

Converter Overheating

There are many causes for an overheating converter. Several of these are not the fault of the converter. The following is a list of possible causes for an overheating converter. Check all possibilities before disassembling a converter.

1. Operating machine in too high of gear
2. Faulty temperature gauge
3. Low oil level in transmission
4. Over heating engine
5. Low charge pump output
6. Converter drain line plugged
7. Plugged cooler
8. Restriction in cooler lines
9. Excessive converter leakage
10. Excessive transmission leakage

TRANSMISSION & CONVERTER LEAKAGE CHART OIL MUST BE 180°-200° F

C270	2 GAL (7.58)	T75	Determined by variation in clutch PSI
C300	2 GAL (7.58)	R300	Determined by variation in clutch PSI
C350	3 GAL (11.37)	R400	Determined by variation in clutch PSI
C400	3 GAL (11.37)	R600	3 GAL (11.37)
C600	3 GAL (11.37)	R1000	4 GAL (15.16)
C1000	3 GAL (11.37)	R1400	4 GAL (15.16)
*C5000	3 GAL (11.37)	2420	Determined by variation in clutch PSI
C8000	5 GAL (18.95)	28000	Determined by variation in clutch PSI
C16000	5 GAL (18.95)	HR28000	Determined by variation in clutch PSI
		32000	Determined by variation in clutch PSI
		3000	4 GAL (15.16)
		4000	4 GAL (15.16)
		5000	4 GAL (15.16)
*Wet Sump	3 GAL (11.37)	8000	6 GAL (22.74)
		16000	7 GAL (26.53)

All values are the maximum allowable leakage

Leakage in all transmissions can be determined by variation in clutch PSI.

The converter, transmission and converter charge pump must all be considered when measuring leakage. Only one of these 3 components can be near maximum leakage at any one time. If two of the units are close to maximum leakage, the system will not operate efficiently and overheating will result.

