



Service Bulletin

Bulletin No.: 17-NA-066

Date: July, 2023

INFORMATION

Subject: Information on Automatic Transmission Oil Cooler Flush and Flow Test

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	GM Passenger Cars and Light/Medium Duty Trucks	2024 and Prior		—	—	—	Equipped with Automatic Transmission
Cadillac							
Chevrolet							
GMC							

Involved Region or Country	North America
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Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

The J-45096 TransFlow machine is a valuable GM Essential Tool for diagnosing transmissions that have been subject to potential overheating or lack of lubrication.

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.

Dealers must only use the appropriate GM automatic transmission fluid when doing a repair on a GM transmission. If the fluid in the J-45096 TransFlow machine is different from 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

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°F (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°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's 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 TransFlow Operation Manual for the ATF flow 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 the Transflow Operation Manual for the type of cooler line used, 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 review. 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

GM does not require a cooler flush and flow test to be performed in every instance of transmission or torque converter replacement/repair. However, a cooler flush and flow test may be appropriate and/or recommended by TAC for diagnosing transmissions that have been subject to potential overheating or lack of lubrication.

If performing a cooler flush and flow test, technicians should document the Flow Code from the J-45096 Transflow machine in the "Correction" comments of the job card. The code is displayed on the J-45096 after completion of the flow test and flush when the dial is in the CODE position, and is seven or eight characters long.

Fluid: 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.

Version	6
Modified	Released March 09, 2017 Revised May 10, 2017 – Added a bullet for the Bolt/Bolt EV under Special Cases. Revised December 14, 2018 – Added U.S. Only to Subject, 2019 Model Year, a Note at beginning of bulletin and updated J-45096 Use and Maintenance section and Warranty Information. Revised May 18, 2022 – Updated information under J-45096 Use and Maintenance. Revised June 29, 2023 – Updated Subject, added the 2020-2024 Model Years, added an Involved Region or Country table and bulletin is now applicable to North America, added first Important statement and removed Warranty Information. Revised July 21, 2023 – Removed the Note at beginning of bulletin, added and clarified Warranty Information, and removed Flow Code section.

