

Oil In Control Housing Or TECU -- AMT-F

> Internal Content

IMPORTANT

If there is oil leakage from the gearbox vents or a report of 'smoke' or 'oil mist' during shifting, gear box testing or PTO operations accompanied with excessive air leakage during these operations:

Article CBR-343 for Mack and CBR-338 for Volvo should be referenced.

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If there is no air leakage or only slight air leakage from vents during countershaft brake testing and oil is found in the control housing:

1. Remove the gearbox from the vehicle.
2. Remove the countershaft brake air line.
3. Check for the presence of oil in the air line or check the exhaust port on the solenoid block for the presence of oil.

If oil is found in the countershaft brake airline or the solenoid block then repair or replace the countershaft brake as needed. Oil in the solenoid block does not affect the operation and can be cleaned and reused following the instructions below.

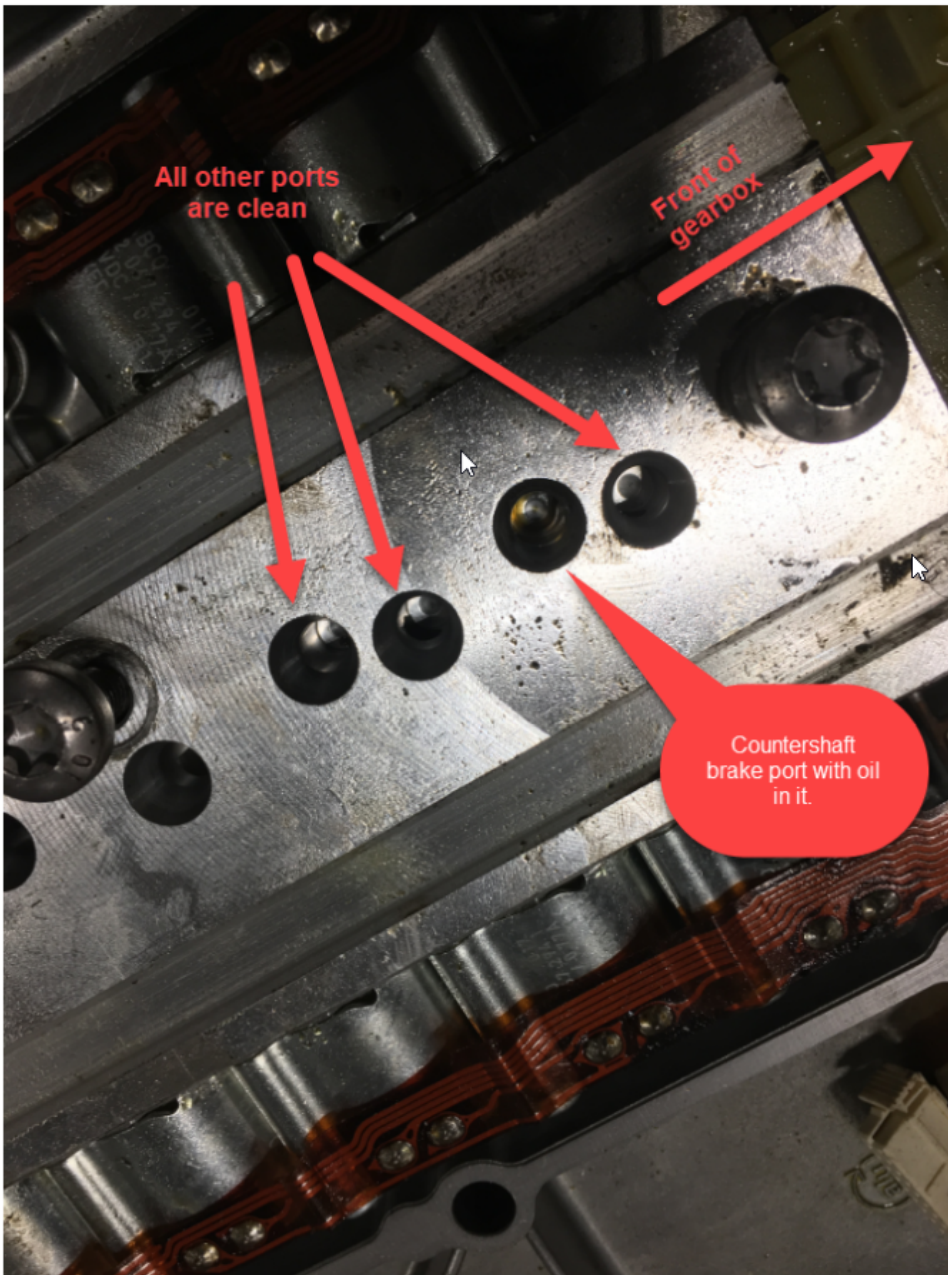
The clutches in the countershaft brake must also be replaced.

The Countershaft brake assembly is not available as an assembly. Order parts as needed. Repair instructions are available in IMPACT for the countershaft brake piston assembly.

Clean the oil from the inside of the control housing and from the TECU with a clean cloth and blow it dry with compressed air. Cleaning sprays like brake cleaner are not recommended by WABCO for cleaning the electrical components like the solenoids harnesses and circuit boards. Unplug the connectors from the circuit board and clean the oil from inside the connections with compressed air and wipe off any residue. Clean all the air passages for the countershaft brake and reassemble the unit.







NOTE: Bench test assembly before reinstallation.



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