

TI NewAMT

Before you start

- The vehicle manufacturer's specifications and instructions must be observed at all times.
- The vehicle battery should be disconnected from the vehicle before starting work.
- Do not start the repair until you have read and understood this information in full.

Note

No programming or calibration is required to install the NewAMT repair kit (lower part).

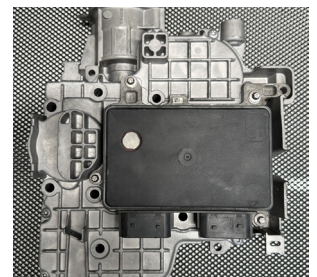
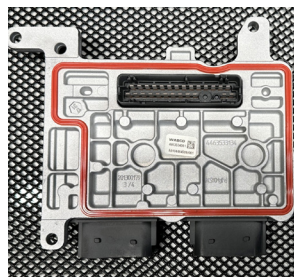
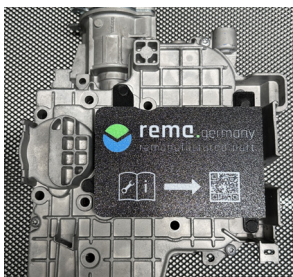
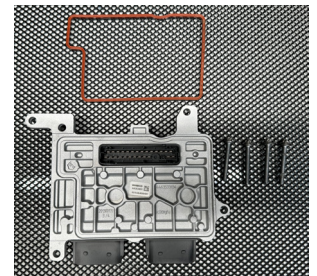
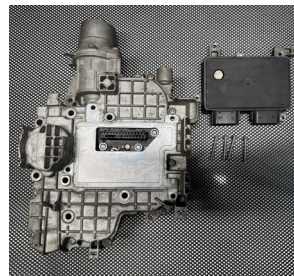
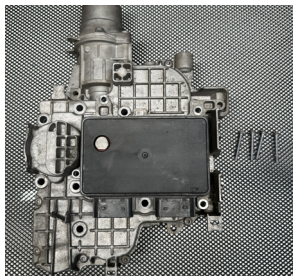
Dismounting

- Disconnect the compressed air connections and electrical connections of the control unit (ECU). Remove any existing cable ties on the gearbox actuator.
- Dismantle the gearbox actuator.
- Warning: Carefully lift the gearbox actuator upwards to unhook the piston from the guide.



Dismantle the control unit (ECU)

- Loosen and remove the screws of the control unit of the existing gearbox actuator. Carefully lift off the control unit and disconnect it from the plug connection.
- Remove the old ECU seal and clean the sealing surfaces.
- Remove the protective cap from the rema.germany gearbox actuator and remove the seal.
- Apply silicone grease to the new seal and insert it.
- Mount the control unit on the rema.germany gear plate and tighten the screws to 14.5 + 1.5 Nm.



Installation

- On the rema.germany gearbox actuator: Pull out the piston (1) slightly if necessary. Position the shift rod (2) according to the position of the driver on the gearbox.
- Fitting the rema.germany gearbox actuator.
- Warning: Carefully position the gearbox actuator from above and hook the piston into the guide.
- Connect the compressed air connections and electrical connections of the control unit (ECU).
- Reconnect cables and pipes.
- Work complete!

