



Service Bulletin

WARRANTY ADMINISTRATION

Subject: Warranty Administration - Automatic Transmission Oil Cooler Flush and Flow Test

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	GM Passenger Cars and Trucks	2010	2018				Equipped with Automatic Transmission
Cadillac							
Chevrolet							
GMC							

GM requires the use of the *DT-45096* transmission oil cooling system flush and flow test tool (TransFlow machine) to flush and flow test the transmission oil cooler and the oil cooler pipes after the transmission is removed for repairs. This procedure includes flow checking and flushing the auxiliary transmission oil cooler, if equipped.

The steps for completing this required service can be found in SI in the Transmission section under Transmission Cooling/Diagnostic Information and Procedures. For 2011 and prior models, refer to the latest version of Corporate Bulletin Number 02-07-30-052.

Dealers must only use the appropriate GM automatic transmission fluid when doing a repair on a GM transmission.

If the fluid in the *DT-45096* transmission oil cooling system flush and flow test tool is different than what is used in the transmission, after performing the flush and flow test, use compressed air to blow the residual transmission fluid out of the oil cooler and lines.

J-45096 Use and Maintenance

Important: Please refer to the TransFlow Operation Manual for complete information regarding specifications, set-up, operating instruction, maintenance and troubleshooting.

It is recommended to perform a self-test after initial set-up or at any time you are experiencing issues with the J-45096. The self-test takes minutes and will ensure the tool is operating correctly and that the shop air supply maintains a minimum of 90 PSI (621 kPa) when connected to the tester.

The Automatic Transmission Fluid (ATF) in the supply vessel of J-45096 must be greater than 65 degrees Fahrenheit (18°C) in order for J-45096 to operate properly. During the colder winter months you may want to consider some of these suggestions to keep the ATF at 65 degrees F (18°C) or higher:

- Store the J-45096 in an area of the dealership where the room temperature remains at or above 65°F (18°C) when not in use.
- Do not attempt to increase the fluid temperature in the J-45096 with an engine oil dipstick, or any other immersion type heater. J-45096 has a check valve in the supply reservoir. Inserting a heater will damage the check valve and the subsequent repair expense would be the dealer responsibility.
- Keep the ATF level in the reservoir low when the J-45096 is not in use. Store several gallons of ATF in an area where the temperature is maintained at or above 65°F (18°C). Fill the reservoir of the J-45096 as needed before using the machine on each repair.
- With the ATF in a tightly sealed container, place the container in a tub of hot water for a period of time. Then pour the ATF into the reservoir.

- Place the J-45096 in the direct sunlight in cooler weather with the cabinet door open to expose the reservoir to the rays of the warm sun.
- A heater blanket, P/N J-45096-10, is available for the J-45096. This heater fastens around the Transflow® internal supply vessel and runs on 110 volts AC. The heater will warm the ATF in the supply vessel to at least 65°F (18°C) and has a thermostat to hold a constant temperature.

The required minimum ATF oil flow rate reading is directly related to the supply oil temperature. Refer to the flow rate chart in SI for the oil flow rate specification based on the temperature of the ATF in the supply vessel.

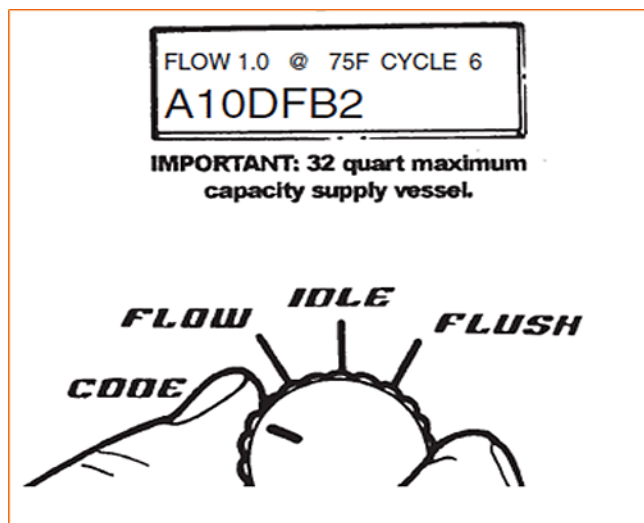
When performing the flow test, if the flow rate is under the minimum amount specified in SI for that vehicle, and you have verified that there is sufficient shop air supply at the tester (minimum 90 PSI (621 kPa)), additional repairs are likely necessary to fix the cooling system restriction (i.e. TOC replacement, line replacement, etc.) and a second flow test must be completed to validate the repair.

Important: The tool was calibrated for maximum flow rates of approximately 2 gallons per minute (GPM) (7.6 L/min) with room temperature fluid. If the flow rates higher than 2.5 GPM (9.5 L/min), the J-45096 may be malfunctioning or not set up correctly. Perform a TransFlow self-test as outlined in the operator's manual for initial diagnosis. Warranty Claim submissions with flow rates higher than 2.5 GPM are subject to debit. The technician should perform a TransFlow self-test as outlined in the TransFlow Operation Manual for initial diagnosis and re-test if they receive a flow rate of greater than 2.5 GPM (9.5 L/min).

Warranty Information

Labor: All Labor Operations that include removal of the transmission from the vehicle to perform an internal repair or torque converter replacement include time allowance in the published base time to flow check and flush the transmission oil cooler system. In car replacement of the transmission control module and control valve assembly or valve body or repairs for leaks such as the torque converter or output seals and gaskets do not require the oil cooler system to be flow checked and flushed and do not include time in the labor operation to do so.

Fluid: Performing a transmission oil cooling system flow test and flush will use between 5-8 quarts (4.7-7.5 L) of DEXRON®VI transmission fluid (ATF). The actual amount of ATF used for the flush portion of the repair must be submitted in the Parts section of the warranty transaction. Submit the part number of the ATF used (quart, gallon, drum or bulk part number), and enter a quantity of 1 for each quart consumed (max 8 quarts or 8 L in the Part Quantity field).



Flow Chart: A unique seven (or eight) digit Alpha/Numeric flow code (i.e. A10DFB2) is displayed on the J-45096 after the completion of the flow test and flush when the dial is in the CODE position. Technicians should take care to accurately write down the flow code immediately on the job card. The J-45096 does not print or store the code and the code will be lost if another test is run or the power is shut off to the machine. When requested by Global Warranty Management, this unique code must be entered in the "Flush Code" (Flow Code) field when submitting the transaction.

Special Cases:

- TransFlow equipment inoperative / not working – The J-45096 TransFlow machine is a required GM Tool. Any non-functional TransFlow machine MUST be repaired/replaced **within 30 days**. On a temporary basis (within those 30 days) the dealership should enter *INOP* in the "Flush Code" field. Contact 1-800-GMTOOLS for repair assistance.
 - Important:** If the TransFlow machine is unable to correctly perform flow checking and flushing, then an alternate method MUST be used on a temporary basis.
- Subsequent transmission repairs / Part Warranty repairs involving R&R of transmission / Torque Converter – These transactions still require proper flow test and flush using the J-45096. A Flow Code is still required.
- Customer reimbursement cases - Existing policies on customer reimbursement apply. Enter *REIMBURSEMENT* into the "Flush Code" field.

- GM Fleet and Commercial in-shop warranty stations - If the TransFlow Flow Code is available, enter it into the “Flush Code” field of the transaction. If the Code is not available, enter *FLEET* into the “Flush Code” field. **Valid only for approved GM Fleet and Commercial in-shop warranty stations.**
- For Bolt/Bolt EV vehicles that do not include a transmission oil cooler, use of J-45096 is not required. On transactions that require a “Flush Code” to be entered, enter the word *BOLT*. (Important: this is not to be confused with servicing “Volt” vehicles. Transmission flush and flow test IS required on the Volt, and a Flush Code will be required for Volt vehicles.)

Version	2
Modified	May 10, 2017 – Added a bullet for the Bolt/Bolt EV under Special Cases.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from this information.



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