

11

an additional first line connecting the system to a waste disposal unit;  
 a computing device configured to independently control said solenoid valves;  
 a memory device; and  
 a graphical user interface operably connected to said computing device and that is configured to provide a scan tool interface with said brake flush machine;  
 connecting said plurality of first lines to said bleeder valves of the vehicle's brake system;  
 connecting said third line to said master cylinder of the vehicle's brake system;  
 operating said plurality of first valves to provide fluid connection between the first manifold and at least one of said bleeder valves of the vehicle's brake system and between the second manifold and the balance of said bleeder valves; and  
 activating said first pump.

16. The method of claim 15, further including the steps of providing an additional line adapted for coupling to an anti-lock valve of the vehicle's brake system and an additional valve for alternatively placing the additional line in fluid communication with the first manifold or the second manifold, connecting the additional line to said anti-lock valve, and operating said plurality of first valves and said additional valve to provide fluid connection between the first manifold and at least one of said bleeder and anti-lock valves of the vehicle's brake system and between the second manifold and the balance of said bleeder and anti-lock valves.

17. The method of claim 15, further including the step of providing a second pump in said second line, said second pump being adapted to pressurize the first manifold; and activating said second pump.

18. The method of claim 17, further including the steps of providing an additional line adapted for coupling to an anti-lock valve of the vehicle's brake system and an additional valve for alternatively placing the additional line in fluid communication with the first manifold or the second manifold, connecting the additional line to said anti-lock valve, and operating said plurality of first valves and said additional valve to provide fluid connection between the first manifold and at least one of said bleeder and anti-lock valves of the vehicle's brake system and between the second manifold and the balance of said bleeder and anti-lock valves.

19. A method of bleeding a vehicle's brake system comprising the following steps:  
 providing a brake-flush machine that includes

12

a first manifold, a second manifold, and a third manifold;  
 a plurality of first lines adapted for coupling to bleeder valves of a vehicle's brake system;  
 a plurality of first valves for alternatively placing said plurality of first lines in fluid communication with the first manifold or the second manifold, wherein the valves are solenoid valves coupled with the manifolds;  
 a first pump connecting a source of fluid to the third manifold;  
 a second line connecting the second and first manifolds;  
 a third line for coupling the third manifold to a master cylinder of the vehicle's brake system;  
 a second pump in said second line, said second pump being adapted to pressurize the first manifold;  
 an additional valve for connecting the system to a waste disposal unit downstream of said second pump;  
 a computing device configured to independently control said solenoid valves;  
 a memory device; and  
 a graphical user interface operably connected to said computing device and that is configured to provide a scan tool interface with said brake flush machine;  
 connecting said plurality of first valves to said bleeder valves of the vehicle's brake system;  
 operating said plurality of first valves to provide fluid connection between the second manifold and said bleeder valves of the vehicle's brake system; and  
 activating said second pump.

20. The method of claim 19, further including the steps of providing an additional line adapted for coupling to an anti-lock valve of the vehicle's brake system and an additional valve for alternatively placing the additional line in fluid communication with the first manifold or the second manifold, connecting the additional line to said anti-lock valve, and operating said plurality of first valves and said additional valve to provide fluid connection between the first manifold and at least one of said bleeder and anti-lock valves of the vehicle's brake system and between the second manifold and the balance of said bleeder and anti-lock valves.

21. The method of claim 20, further including the step of connecting one of said plurality of first valves to said anti-lock valve of the vehicle's brake system.

22. The method of claim 19, further including the step of connecting one of said plurality of first valves to said anti-lock valve of the vehicle's brake system.

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