

	Foreword	1
1	Safety Instructions	3
1.1	General	3
1.2	Personnel Selection and Qualifications	5
1.3	Particular Hazards	5
1.3.1	Risks from Crushing / Shearing	5
1.3.2	Risks from Entanglement and Dragging	5
1.3.3	Danger Due to Slipping, Tripping, Falling	5
1.3.4	Risks from Thermal Influences	7
1.3.5	Gas, Dust, Smoke	7
1.3.6	Risks from Residual Energy in the Hydraulic System	7
1.4	Before Commencing Lubrication and Maintenance Work	9
1.5	Carrying Out Lubrication and Maintenance Work	13
1.6	Repair Work	17
2.	Oils, Lubricants and Capacities	3
4	Lubrication and Maintenance Schedule	3
4.1	Initial Lubrication and Maintenance	3
4.2	Regular, Routine Lubrication and Maintenance	3
4.3	Tips on Maintenance of the Crane	5
4.4	Measures for Maintaining the Crane	5
4.5	Maintenance List	9
5	Drive	3
5.1	Engine	3
5.2	Pump Distributor Gear – Checking the Oil Level	5
5.3	Pump Distributor Gear – Changing the Oil	7
5.4	Checking the Pump Distributor Gear for Leaks	7
5.5	Pump Distributor Gear – Checking the External Screw Connections	9
6	Roller Bearing Slewing Rim	3
6.1	Lubricating the slew ring connection	3
6.2	Lubricating the ring gear	5
6.3	Checking the screws of the slewing rim	7
6.3.1	General	7
6.3.2	Checking the Torque of the Screws	7
6.4	Quick Release	11

Item	Task	Con- suma- bles	Interval (operating hours)															
		Sec- tion 2	1*	2*	3*	50	100	150	200	250	500	1000	1500	2000	3000	4*	5*	6*
8	Hoists																	
8.1	Hoist 1 and 2 – checking the oil level			X														
8.2	Hoist 1 and 2 – changing the oil							1x					X			X		
8.3	Reeving winch – checking the oil level			X														
8.4	Reeving winch – checking the oil								1x			1x		X		X		
8.5	Hoists and reeving winch – lubricating the rope drum bearings				X							X				X		
8.6	Hoists and reeving winch – checking the brakes															X		
8.7	Hoists and reeving winch – checking and tightening the screw connections if necessary				X													
9	Luffing Gears																	
9.1	Luffing gear 1 – checking the oil level			X													X	
9.2	Luffing gear 1 – changing the oil							1x					X			X		
9.3	Luffing gear 2 – checking the oil level			X													X	
9.4	Luffing gear 2 – changing the oil							1x					X			X		
9.5	Derricking gears – lubricating the rope drum bearings				X							X				X		
9.6	Luffing gear – checking the brakes															X		
9.7	Luffing gear – checking the screw connections				X													
1* – daily before commencing work2* – weekly3* – monthly4* – at least once a year5* – as required, – for main boom and fly jib components as well as SL mast components before each erecting procedure6* – With regard to this maintenance interval, observe also the cautionary notes in section 11.9																		

9.5 Luffing Gear 1 and 2 – Lubricating Rope Drum Bearings

(Z 39 249)

Lubricate lubricating nipples (1) of rope drums W1 and W2.

9.6 Luffing Gears – Checking the Brakes

(Z 39 250)

Check luffing gear brakes "B" for leaks and that they are functioning perfectly (see following pages).

Luffing winch gear – checking the disc brake

In order to ensure a perfect braking effect, the disc brake on the luffing gear must be checked at regular intervals.



Defective or oiled-up discs in the case of brakes which have run dry force a reduction in the holding load.

The defective parts must always be replaced and the brake cleaned before taking up work again.



This work may only be undertaken by a trained specialist

If all traces of oil cannot be completely removed from the disc linings, these linings must be replaced.

In the case of work with insufficient braking effect,

A C C I D E N T S M A Y O C C U R .



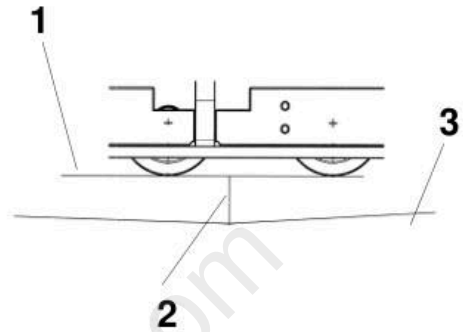
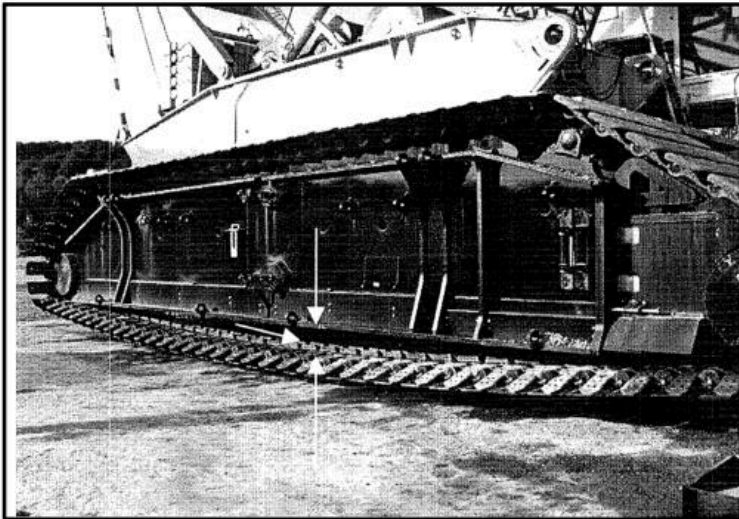
Releasing the disc brake without the tension arrangement can lead to serious injury.

12.4 Leak Oil Circuit – Return Oil Filter – Cleaning the Filter Element

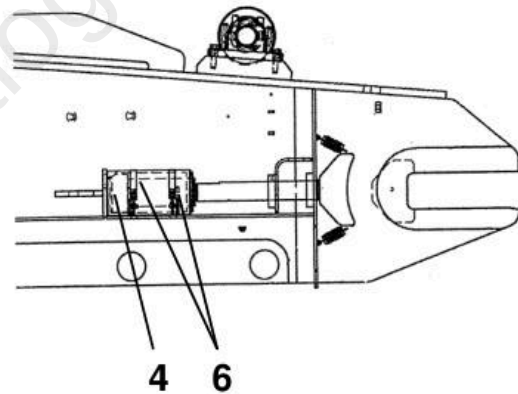
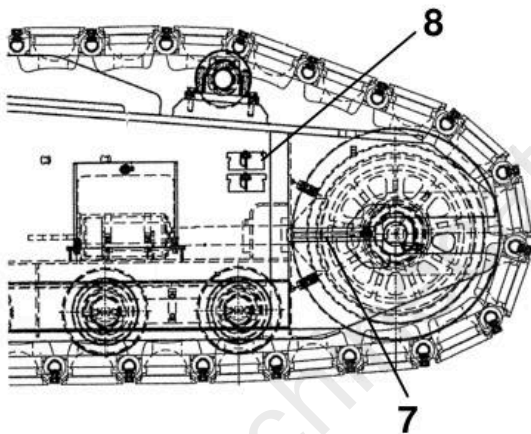
(Z 53 915)

The filters are fitted in the return line on the hydraulic oil reservoir.

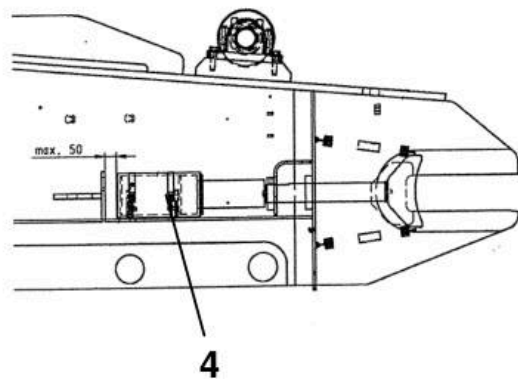
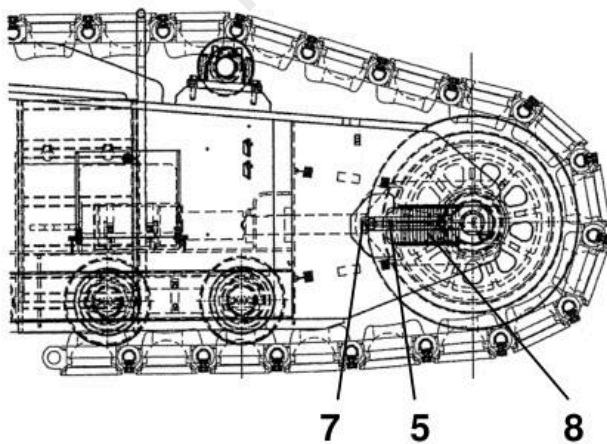
1. Switch off the engine and depressurise the hydraulic system.
2. Place a suitable container under the filter in order to collect any oil that escapes.
3. Unscrew the filter cover (1).
4. Remove the dirt collecting tray (2) together with the filter element (3) from the barrel (4).
5. Remove the filter element (3) from the dirt collecting tray (2).
6. Remove any coarse, external dirt using cleaning fluid.
7. Rinse the precleaned filter element (3) thoroughly with clean cold cleaner and pass compressed air over it from the inside outwards.
8. Clean the dirt collecting tray (2).
9. Insert the dirt collecting tray (2) and filter element (3) in the barrel (4) and screw the filter cover (1) on tightly.
10. Start the engine and check the filter for leaks.



Z 54 312



Z 54 313



Z 54 314

20.3 Checking the screws of the slewing rim

(Z 55 993)

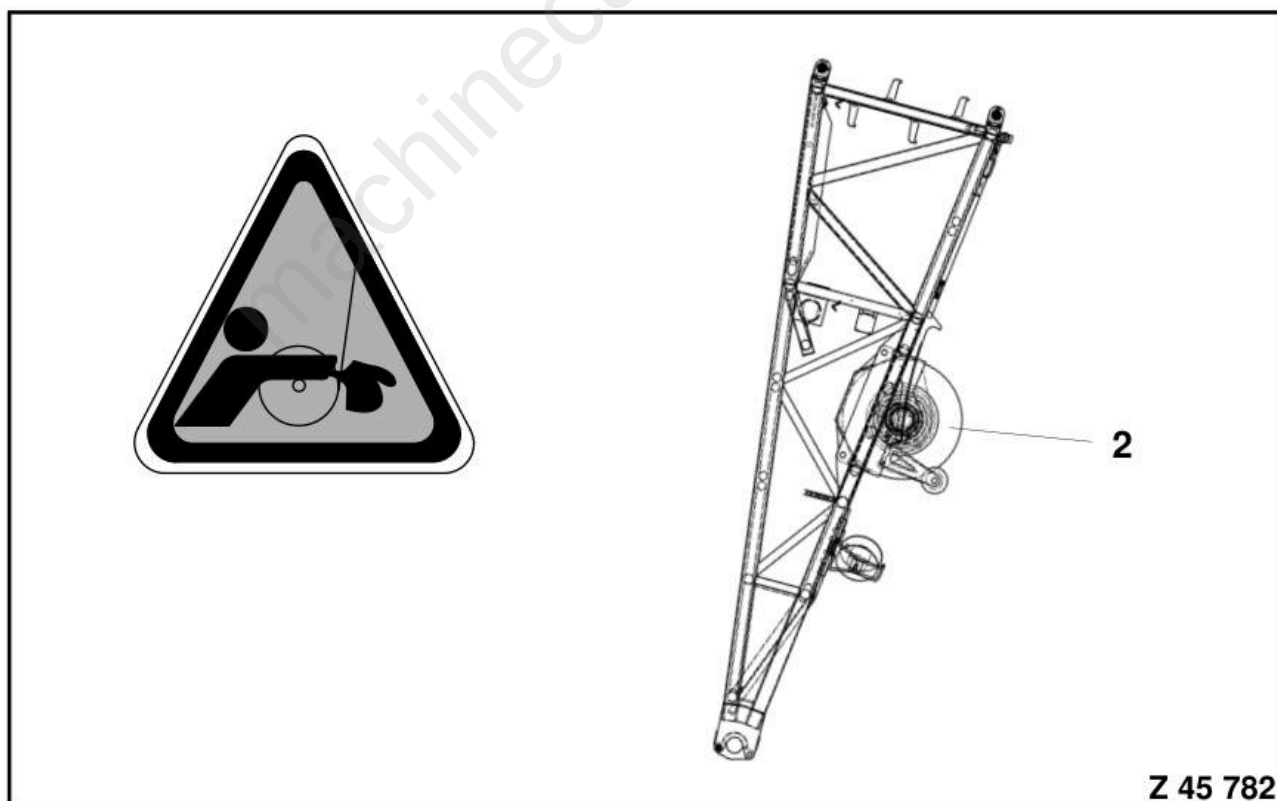
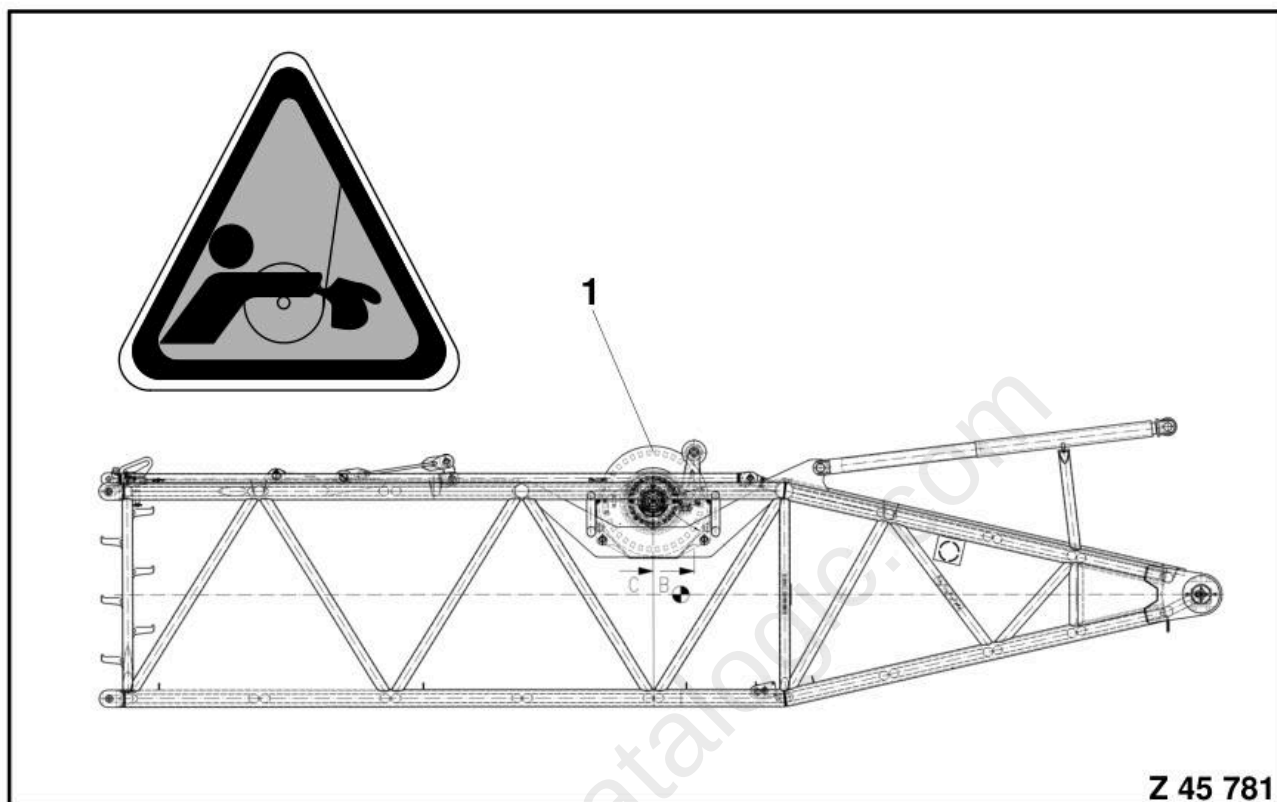
The preliminary tension of the screws (1) must be ensured by regularly retightening to the prescribed torque 510 Nm.



Lubricate the heads and threads of all screws (1) with roller bearing grease "KP2K" before screwing them in.



If the slewing rim is to be replaced, all the screws must also be replaced.



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Demag CC 2400-1 Crawler Crane Maintenance Manual

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