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2008 CHEVROLET Tahoe OEM Service and Repair Workshop Manual

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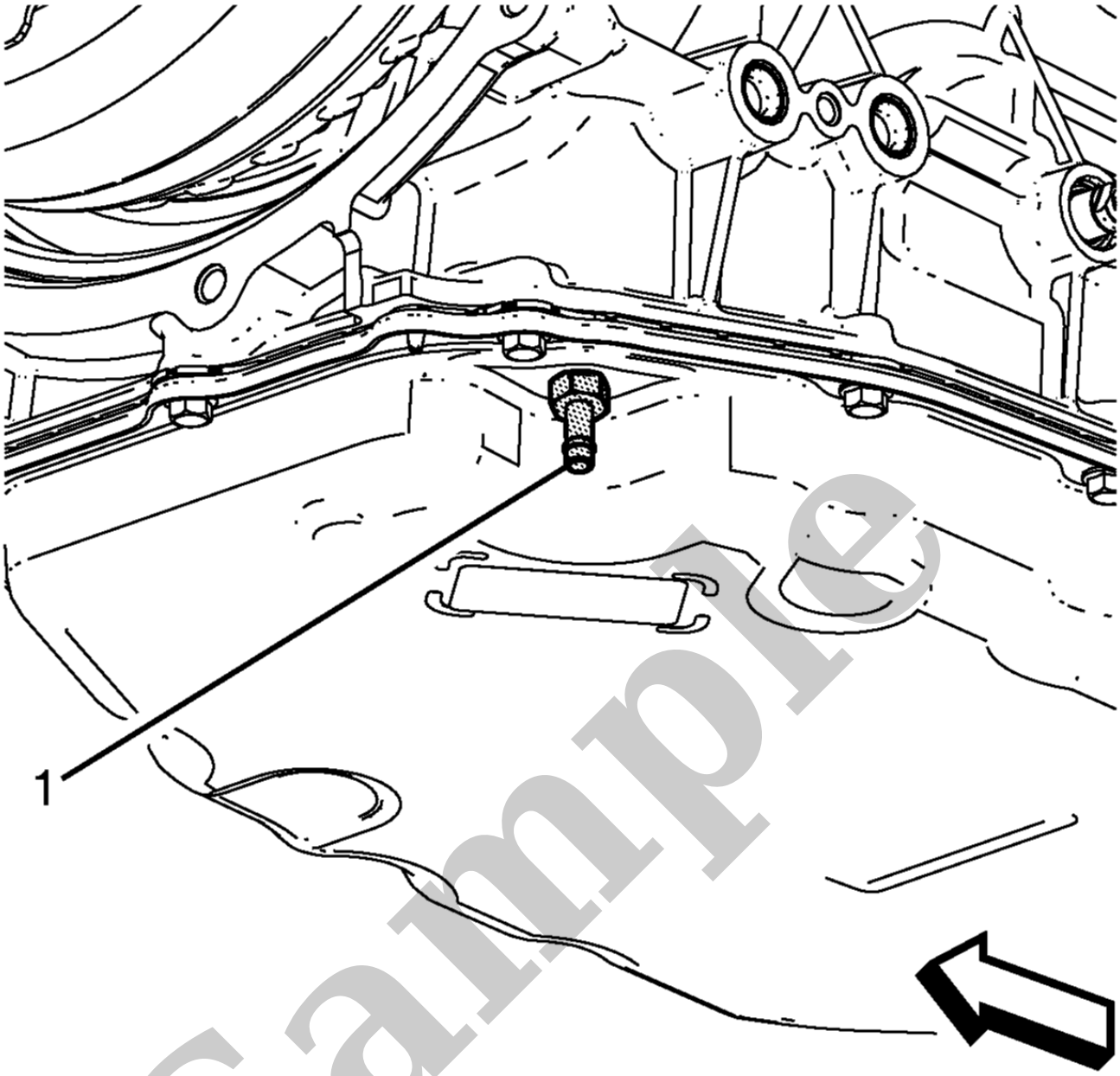
2. 

   Install **DT-51190** ***fluid fill pan adapter*** (1).

3. Determine the approximate amount of fluid needed to fill the transmission, based on the repair performed. Refer to Approximate Fluid Capacities. To avoid an under-fill condition, slightly overfill the transmission, and then allow the extra fluid to drain out through the oil level check plug during the transmission fluid level and condition check procedure.

4. Using the **DT-51190** ***fluid fill pan adapter*** (1), and a pneumatic air fluid dispenser pump tool or a suitable hand pump, add transmission fluid through the check plug hole.

5. **NOTE**

   Note

Transmission Fluid Level and Condition Check

Transmission Fluid Level and Condition Check

This procedure checks both the transmission fluid level, as well as the condition of the fluid itself. Since the transmission on this vehicle is not equipped with a fill tube and dipstick, a tube in the bottom pan is used to set the fluid level.

WARNING

Warning

The transmission fluid level must be checked when the transmission fluid temperature (TFT) is between 35–45°C (95–113°F). If the TFT is not within this range, either idle or brake torque the vehicle to raise the fluid temperature, or shut off the vehicle to allow the fluid to cool as required. Setting the fluid level with a TFT outside this range will result in either an under or over-filled transmission. TFT>45°C=under-filled, TFT<35°C=over-filled. An under-filled transmission will cause premature component wear or damage. An over-filled transmission will cause fluid to discharge out the vent tube, possibly causing a fire that may result in serious bodily injury or severe vehicle damage, fluid foaming, or pump cavitation.

NOTE

Note

- CTS-V/LT1 Camaro, if running a track session, should have the transmission fluid level checked when the TFT is between 55-65°C (131–149°F).
- If vehicle is equipped with a thermal bypass valve, the transmission fluid level should be checked only after the TFT has reached or exceeded an operating temperature of 90°C (194°F). Once the TFT has reached or exceeded 90°C (194°F), then turn OFF the vehicle and allow the TFT to cool back down to 35–45°C (95–113°F) before checking the fluid level as required. Reaching or exceeding an operating temperature of 90°C (194°F) opens the bypass valve and allows the cooler to fill up with fluid, which will result in a more accurate fluid level check.

Continue to monitor the TFT. If the TFT is not within the specified values, reinstall the trans oil level check plug and repeat the previous steps.

Remove the transmission oil level check plug (1) from the transmission fluid pan. Allow any fluid to drain.

- If the fluid is flowing as a steady stream, wait until the fluid begins to drip.
- If no fluid comes out, add fluid until fluid drips out. Refer to Transmission Fluid Fill Procedure.

7. Inspect the fluid color. The fluid should be red or dark brown.
   - If the fluid color is very dark or black and has a burnt odor, inspect the fluid and inside of the bottom pan for excessive metal particles or other debris. A small amount of “friction” material in the bottom pan is a “normal” condition. If large pieces and/or metal particles are noted in the fluid or bottom pan, flush the oil cooler and cooler lines and overhaul the transmission. If there are no signs of transmission internal damage noted, replace the fluid filter assembly, repair the oil cooler, and flush the cooler lines.
   - Fluid that is cloudy or milky or appears to be contaminated with water indicates engine coolant or water contamination. Refer to Engine Coolant/Water in Transmission.
8. **CAUTION**

   Caution

   Refer to Fastener Caution.

   Reinstall the transmission oil level check plug and tighten to ***9 N·m (80 lb in)*** .
9. Inspect for external leaks. Refer to Fluid Leak Diagnosis.

YOUR CURRENT VEHICLE

Whine/Growl Noise That Changes with Vehicle Speed

Whine/Growl Noise That Changes with Vehicle Speed

Whine/Growl Noise That Changes with Vehicle Speed

Checks	Causes
2–3–4–6–8 and 4–5–6–7–8 Reverse Clutch Thrust Bearing (58)	Inspect the bearing for wear or damage.
Output Carrier Assembly (73)	• Inspect the carrier assembly for damaged pinion gears, thrust washers, pins, and rollers. • Inspect for a damaged center support roller bearing assembly. • Inspect for damaged thrust bearings. • Inspect for damaged sun gears. • Inspect the carrier assembly for damaged output carrier rear sun gear thrust bearing (captured). • Inspect for damaged or stripped splines on the output carrier assembly.
Output Sun Gear Thrust Bearing (75)	Inspect the bearing for wear or damage.
Input Sun Gear Thrust Bearing (61)	Inspect the bearing for wear or damage.
Input Sun Gear Assembly (69)	Inspect for spline wear or damage.
1–2–3–4–5 Reverse Clutch Hub Thrust Bearing (70)	Inspect the bearing for wear or damage.
A/Trans Fluid Filter (46)	• Inspect for damaged or restricted fluid filter assembly (26)