

ABOUT EXPENSIVE HEATED FLUSHERS.....



THE MYTHS AND THE FACTS ABOUT HEAT

YOU DECIDE

Obviously, there are two opposing views of whether heat is needed or not needed to complete a successful transmission cooler flush.

In the January 04 issue of Transmission Digest there was an article titled "Those Nooks and Crannies" from a heated flusher manufacturer. We at Hecat applaud one of our competitor's tactics to create all the marketing hype about heat. However, we do find many flaws in their claims.

The following article was submitted to answer those specific claims. Hecat thanks Transmission Digest for being fair and impartial by allowing us to submit an opposing view to the January 04 article.

Hecat believes strongly in the proven effectiveness of our patented pulsating process and our economical equipment. Please take a minute to read and absorb the information found in this article and then you decide!

Transmission Digest March 2004

Another View on Cooler Flushing

Publisher's Note:

The January issue included an article titled "Those Nooks and Crannies," concerning transmission-cooler flushing, written by Tony Blazek, national sales manager for Hot Flush. Accompanying the article was this Publisher's Note:

"Alternatives and controversy surround the issues of filtration methods and the flushing of cooler lines and converters. The following information was provided by a manufacturer of heated flushing machines."

The following is a response to the article from Karl Matis, general manager of HECAT Inc., a manufacturer of pulsating cooler-line flushers.

As stated in the Publisher's Note, "Alternatives and controversy surround the issue." For this reason I respectfully submit the views from a non-heated pulsating-flusher

manufacturer that differ from some of the opinions published in Mr. Blazek's article. I will try to cover the topics in order as they appeared in his article.

In general, I completely agree

with Mr. Blazek that the reasons for cooler flushing are clear. It needs to be done to prevent comebacks and premature failures of new and rebuilt transmissions. And not flushing coolers has created a lot of unnecessary converter warranty claims.

Think about this: Would you ever consider pulling an engine that was full of metal from a bearing failure, rebuilding it and then re-installing this fresh engine into the car and connecting up the same oil cooler that was never flushed? Would you install the same old oil filter? Of course not! Transmission-cooler flushing has been a focus of our company for more than 20 years. It is not a

passing fad or something just a few shops do. It is an absolute necessity to a professional transmission-repair job. Are you comfortable to warrant a transmission repair that did not include flushing the cooler, let alone sending it out to be covered by a national association or national-franchise warranty?

The theory that the transmission cooler expands and contracts when heated, enough to "trap," bite or hold the metal and other contaminants, is not true under normal operating conditions and temperatures. However, it may be true if the cooler is subjected to extreme overheating. Heated flushers that heat to only 180° do not heat up to a high-enough temperature to duplicate this extreme-heat situation and therefore are no more effective than a non-heated flusher. Hard-hitting pulsating action is what is required to remove these trapped particles.

A Ford technical bulletin about transmission-cooler flushing indicates that Ford does indeed use a heated flusher to flush transmission coolers for all models – with the following caution statement: "This flusher cannot be used on vehicles equipped with the temperature bypass-type transmission coolers currently found in 1998-2003 Crown Victoria, Grand Marquis, Town car etc." This indicates to us that the heated flusher is not the answer to flushing these units with the bypass valve. The technical bulletin actually recommends that this air/oil cooler be

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removed and disassembled for cleaning.

Ford's larger trucks (F-250, F-350 etc.) have a thermal bypass valve on the side of the transmission that bypasses the fluid from port to port through a connecting tube. This design requires no heat to flush the cooler or lines.

A Chrysler technical bulletin states that you first should flush through the bypass circuit including the bypass valve. Then install a plug (Chrysler special tool #8414) in place of the easy-to-remove bypass valve, and then flush through the cooler circuit. The plug is available from dealer parts, and there was no reference to any heat being required to accomplish this flushing process. We offer simple Chrysler/Jeep spring-lock adapters that will allow you to bypass the anti-drain-back valve.

It was stated that you must use hot transmission fluid to flush. Didn't the hot transmission fluid breaking down from heating, cooling and lack of service leave the contamination-holding sludge in the cooler? Flushing with heated

transmission fluid is not going to clean the cooler. The transmission itself was a heated transmission-fluid flusher, and it left the sludge and debris we want to flush out.

I do not disagree with Mr. Blazek that it is important to flush and backflush. However, his statement misrepresents how our pulsating flusher works. It does not use a pulsating pump, and the pulsating action does not dissipate by the time it reaches the cooler. We create a blasting "water-pick" effect that cleans the cooler in minutes

while also performing cooler-flow verification. Our tests and independent tests have proven its effectiveness, and therefore it does not require the operator to repeatedly flush, check screen, flush, check screen etc.

Heated-flusher manufacturers claim they go way beyond pulsating flushing. They say that you need their cooler flusher because of today's advanced electronically controlled transmissions and therefore you need their more-technologically advanced flusher. We agree that the transmissions, engines and cars in general have advanced in technology and electrical controls. These technological advancements have added to the increased importance of cooler flushing. But we are talking about flushing a simple transmission cooler, a simple heat exchanger that has not changed. Save your money for diagnostic equipment where the technology truly requires it and employ a simple, economical and highly effective pulsating transmission-cooler flusher for your needs. **TD**

