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8.5 Reeving Winch – Checking the Oil Level

(Z 45 779)

Check the oil level on the inspection glass. This should always be done when the transmission is at a standstill and the oil has cooled down.



A considerable amount of oil is distributed on the inside of the gear housing during operation. Therefore as soon as the system has been commissioned, we recommend that the oil level be checked again, with the gear at a standstill, and topped up if necessary.

If the level is below the minimum marking proceed as follows:

1. Remove the filler plug (1) at the upper end of the inspection glass.
2. Using a funnel or hose, fill in oil up to the 'max.' marking on the inspection glass



See section 2 "Fuels and Lubricants" for the correct oil types.

3. Screw the filler plug (1) back in.



If a continual loss of oil is determined when checking the oil level, operation must be suspended and dismantling performed.

11.5.2 Checking the Sheaves

(Z 53 908)

Check all sheaves for damage such as cracks, notches or similar damage.



Sheaves with such damage must be replaced immediately.

Also check all sheaves for wear:

- Bottom tread "X" max. 3 mm (0.12 inch)
Measure "X" = difference between $\varnothing$ new bottom tread and $\varnothing$ bottom tread is !
- Side tread "Y" max. 5 mm (0.20 inch)
Measure "Y" measured between rope (S) and tread of the sheave.



If the sheave is worn up to the wear limit, it must be replaced.

11.5.3 Lubricating the sheave bearing

(Z 53 909)

Lubricate each sheave using the lubricating nipple (1).

16.5 Exhaust System Visual Inspection

Inspecting the exhaust system for leaks.

Do not lay any wires or cables in the radiant heat danger area around the exhaust system.

Criteria for removal

A rope must be removed when one or several of the following points are fulfilled. See also the relevant DIN standards.

a) Wire breakage

A cable must be removed when the permitted wire breakage number is in accordance with DIN 15 020 or exceeds it.

The cable must be removed if there are wire breakage clusters or if a cord breaks.

b) Rope wear

If the rope diameter in cables is decreased by 15 % or more during longer journeys compared to the nominal value, the cable must be removed.

c) Corrosion

You can determine corrosion of the outer rope wires with a visual inspection. However, it is difficult to determine corrosion on wires that cannot be seen externally.

Corrosion can lead to a decrease of the static breaking force of the cable due to reduction of the metallic rope average as well as a decrease of the operational stability due to corrosion pits.

d) Abrasion

Abrasion of the rope wires can be "interior abrasion" which is caused by movements of the cords and wire against each other when bending the cable up and down or "external abrasion" which is caused by movements between the cable and the sheave or by dragging the cable on the ground or over the material to be conveyed.

Abrasion is encouraged if lubrication is insufficient or lacking or by the existence of dust. If the rope diameter is decreased by 10 % or more compared to the nominal value, the cable must be removed even if no wire breakage was discovered.

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Demag CC 2500 Crawler Crane Maintenance Manual

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