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Transmission fluid leak when parked

Shayne Hill Xtreme Visuals/Lonely Planet Images/Getty Images Manufacturers typically suggest that automatic automatic fluid should be changed every 20,000 to 25,000 miles. This is often done at gas stations, but some people do the job themselves. A car's transmission helps send power from the engine to the wheels. Automatic transmission fluid lubricates the gears and torque converters involved in this process. When the pressure changes in the liquid, the transmission shifts gears. As the car drives, the temperature of the liquid rises to 175 degrees Fahrenheit and higher. When the temperatures are too high for too long, the liquid begins to break down, and eventually, it needs to be replaced. Jupiterimages/Comstock/Getty Images When new, a Dodge Caravan transmission should not leak. But all mechanical parts eventually wear out, and the transmission in a Dodge Caravan is no different. Coolant-line fittings can come loose, or transmission seals can go bad, and start to leak. Seals are readily available at any auto parts store and are relatively cheap, but replacing seals or gaskets can be labor intensive and expensive, depending on the location of the leaky seal (the engine may need to pull to get on it). Nevertheless, it is important to find and solve a problem early to prevent a small problem from becoming a major problem, like a burnt-out transmission. This is the seal on the transmission key shaft behind the torque converter. This seal is not easy to replace - it usually involves separating the engine from the transmission, or even removing the engine or transmission completely. This is not a job for home do-it-yourself, but is best done by a qualified auto repair technician. These are the side seals where the axle axles are inserted into the transmission. While hard to replace, home do-it-yourself can do this with a little patience. It is recommended that one side be done at a time, as the caravan should be jacked up and the front steering spindle loosened to pull the axle shafts out. There is a pot on the underside of the transmission which can be removed to change the transmission filter. The pan pack may be poor, resulting in a leak. This is the easiest of all packs to replace. Since it is during transmission it is relatively available and requires only removal of bolts, and then the pan, to replace. Dodge Caravan, like most vehicles, has a transmission cooling radiator, with lines running from the transmission to the radiator and back. They are fixed with threaded fittings, and over time these fittings due to heating, cooling and vibration can become loose or worn. When they become loose, they allow transmission fluid to leak. The way to fix this is by tightening all loose fittings tightly (but not too tight, otherwise brass strands will strip). If it is worn, the line must be replaced as the fixtures are usually flared up and cannot be removed from the line. The cooling lines themselves can develop leaks. When the metal lines rub against metal parts, they will gnaw until there is a hole. These holes then leak liquid. The cure for this is to replace the leaking transmission line with a new one, and make sure the new line doesn't rub against parts that might gnaw it. The transmission radiator can develop a hole due to corrosion or from a kicked object from the road (e.g. a stone). The way to determine this is to carefully inspect the radiator for leaking transmission fluid. If this is the problem, the cooling radiator must be recharged or replaced. Skip to main contentHome AutomotiveMake sure you are not running around with low transmission fluid. Originally published as: July 28, 2017 Do it right, do it yourself! The transmission fluid works by providing an automatic transmission with the hydraulic pressure necessary to function. Unlike a manual gearbox that uses gears, handles and connections that are operated manually to switch gears and engage and release the transmission, an automatic transmission uses automatic transmission fluid to perform vital transmission functions. As the automatic transmission fluid flows through an automatic transmission, it flows below different pressure levels, levels determined by engine load, driving conditions and different gear choices. Without the effect of the transmission torque converter, which is a cylindrical shaped pump placed in front of an automatic transmission, the transmission fluid would be almost useless. The transmission fluid must be under pressure for it to function properly. The transmission torque converter, which is filled with small fans, metal fins and a small internal pump and rotating rotor, sucks transmission fluid into its inner housing and spins quickly and drives the transmission fluid around the inner house. As the transmission fluid spins, it gets speed and develops a huge fluid pressure force. After being sufficiently pressurised, the transmission fluid flows out of the torque converter and into the main functional part of a vehicle's transmission, the part housing transmission gears, bands and connections. In addition to providing the liquid power needed for a transmission to move, transmission fluid also serves to lubricate and cool the internal functions of a transmission. Gear shifting, activation and disconnection of transmission, rotating transmission bands and connections - all these actions produce heat and require constant lubrication. Without circulating transmission fluid, a transmission would rapidly deteriorate. Circulating transmission fluid flows along a number of small channels and gates within a transmission, small openings that allow to lubricate and cool all the critical parts of the transmission. To ensure that our content is always up to date with current information, best practices and professional advice, articles are routinely reviewed by industry experts with years of practical experience. Reviewed by Nov 11, 2019 Transmission dip stick Funnel Transmission Stop-leak Owner's manual Transmission dip stick Funnel Transmission Stop-leak Holders manual Transmission fluid is one of the most important components for a vehicle to function properly. It helps with gear lubrication, valve operation, torque conversion, and brake friction, so you can imagine all the parts that can start to break down when your liquid runs out. Checking the dip-stick every 25,000 miles should be suitable to maintain your level and ensure there is no dirt in it from natural wear and tear, but if you have a leak, the situation will need your attention long before then! Read the information below for advice on how to identify a leak and fix it quickly. Tip: In the case of manual cars, owners should regularly check for contamination of transmission fluid. This is due to wear and tear of metallic parts in constant use. Sometimes metallic particles end up in the liquid and can affect its ability to lubricate the parts. Conversely, in automatic cars, the transmission fluid is prone to degradation due to heat generated during use. Then lose the ability to lubricate and collect contaminants. Step 1 - Examine Transmission FluidA transmission dip-stick used to control the fluid level in the car. If the cursor is below the full line, it must be pulled over. Make sure your car is parked on a flat surface, not at a slope, before you test or your results may be inaccurate. If your liquid level is low and you know you've recently ref ref filled it, it's time to check under your car. When you leak liquid, a puddle of liquid will collect wherever your car is parked. Transmission fluid will be a brown or red color. If the color is green, it is probably an engine coolant leak, or if it is thin or clear, then gasoline may be the culprit. Step 2 - Fix Depending on the amount of leakingAfter you find only a few drops of liquid on the ground, a high quality brand of transmission stop-leak will fix it. Find a suitable to make and model the car, remove the dip-stick, and pour it down into the tube. Pour enough to replace the lost liquid until the correct level is specified. For larger leaks where a large amount of transmission fluid has accumulated on the ground, you can also use a stop-gap measure. But at the end you need to take it to the professional mechanic for a more permanent fix. Step 3 - Take preventive measuresCreate reminders for yourself when checking the transmission level and state so that it happens at regular intervals. The liquid should be changed if it is dirty and after a period suggested in the instructions; the type you need to purchase must also be specified in the manual. Your parking space should be checked regularly for any leaks as well. If you have to take your car to a mechanic for a fix, you should use a workshop at your car dealership as they must have original parts and know exactly what is according to the car's build or model. This way you are sure to get the most lasting repair. When communicating with the car dealer/mechanic, you must also be as detailed as possible about the problem. Finally, please note that reversing or parking should only happen after a car has come to a full stop to be as easy as possible on your gear and lower the amount of pollutants your liquid is exposed to as a result. Result.