque converter on your Sprinter VS30 with the 722.9 Plus transmission, you'll typically replace **about 6.5 to 7 liters** of fluid during a pan drop and filter change. That covers the fluid in the pan and valve body but leaves roughly **2 to 2.5 liters** in the torque converter and cooler lines.
    - After refilling the transmission fluid, close the drain valve or install the drain plug (to retain and circulate the excess fluid).
9. **Set fluid level**
    - Engine should be running and warm when you check or set the transmission fluid level
    - Warm the transmission to ~113°F.
    - While the engine is running at 113°F, let excess fluid overflow from the fill tube inside the pan.
    - Reinstall the drain plug once overflow stops. (torque spec: ~20 Nm or 15 Foot lbs)

🔗 Reference Sources

- Sprinter-Source DIY Transmission Service Thread: Covers fluid types, pan bolt torque specs, refill method, and torque converter access tips.
- Out of Ipswich YouTube Guide: Step-by-step video for fluid and filter change on a 2020 Sprinter with the 7G-Tronic Plus transmission.
- Blauparts Fluid Spec Guide: Confirms MB 236.15 (ATF 134FE) as the correct fluid for 2019–2025 Sprinter 3.0L V6 diesel models.

- Mercedes Operating Fluids Database: Official source for approved transmission fluids and torque specs.
- SprinterPartsUS – Torque Converter Drain Plug: Confirms availability and specs of the drain plug used in 722.9 transmissions.
- Sprinter-Source Torque Converter Drain Plug Removal: Community walkthrough with photos and tool tips for accessing and draining the converter.

🏭 Approved MB 236.15 Fluid Manufacturers

- **Fuchs** – Their *ATF 7134 FE Blue Fluid* is one of the original formulations approved by Mercedes-Benz.
- **Motul** – Offers *ATF 236.15*, a fully synthetic fluid designed specifically for 7G-Tronic transmissions.
- **RAVENOL** – Known for *ATF 134FE*, which is widely used in Sprinter service kits and meets MB 236.15 standards.
- **Jaxar** – Produces a full synthetic ATF labeled *MB 236.15*, tailored for NAG2FE+ transmissions.
- **Mercedes-Benz Genuine Fluid** – Available through dealerships and parts suppliers, often branded under part number A0009894404.

These fluids are engineered to meet Mercedes-Benz's stringent requirements for viscosity, thermal stability, and friction characteristics. If you're sourcing fluid for your Sprinter VS30, any of these brands will keep your transmission happy—as long as the label confirms **MB 236.15 approval**.

Edited by Tim Junod using Microsoft Copilot, 31 July 2025.

US Sprinter VS30 Torque Specs (Imperial Units)

Component	Torque Spec	Tool Needed	Notes
Transmission Pan Bolts	5.9 ft-lbs (8 Nm)	E10 Torx	Use threadlocker; avoid overtightening
Transmission Drain Plug	14.8 ft-lbs (20 Nm)	6mm Allen	Torque with fluid warm (~113°F)
Transmission Overflow Tube Bolt	26.6 in-lbs (3 Nm)	T25 Torx	Very light torque — precision matters
Torque Converter Drain Plug (if present)	8.9 ft-lbs (12 Nm)	T40 Torx	Only if doing full fluid drain
Crossmember Bolts	~40.6 ft-lbs + 90° (~55 Nm + 90°)	18mm socket	Angle-tightening; torque angle gauge preferred
Engine Oil Drain Plug	22.1 ft-lbs (30 Nm)	13mm socket	Replace crush washer
Oil Filter Cap (cartridge type)	18.4 ft-lbs (25 Nm)	27mm socket	Lubricate O-ring, tighten evenly
Wheel Lug Bolts	132.7 ft-lbs (180 Nm)	17mm socket	Torque in star pattern
Brake Caliper Carrier Bolts (front)	147.5 ft-lbs (200 Nm)	E18 Torx	Use threadlocker
Drive Shaft Flange Bolts	~44.3 ft-lbs + 90° (~60 Nm + 90°)	E12 Torx	Mark orientation before removal

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