

File In Section: 07 - Transmission/Transaxle

Bulletin No.: 03-07-30-027

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INFORMATION

Subject:

Most Frequently Asked Questions and Answers for J 45096 TransFlow Transmission Oil Cooling System Flushing Machine

Models:

2004 and Prior Passenger Cars and Light Duty Trucks with Automatic Transmission/Transaxle

2004 and Prior HUMMER H2

This bulletin is issued to help answer the most frequently asked questions and concerns about essential tool J 45096.

Q: Why doesn't the machine work below 18°C (65°F)?

A: The flow characteristics of ATF at temperatures below 18°C (65°F) does not provide accurate flow test results with the electronics used in the J 45096.

Q: Why didn't the unit come with a tank heater?

A: The vast majority of dealerships do not require a heater to keep the ATF above 18°C (65°F). As a result, the heater was deleted as a cost-savings measure. A tank heater, J 45096-10, is currently available from Kent-Moore if your dealership requires it. Refer to Corporate Bulletin Number 03-07-30-002A for suggestions on warming the ATF without using a heater blanket.

Q: Why does the machine fail new oil coolers?

A: Several reasons have been found. The most likely reason is the air pressure at the air hose connected to the J 45096 is less than 586 kPa (85 psi). Other reasons include a twisted hose inside the J 45096 at the bulkhead as a result of the nut turning when the waste or supply hose was installed, the internal pressure regulator was improperly set at the factory or a problem with the cooler lines on the vehicle. Perform the J 45096 self-test as described on pages 9 and 10 of the Operation Manual. If a problem is still detected, refer to Troubleshooting on page 19 of the Operation Manual. If a problem still persists, contact Kent-Moore Customer Service at 1-800-345-2233.

Q: What is the difference between steel and aluminum oil coolers?

A: The aluminum oil cooler tube is slightly thinner in construction than the steel oil cooler tube, which affects the oil flow rate. The fitting that is protruding out of the radiator tank easily identifies the aluminum oil cooler. Refer to the Quick Reference card provided with the J 45096 in order to identify the proper flow rate for the aluminum oil cooler.

Q: Why can't I use TransFlow for Allison transmission cooling Systems?

A: Validation of TransFlow is currently under development for light duty trucks equipped with the Allison automatic transmission. TransFlow is based on the existing MINIMUM flow rate specification through the transmission oil cooling system. The Allison transmission oil cooling system only has MAXIMUM oil flow rates specified and J 45096 does not have the capability to test the transmission oil cooling system at the maximum oil flow rate specification.

Q: Why doesn't GM publish a specification for auxiliary transmission oil coolers?

A: The auxiliary oil cooler used with GM vehicles does not contain an internal turbulator plate like the radiator tank oil cooler does. Therefore, there is no internal restriction that would affect the flow rate through the oil cooling system so a specification for auxiliary oil cooler is not required. Keep in mind, kinks and damage to the auxiliary cooler and lines can affect the flow rate through the system.

Q: Why did GM drop the labor time for transmission repairs?

A: The labor for flushing and flow testing the transmission oil cooling system is included with the R&R labor of the "K" labor operations that require transmission removal. The time required to use the J 45096 to perform the flush and flow test is much less than that of the J 35944-A. The warranty labor savings allowed GM to provide the J 45096 at no cost to dealerships.

Q: Why didn't the machine come with the adapters to hook up to the car?

A: The J 45096 was designed to use the previously released essential cooler line adapters for the J 35944-A. All adapters are listed on page 17 of the Operation Manual and can be ordered from Kent-Moore at 1-800-345-2233.

Q: How do I connect the J 45096 to a Catera, Prizm or a Vibe?

A: These vehicles, along with many other models, only require barbed fittings to connect to the rubber cooler hose. These fittings are commercially available and already found in many shops.

Q: Why didn't I receive an Operation Manual with the machine?

A: The Operation Manual was packaged in the upper portion of the shipping carton. If the shipping carton was lifted off the base without opening the top of the carton, the Operation Manual could have been discarded with the carton. Replacement Operation Manual packages can be obtained from Kent-Moore Customer Service at 1-800-345-2233.

Q: Why can't I re-use the transmission fluid I use for flushing?

A: The very fine metal and clutch material debris from the transmission failure in the ATF causes failures with the hall effect speed sensors that are used to measure the flow rate. To avoid costly repairs, expensive filters, regular maintenance and problems caused by a partially restricted filter, the filter was not included.

Q: What do I do if I need service on my machine?

A: Call Kent-Moore Customer Service at 1-800-345-2233. The J 45096 has a one-year warranty.

Q: Can I flush and flow engine oil coolers?

A: The engine oil cooler flow rates, the appropriate adapters and an acceptable procedure are currently under development.