Buehler
AUTOMOTIVE & TRANSMISSION INC.
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Servicing your Transmission

Transmission fluid is a vital fluid to your vehicle and like your engine oil, with time to constant heat breaks down the fluid additives and the oil needs to be changed.

There are many recommendations for automatic transmission fluid change intervals, but a good rule of thumb for normal passenger vehicles is every 50,000 km or two years. Hard working vehicles, like pickup trucks, SUV's, and any vehicle that tows a trailer, will require more frequent servicing.

Our rule for standard transmissions is 80,000 km or three years. Standard transmission operate at a cooler temperature because the fluid only lubricates the components, where in automatics, the fluid utilizes hydraulic components to transmit power to the drive wheels.

High operating temperatures, caused by hauling heavy loads, towing, or getting stuck and spinning the wheels, cause the fluid to break down faster. Once the transmission fluid breaks down, it becomes dark in colour and takes on a foul odor. It also becomes more acidic and as a result hardens the rubber seals within the transmission. When this occurs, the seals can leak off pressure internally, allowing the components to slip, creating more heat. This will eventually damage the transmission resulting, in the need for a costly transmission overhaul where all clutches, seals and gaskets are replaced.

It is very important to keep operating temperature under control within the automatic transmission. Most vehicles use a heat exchanger (cooler) within the radiator to cool the transmission. The heat exchanger helps the transmission initially by heating the fluid to reach its' operating temperature quicker. This helps maintain a consistent operating temperature. If you tow a trailer with your vehicle, we highly recommend the installation of an auxiliary cooler since the fluid temperature will rise, quicker when hauling a heavy load. The auxiliary cooler has a larger capacity than the cooler within the radiator and will greatly assist in lowering and controlling the fluid temperature. Today's coolers are self-regulating which means the amount of oil flow through it is dependant on the oil temperature. When the fluid is hot, oil flows through the entire auxiliary cooler for maximum cooling capacity. When the fluid is cold, oil flows through only the top coil passages allowing for faster warm up.

We at Buehler Automotive first remove the transmission pan and filter to inspect them for debris. We flush the fluid from your vehicle's transmission with a power exchanger. This allows us to remove all the old fluid from your transmission, including fluid from the torque converter. The valve body fasteners are retorqued and bands adjusted where applicable. Then we install a new filter and pan gasket and fill the unit with new fluid appropriate for your vehicle. As transmission professionals, we recommend this method over the quick-lube method where in many cases only 3 to 4 litres of transmission fluid is replaced and the transmission pan is never removed and a new filter is not installed.

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