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Filling point	Capacities in litres (in US gallons)	Fuels and lubricants Quality regulations	Ambient temperature	Initial fill-up
Chap. 20.2 Counterweight vehicle, differential and final drive	every 100.00 (26.42 each)	Transmission oil SAE 90 MIL-L-2105B API-GL 5-90	-25°C to +40°C -13°F to +104.0°F	"Mobil Mobilube HD-A 85W-90"
Disc brake	0.25 (0,07)	Hydraulic oil ISO VG 32 DIN 51524.2 – HLP		"Shell Tellus 32"
Sect. 20.3 Counterweight vehicle, grease nipple for the ball bearing slewing	–	High pressure grease NLGI class 2 DIN 51825, part 3 KP2K		"Shell Alvania EP 2"
Chap. 20.4 Counterweight vehicle, pivoting transmission	every 10 (2.64 each)	Transmission oil ISO VG 150 LS DIN 51517.3 – CLP		"Mobilgear 629"
Chapter 20.5 dolly slew ring toothings	–	Spray grease (special adhesive grease)		Order from Terex-Demag SP no. 500 893 98



The specified capacities are approximate values. For an accurate measurement, service and operating personnel must carry out checks using the inspection points, inspection plugs, dipsticks and inspection windows provided.

Additional consumables specifications on request. If consumables are used which do not satisfy these requirements, damage may result for which we shall not be held liable even within the warranty period.

7.4 Slew Gear – Checking the Brake

Slew gear mechanism – checking the disc brake

Check the slew gear brake to make sure it is not leaking and that it is functioning perfectly.

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

If operation is not perfect, 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. In the case of work with insufficient braking effect,

ACCIDENTS MAY OCCUR.



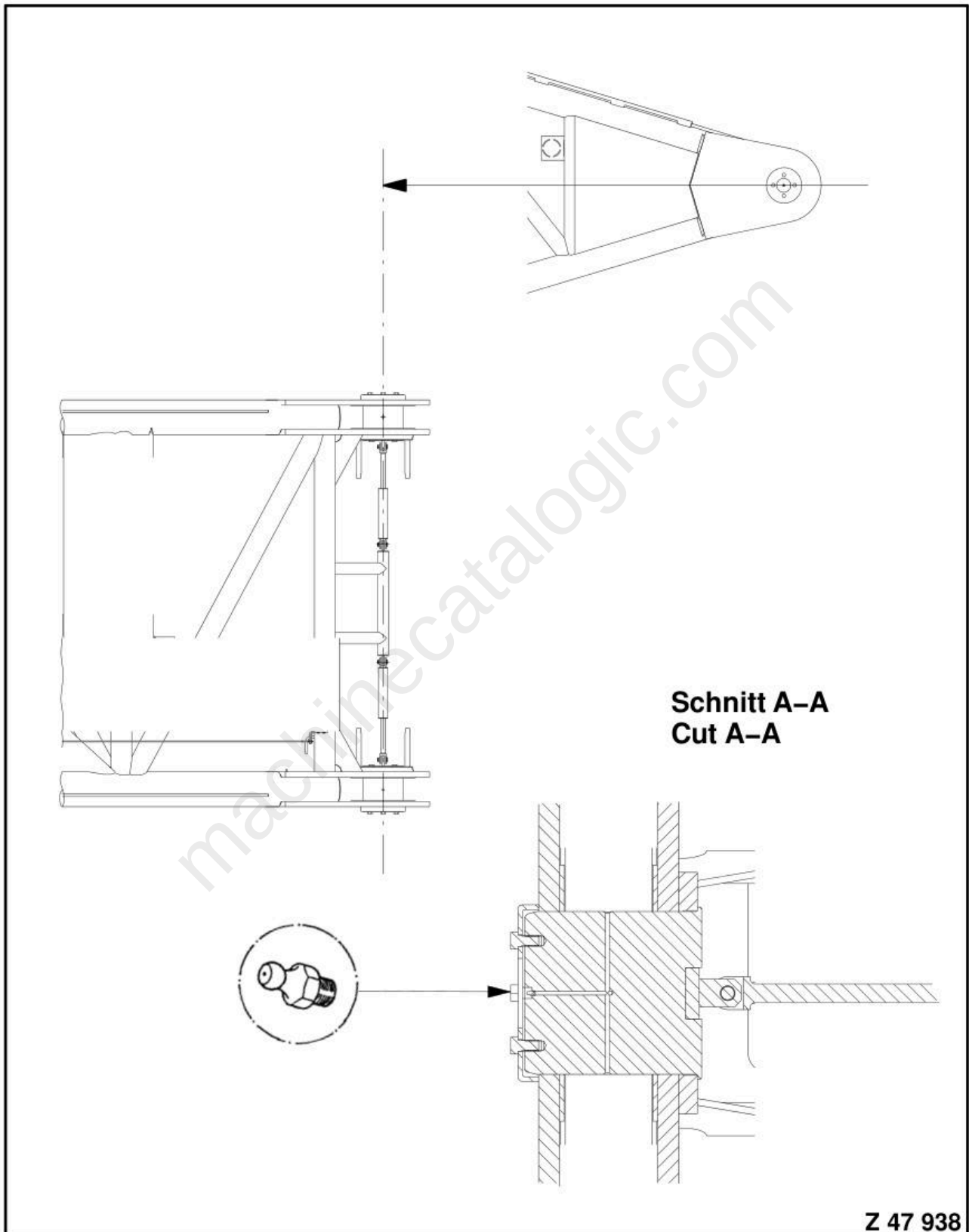
Releasing the disc brake without the tension arrangement can lead to serious injury.

Output basis to check:

undercarriage and crawler and **superstructure with** main boom foot section without equipment fitted

Proceed as follows to check the slew gear brake:

1. Start the superstructure engine and set to approx. 1200 $\frac{1}{\text{min}}$
2. Check that the slew gear retaining brake (62) is not activated (button is "grey").
3. Slowly (not jerkily) actuate the "Slew gear" (3) control lever in the slewing direction to the right or left.
4. Hold the "Slew gear" (3) control lever for approx. 10 sec. in the fully selected position and then release the control lever. The crane must not however slew into the steered direction.
5. If the crane remains in the original position, the slew gear brake is in order.
If not, the slew gear brake must be checked.



12.12 Hydraulic System – Checking the Accumulator Initial Gas Pressure

(Z 30 194; Z 48 103)

The accumulators used in the hydraulic system of the crane are diaphragm-type pressure or bubble reservoir accumulators with nitrogen filling.

They are fitted in the slew gear control equipment of the crane.

The corresponding components will only function perfectly if the accumulator fitted is charged with the initial gas pressure specified.

This initial gas pressure must be checked at regular intervals.



In order to check the initial gas pressure a filling and testing device is required for the bubble reservoir.



This inspection may only be performed by a specialist trained in the use of this filling and testing device.

Proceed as follows to test the accumulator and/or fill if necessary:

1. Switch off the drive engine on the superstructure and put the ignition switch into position "0".
2. Depressurise the hydraulic system.
The accumulator (2) must be completely emptied of hydraulic oil.

Check this on a pressure gauge if a test nipple is available
or

gently loosen the union nut on the hydraulic line on the oil connection for the accumulator.



The system is depressurised when no pressure is shown on the pressure gauge or when no hydraulic oil escapes from the loosened union nut.

3. Remove the safety guard (1) on the gas valve of the accumulator (2) and screw on the filling and testing device (3).

14.2.5 Fuse Overview

(Circuit diagram no.: 282 801 12)

Code	Value / A	Fitting location	Page path	Description
F0301	50	Battery		Main fuse: basis electric
F0302	50	Battery		Main fuse: Control
F0311	15	Cabinet 5	20.5	Power supply: central
F0312	10	Cabinet 5	29.2	Power supply: ADM diesel engine 1
F0313	25	Cabinet 5	29.4	Power supply: MR diesel engine 1
F0314	10	Cabinet 5	30.2	Power supply: ADM diesel engine 2
F0315	25	Cabinet 5	30.4	Power supply: MR diesel engine 2
F0316	15	Cabinet 5	52.2	Rotaflare lighting / horn
F0317	5	Cabinet 5	52.8	Obstruction light
F0318	10	Cabinet 5	48.2	Radio system
F0319	10	Cabinet 5	38.2	Programming interface IFM
F0320	10	Cabinet 5	57.2	Radio system
F0321	20	Cabinet 5	49.6	Ascension lighting
F0322	10	Cabinet 5	73.3	Central lubricating system CR
F0323	10	Cabinet 5		n.c.
F0324	10	Cabinet 5	20.12	400V system, operating voltage 24V DC
F0325	10	Cabinet 5	26.3	Monitor power supply, battery, carrier entry IFM sensor system
F0326	10	Cabinet 5	32.2	Fault ADM
F0327	10	Cabinet 5	32.7	surveillance engine / hydraulics
F0328	10	Cabinet 5	26.10	Power supply IFM
F0329	10	Cabinet 5		n.c.
F0330	10	Cabinet 5	27.4	START/STOP diesel engine 1
F0331	10	Cabinet 5	27.11	START/STOP diesel engine 2
F0332	10	Cabinet 5	28.7	Speed adjustment diesel engine 1+2
F0333	10	Cabinet 5	47.3	Interior / control panel lighting
F0334	15	Cabinet 5	50.3	Cab exterior lighting
F0335	5	Cabinet 5	51.3	Exterior lighting winches / general
F0336	20	Cabinet 5	51.10	Exterior lighting winches / superstructure
F0337	15	Cabinet 5	51.12	Exterior lighting winches / main boom, mast
F0338	10	Cabinet 5	53.2	Instrument / switch lighting
F0339	10	Cabinet 5	54.5	Windscreen wiper system front window driver

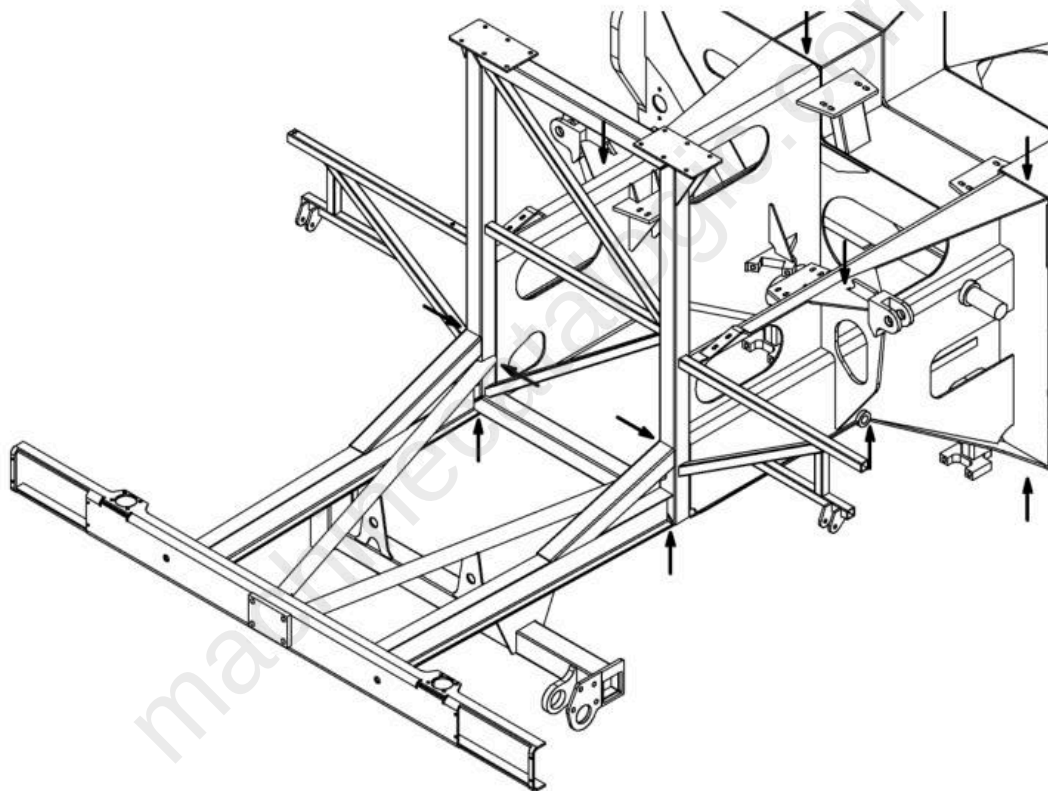
19.9 Central Lubrication System

19.9.1 Component Parts

(Z 37 335)

The components for the central lubrication system are listed below.

- (1) Case
- (2) Pump element
- (3) Safety valve
- (4) Filling nipple
- (5) Plug
- (6) Return connector
- (7) Lube distributor
- (8) Screw plug



Z 56 212

22.1.4 Hook

(Z 54 325)

The hooks must be checked by a specialist once a year. This should prevent accidents because faults will be determined early on. Any faults that are discovered must be documented as well as their rectification. Then you must check whether the determined faults have been rectified.

22.1.4.1 Inspection and Surveillance Measures

Deformation, local cold deformation and crushing in the jaw, cracks, wear, rust.

Lock fitting of the hook nuts.

Deformation

If the hook jaw expands more than 10 % compared to the starting dimension "y" or "y1"+"y2", the hook must be replaced.



The starting dimension "y" or "y1"+"y2" is recorded on the hook. It is measured from grain to grain.

Corrosion

Threads and the operated shaft must be checked for corrosion and wear. To do so, the hook nut must be unscrewed from the shaft.



If aftertreatment is needed to remove the corrosion, the thread core diameter may not be exceeded by more than 5 % by this process. Otherwise, the hook must be replaced.



With older hooks the main dimensions must be compared with the data in DIN 687, 689, 699, newer hooks with the data in DIN 15401 and 15402 with regard to jaw width, main bending cross-section, thread core diameter.

Full Version Available

Demag CC 8800-1 Crawler Crane Maintenance Manual

Demag CC 8800-1 crawler crane maintenance manual covering boom assembly, reeving and safety instructions. 3 PDF files, English and German.

VIEW THE FULL MANUAL

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