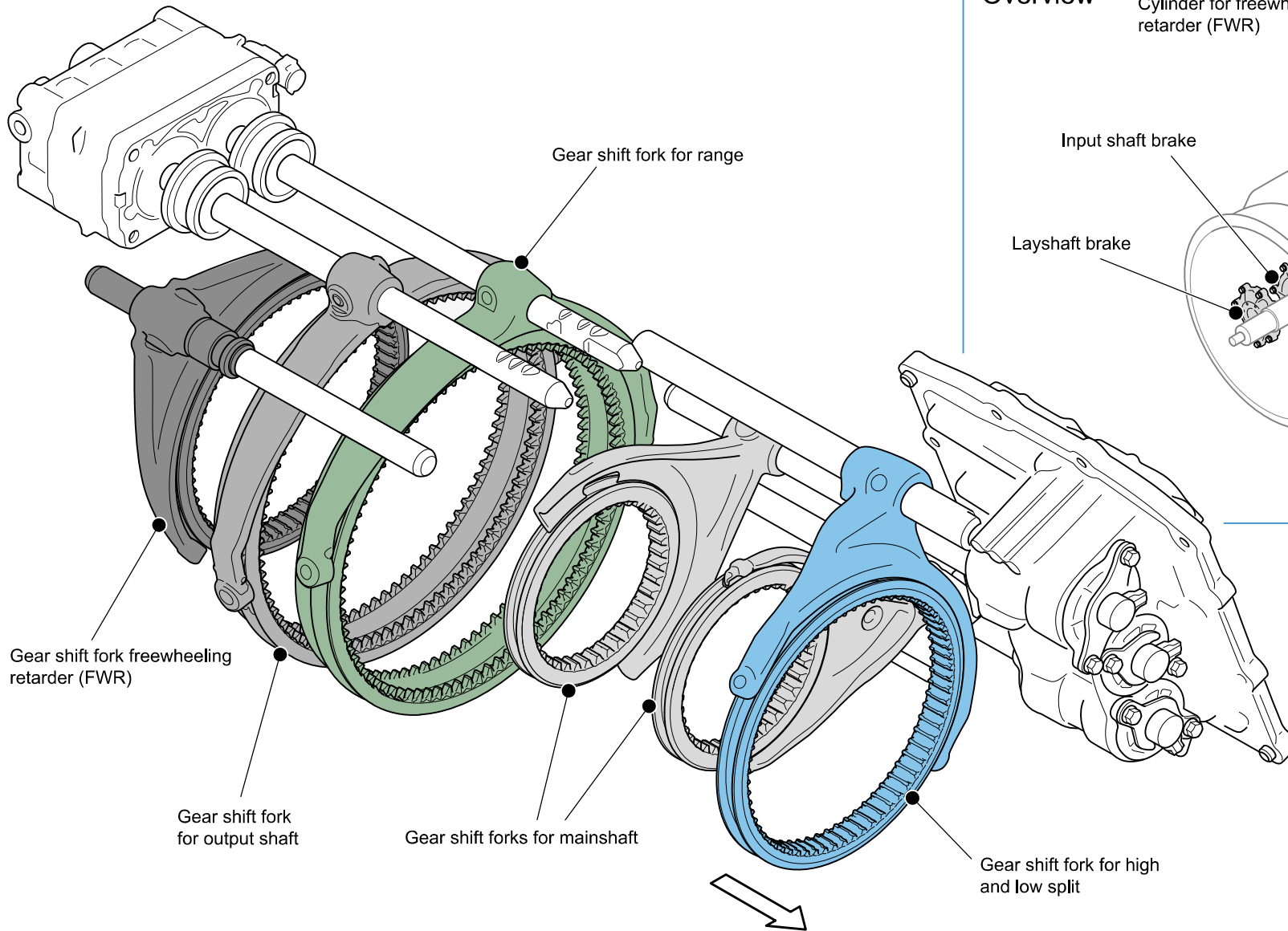
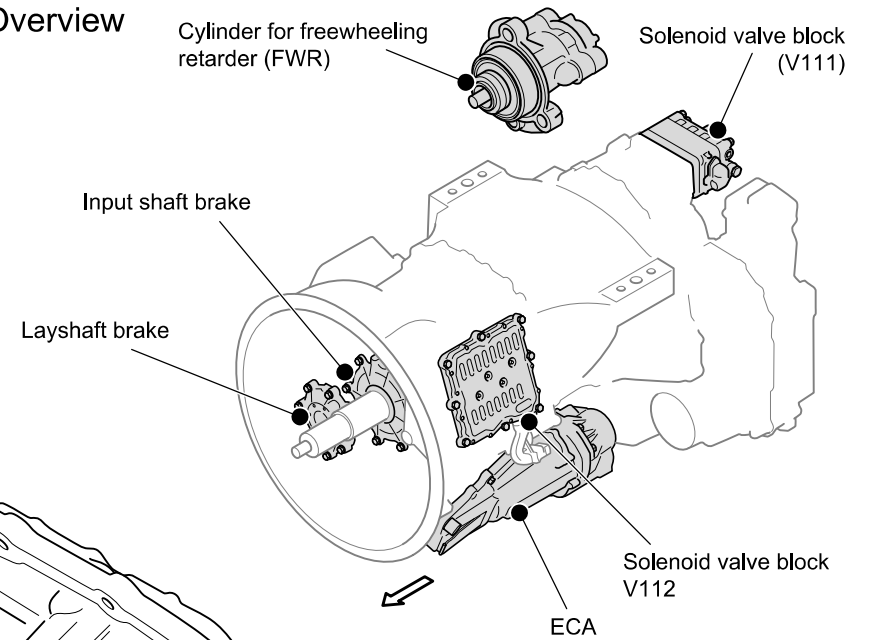


# G25/G33 AMT

## Gear shift forks and actuators

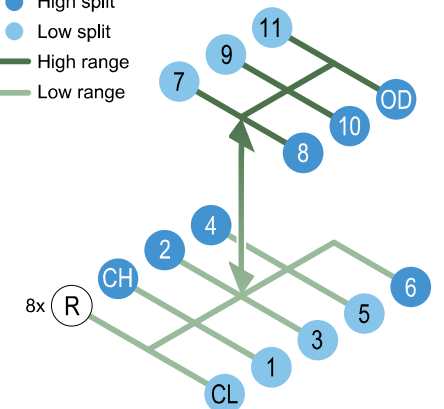


### Overview



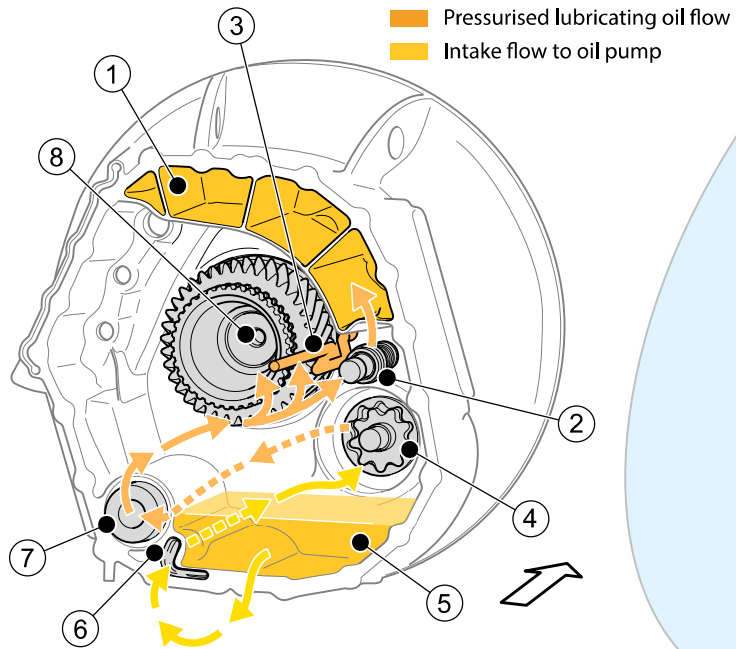
### Gear change mode

- High split
- Low split
- High range
- Low range



# G25/G33 AMT

## Lubrication system

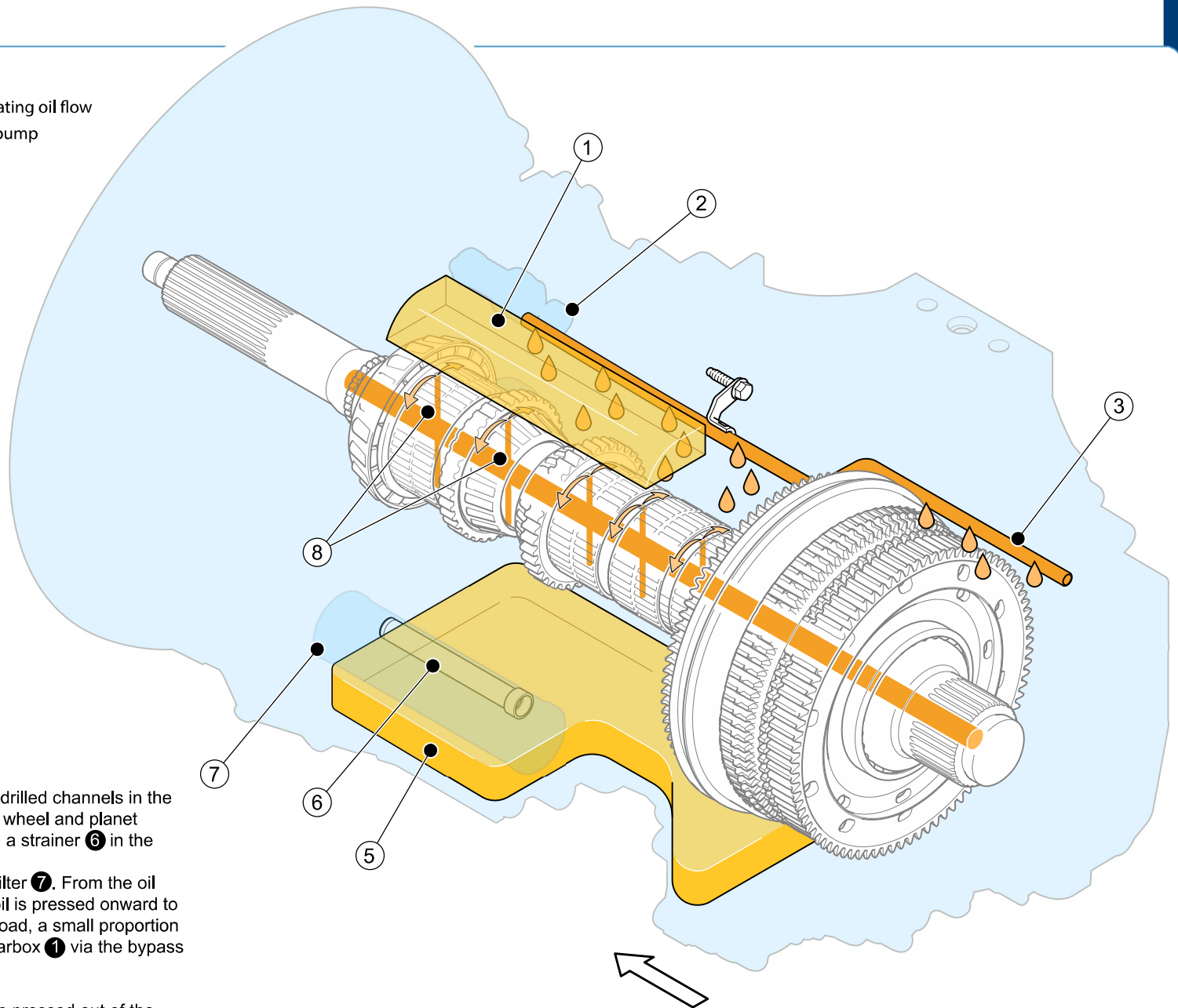


- 1 Oil reservoir (secondary)
- 2 Bypass valve
- 3 Oil pipe
- 4 Oil pump
- 5 Oil reservoir (primary)
- 6 Oil strainer
- 7 Oil filter
- 8 Oil ducts

Pressure lubrication is performed using the oil pump 4 and drilled channels in the mainshaft 3. The channels lubricate the gear bearings, sun wheel and planet wheels in the planetary gear. The oil pump draws oil through a strainer 6 in the bottom of the gearbox housing.

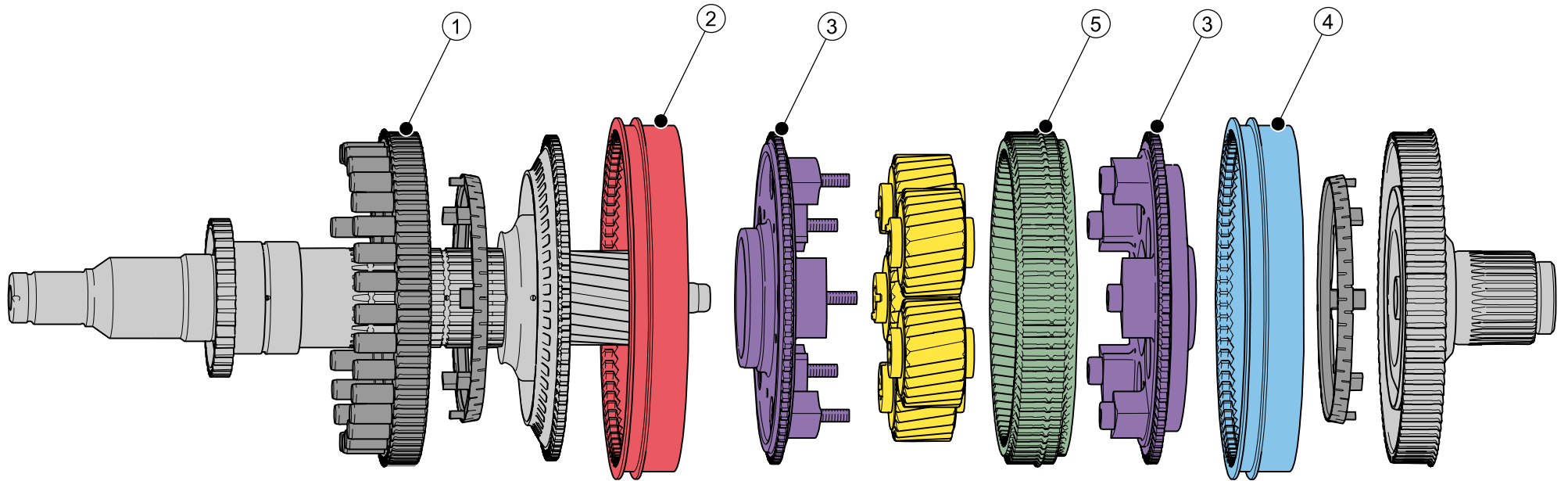
From the oil pump, the oil is pressed onward through an oil filter 7. From the oil filter, the oil is distributed to the gearbox where most of the oil is pressed onward to the input shaft and oil pipe 3. When the vehicle has a low load, a small proportion of the oil is distributed to the oil reservoir in the top of the gearbox 1 via the bypass valve 2.

Drip lubrication occurs via small holes in the oil pipe 3. Oil is pressed out of the holes to lubricate the mainshaft gear and planetary gear internal ring gear.



# G25/G33 AMT

## Reverse gear



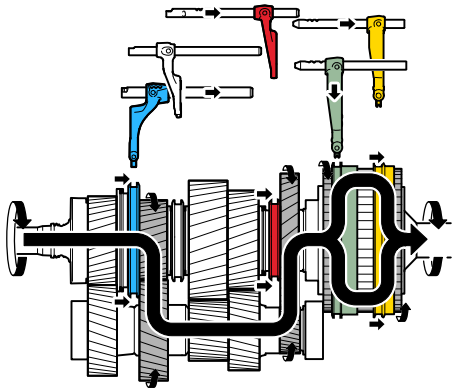
When reversing, the planet wheel carrier is **3** locked to the gearbox housing using coupling disc **1** and the coupling sleeve for range gear changes **2**. The internal ring gear **5** is locked to the output shaft using the coupling sleeve for output shaft **4**.

# G25/G33 AMT

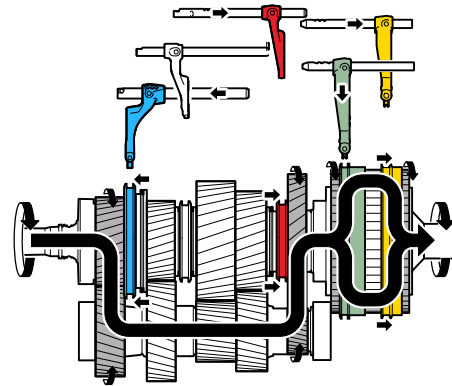
Gear change, power flow, low range

## Crawler gear and gears 1-6

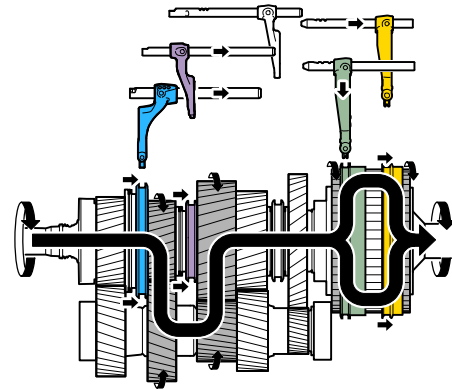
Crawler gear, low split and low range



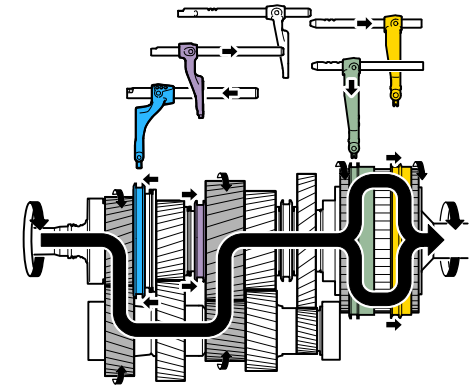
Crawler gear, high split and low range



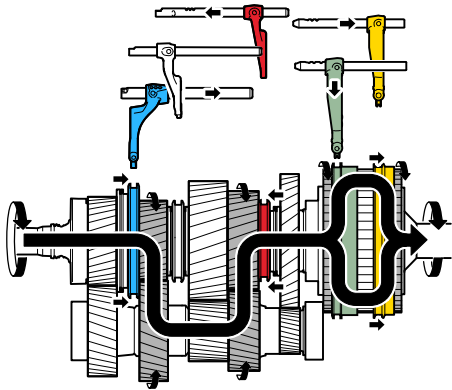
Gear 1, low split and low range



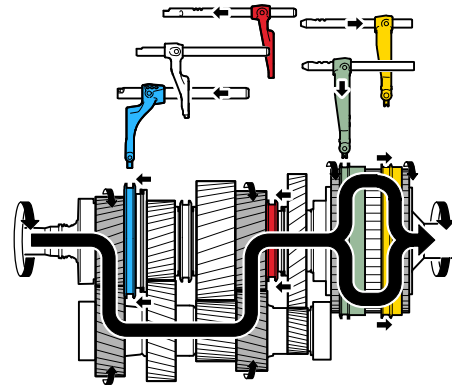
Gear 2, high split and low range



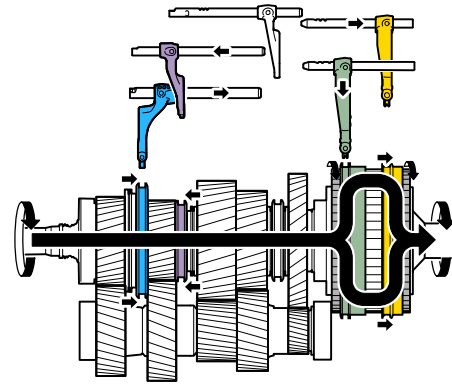
Gear 3, low split and low range



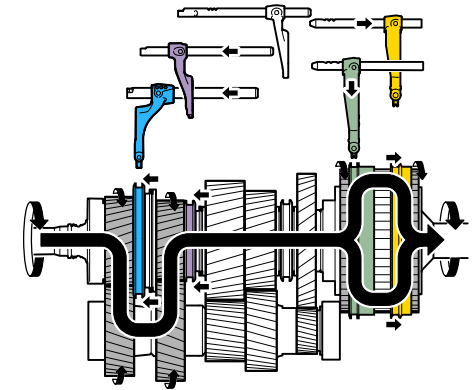
Gear 4, high split and low range



Gear 5, low split and low range



Gear 6, high split and low range

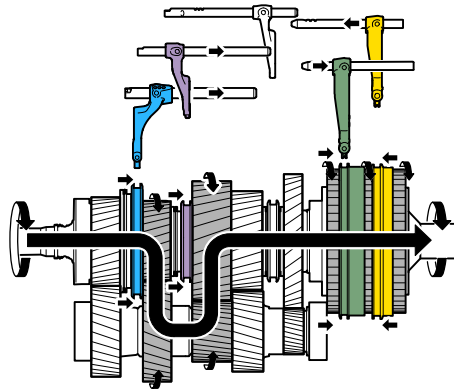


# G25/G33 AMT

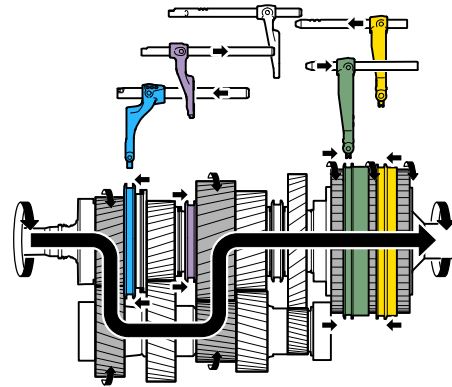
Gear change, power flow, high range

## Over Drive and gears 7-11

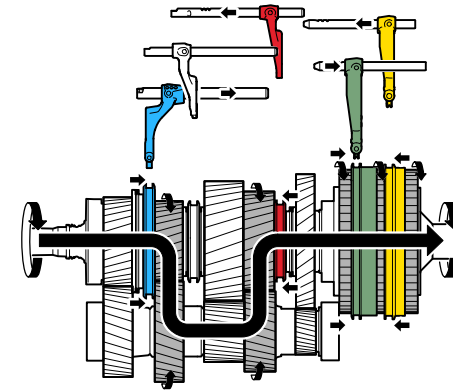
Gear 7, low split and high range



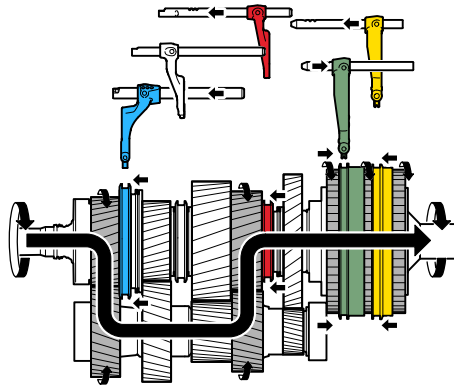
Gear 8, high split and high range



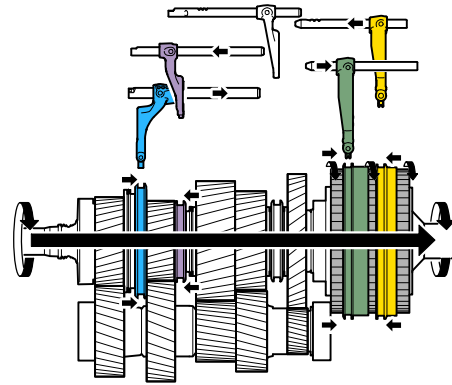
Gear 9, low split and high range



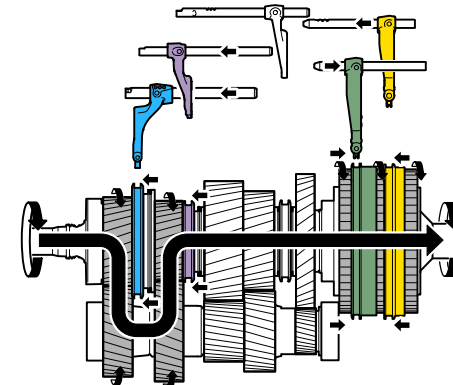
Gear 10, high split and high range



Gear 11, low split and high range



OD, high split and high range

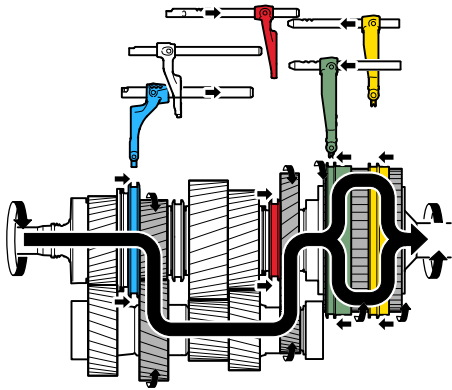


# G25/G33 AMT

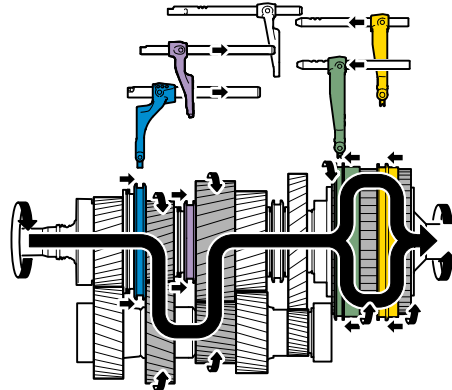
Gear change, power flow, low range

## Crawling gears and reverse gears

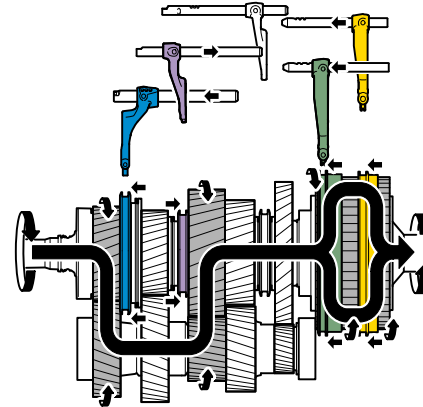
Reverse and crawler gear low  
low split and low range



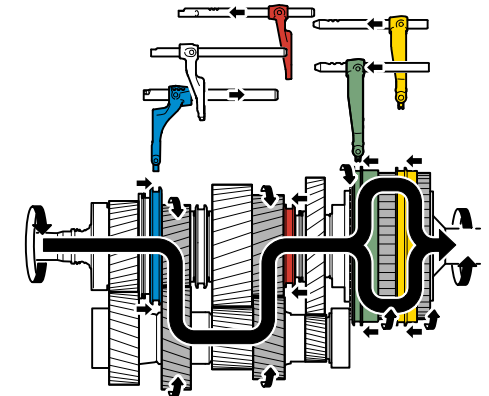
Reverse gear 3,  
low split and low range



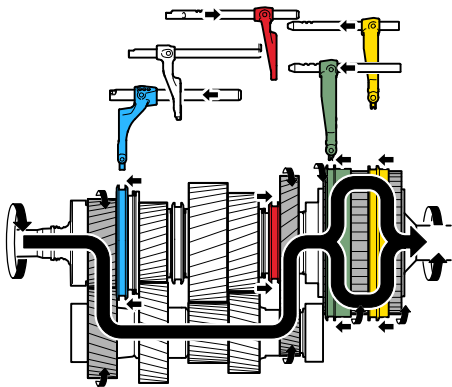
Reverse gear 4,  
high split and low range



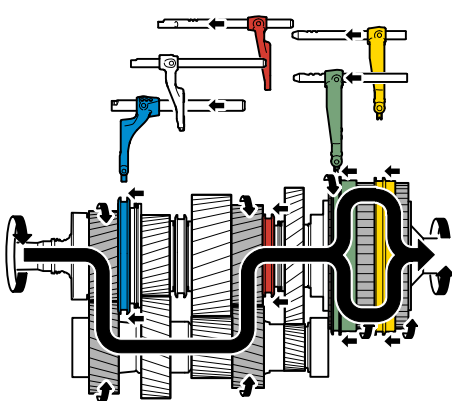
Reverse gear 5,  
low split and low range



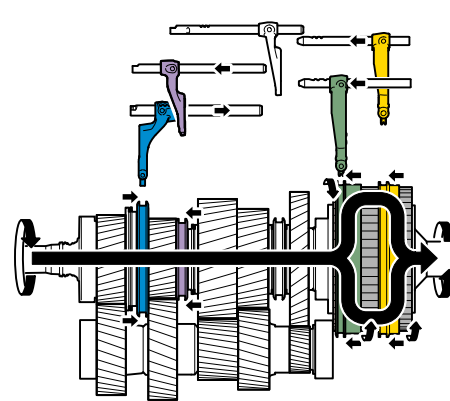
Reverse and crawler gears  
high-split and low-range



Reverse gear 6,  
high split and low range



Reverse gear 7,  
low split and low range



Reverse gear 8,  
high split and low range

