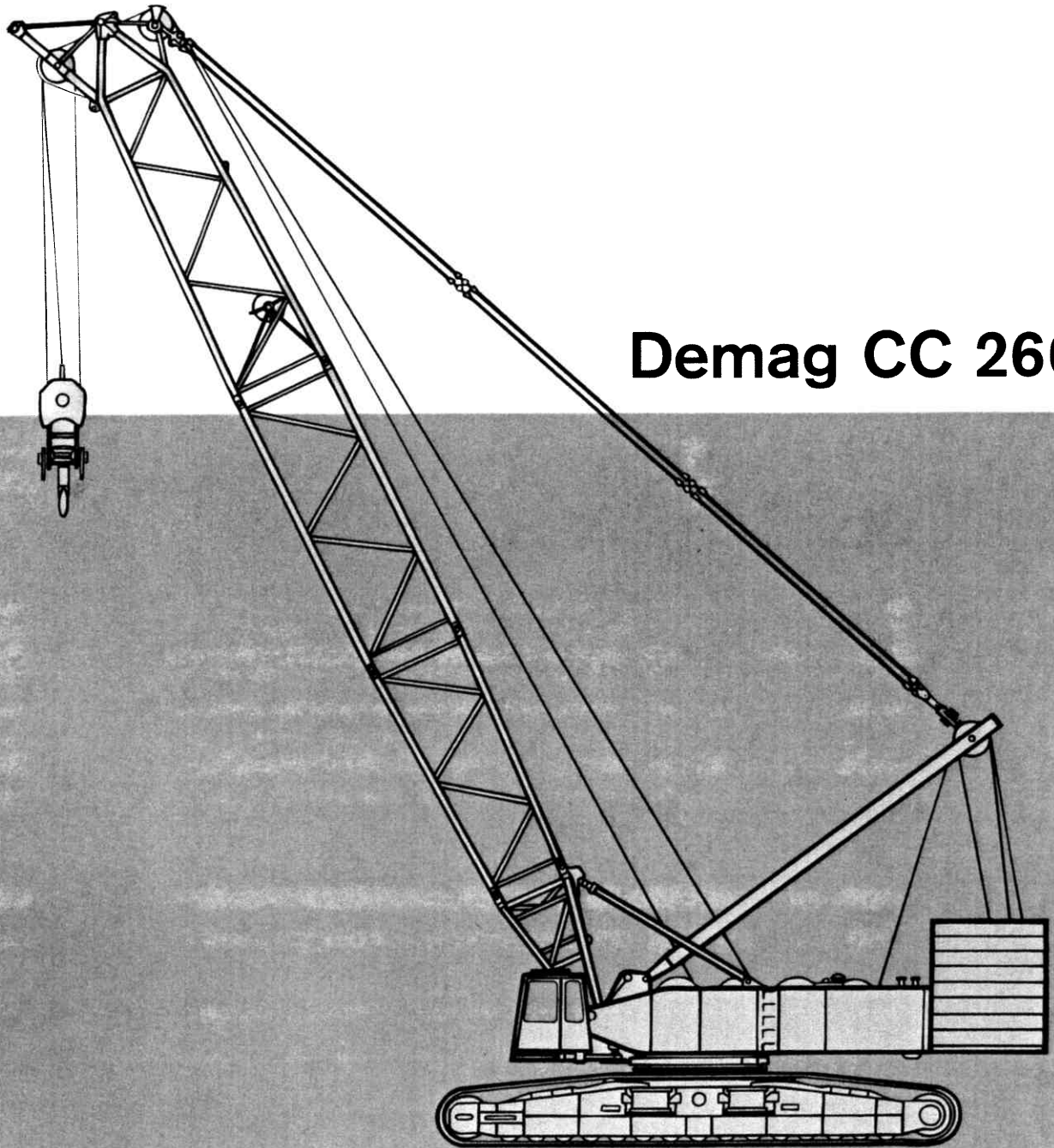


**MANNESMANN
DEMAG**

Demag CC 2600



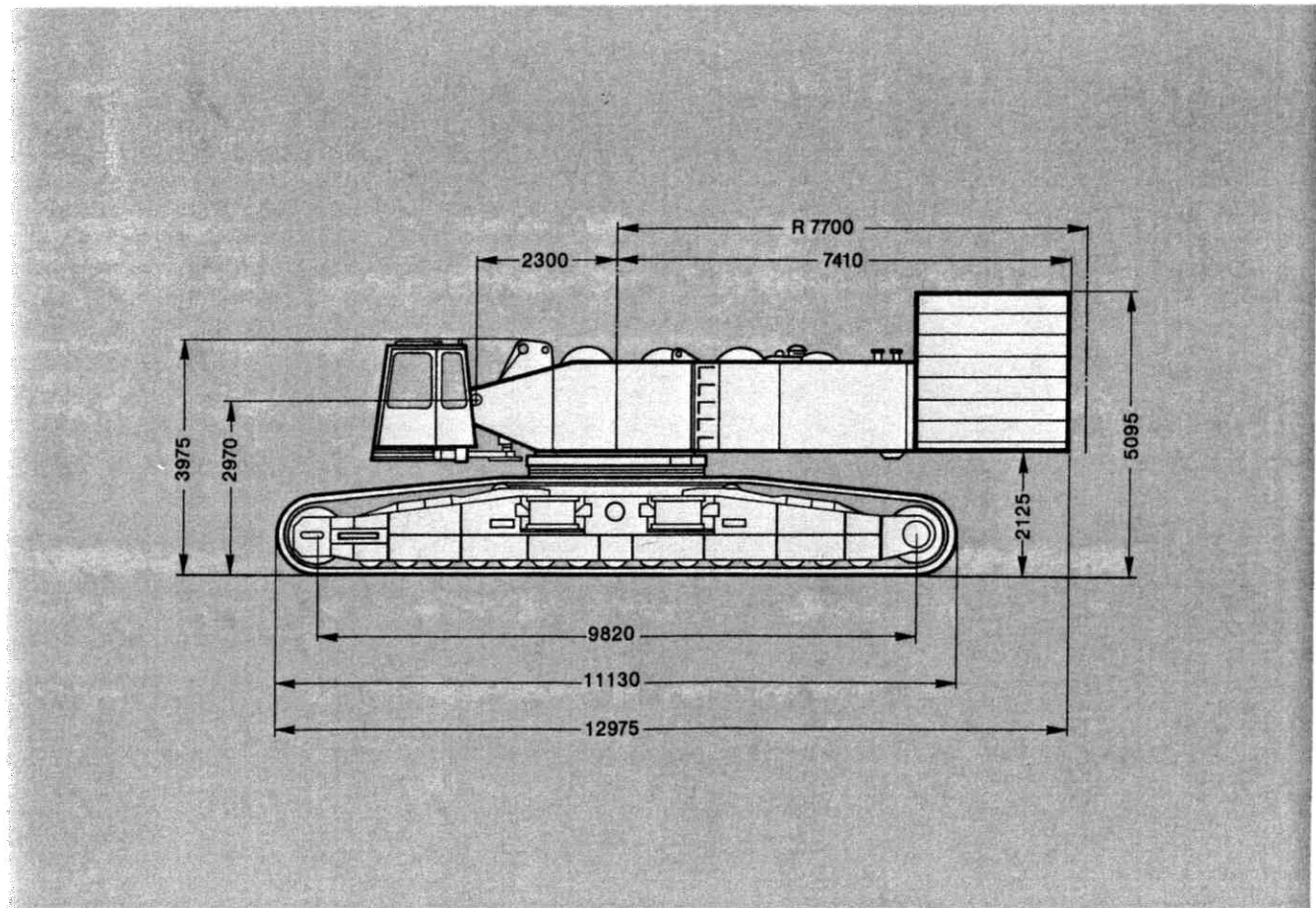
Technische Daten
Specifications
Caractéristiques

Fahrleistungen
Carrier performance
Performances du porteur

1. Gang	
Low Range	0-0,6 km/h
Petite vitesse	
2. Gang	
Low Range	0-1,2 km/h
Grande vitesse	

Bodendruck
Ground pressure
Pression au sol

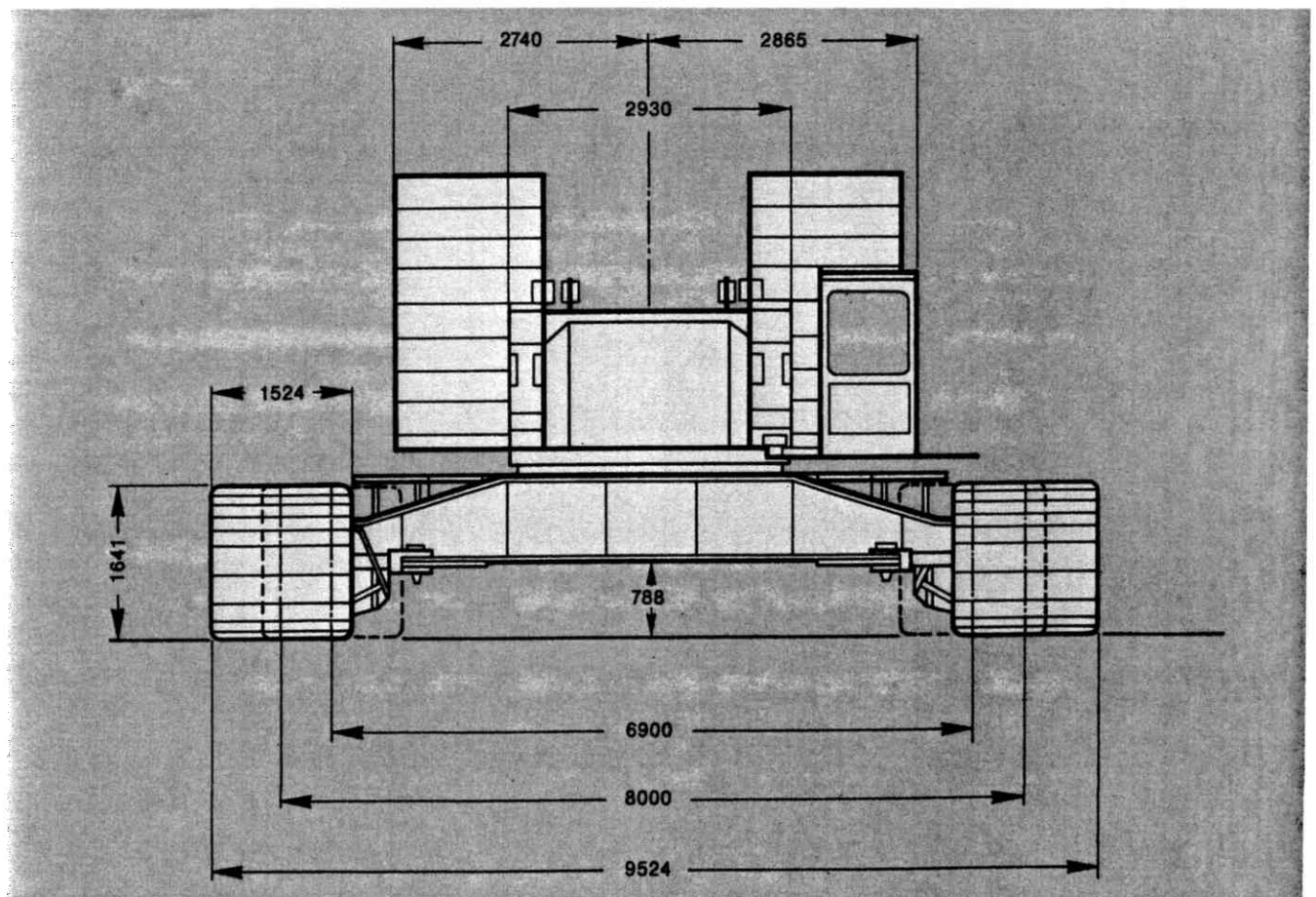
Bodendruck bei 334 t Gesamtgewicht	
Ground pressure (based on total weight of 334 t)	11 N/cm²
Pression au sol (pour un poids total de 334 t)	



Technische Daten Specifications Caractéristiques

Arbeitsgeschwindigkeiten Working speeds (infinitely variable) Vitesses de travail (infiniment réglables)

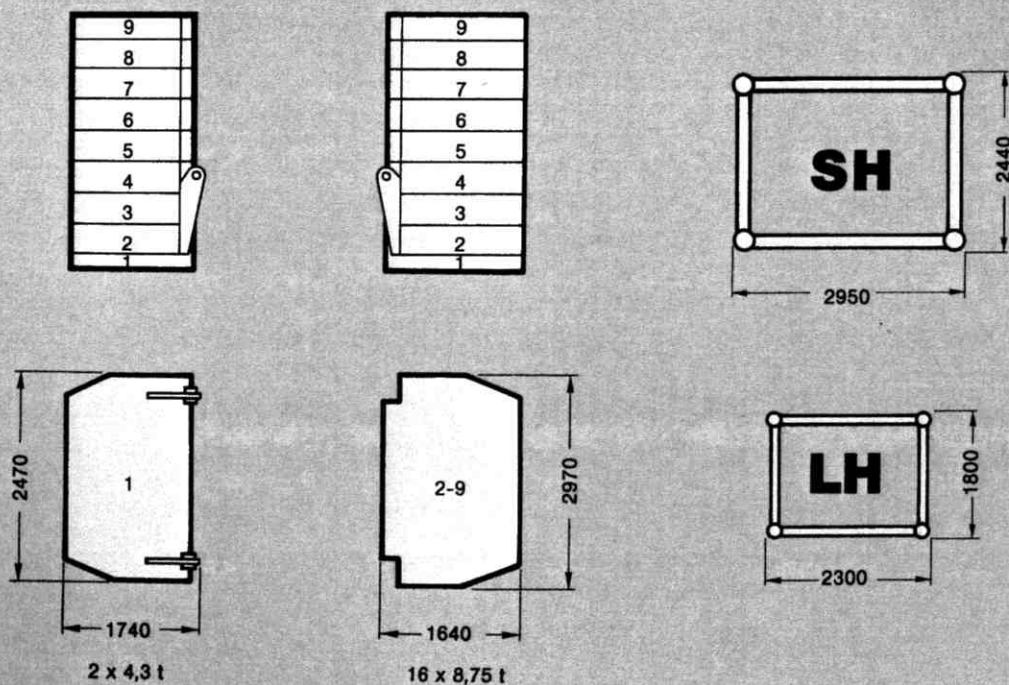
Antriebe Mechanisms Mécanismes	Geschwindigkeiten Speeds Vitesses	zulässiger Seilzug je Strang Single line pull Effort sur brin simple	Länge des Hubseils Length of hoist rope Longueur du câble de levage
Hubwerk 1 Hoist 1 Treuil de levage n° 1	max 74 m/min	125 kN	850 m
Hubwerk 2 Hoist 2 Treuil de levage n° 2	max. 74 m/min	125 kN	850 m
Wippwerk Hauptausleger Boom derricking Relevage de flèche	max. 41 m/min		870 m
Einziehwerk Boom hoist Relevage de flèche	max. 35 m/min		2 x 225 m
Wippwerk Hilfsausleger Fly-Jib Hoist Relevage de fléchette	max. 41 m/min		670 m
Drehwerk (U/min) Slewing (RPM) Orientation (tr/mn)	1		



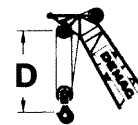
Technische Daten Specifications Caractéristiques

Gewichte Weights Poids

Gesamtgewicht einschl. Gegengewicht 18 m Hauptausleger SH und Unterflasche Total weight incl. counterweight 18 m SH boom, and hook block Poids total avec lest, flèche SH de 18 m et crochet	334 t
Oberwagen (mit 4 Winden, Fußstück und A-Bock) Superstructure (with 4 drums, foot section and A-frame) Partie Supérieure (avec 4 treuils, pied de flèche et chevalet)	53 t
Mittelstück Carbody Partie centrale	28,7 t
Raupen Crawler Chenilles	2 x 41 t
Gegengewicht Counterweight Contrepoids	149 t

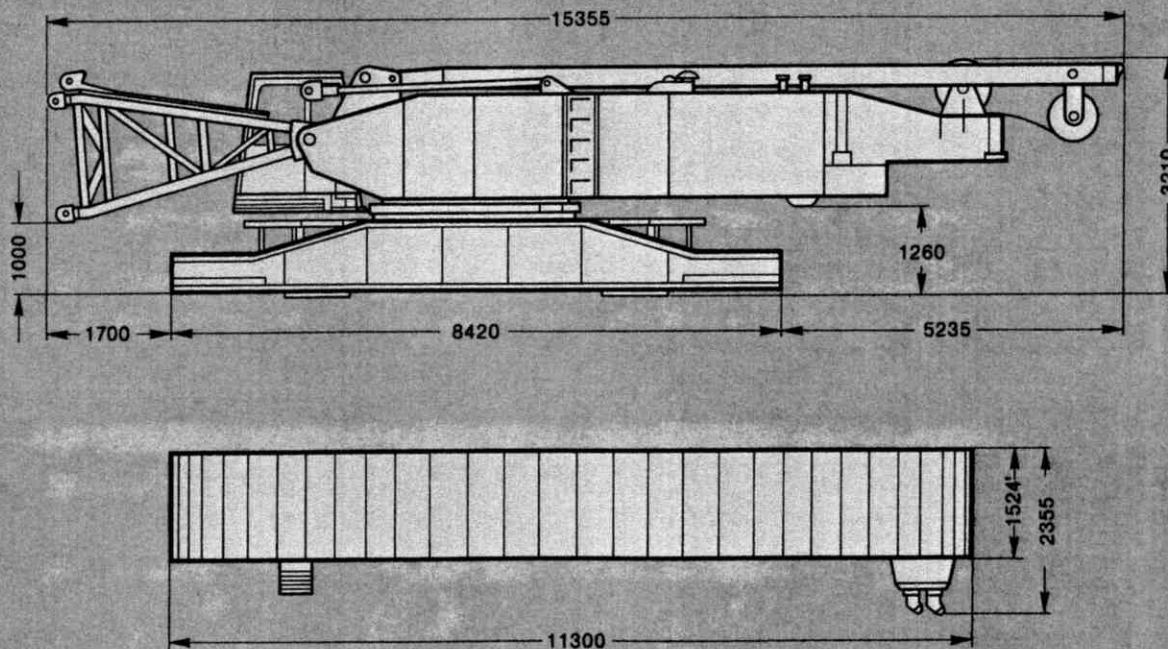


Unterflaschen Hook Blocks Crochets



Tragfähigkeit Capacity Capacité	Anzahl der Rollen Number of sheaves Nombre de poulies	Strangzahl Number of lines Nombre de brins	Gewicht Weight Poids	„D“
500 t ¹⁾	2 x 11	2 x 22	9475 kg	4,60 m
300 t ¹⁾	2 x 5	2 x 11	8810 kg	4,30 m
250 t	11	22	4620 kg	4,60 m
150 t	5	11	5450 kg	4,30 m
42 t	1	3	2610 kg	2,70 m

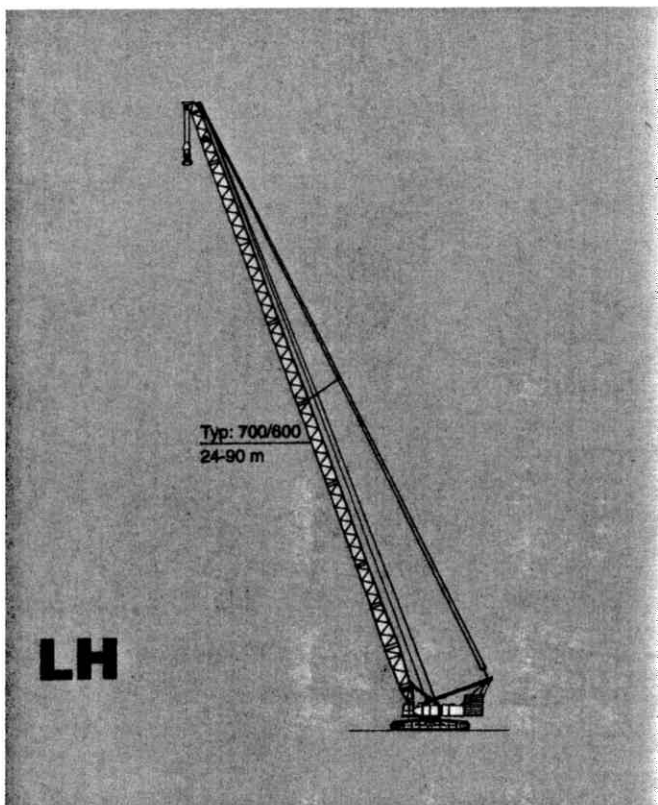
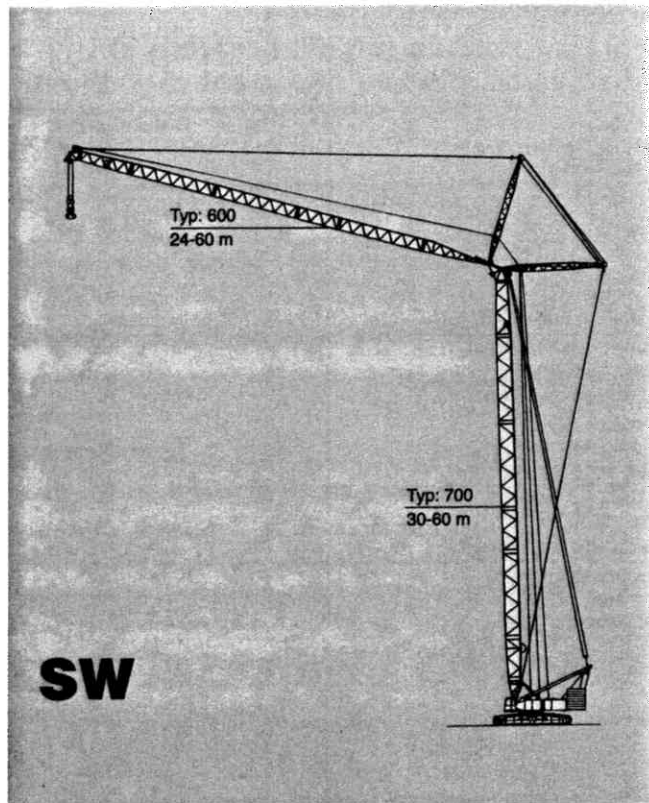
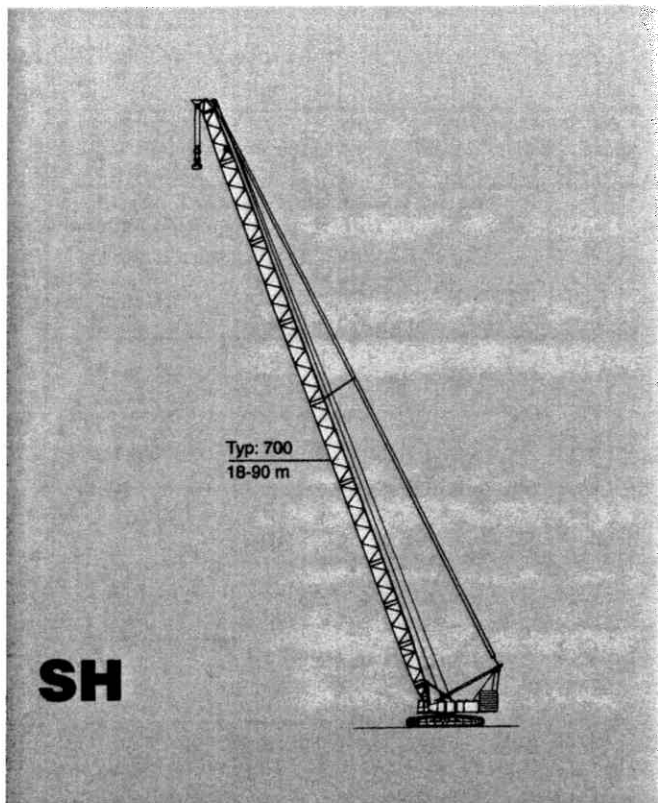
¹⁾ Die Doppelunterflaschen können in Einzelunterflaschen umgebaut werden.
The double hook blocks may be converted into single hook blocks
Les crochets doubles peuvent être transformés en crochets simples.



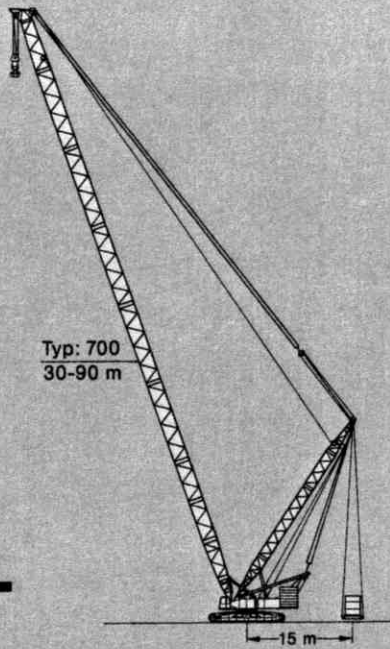
Ausleger-Kombinationen

Boom combinations

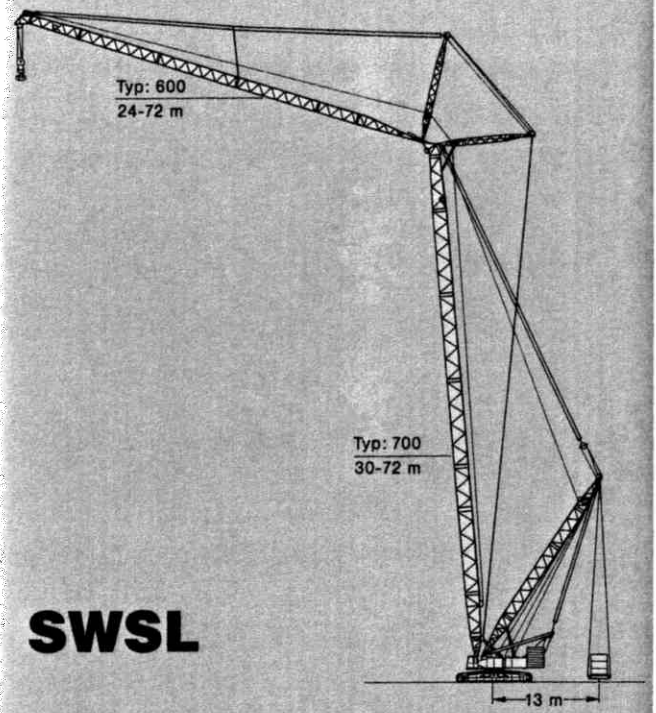
Combinaisons de flèche



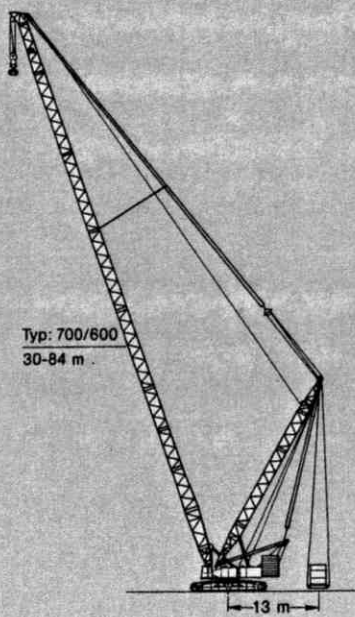
SSL



SWSL

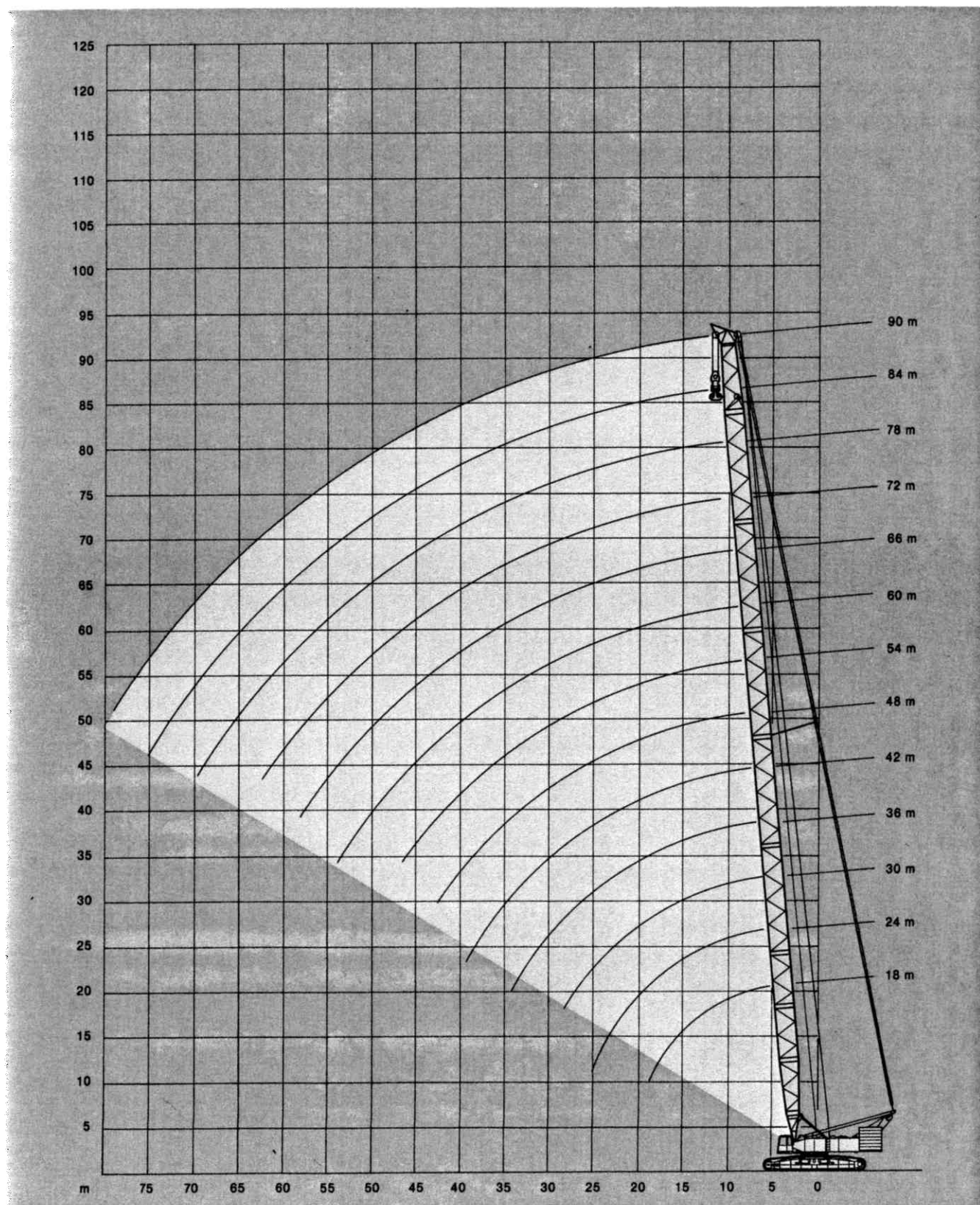


LSL



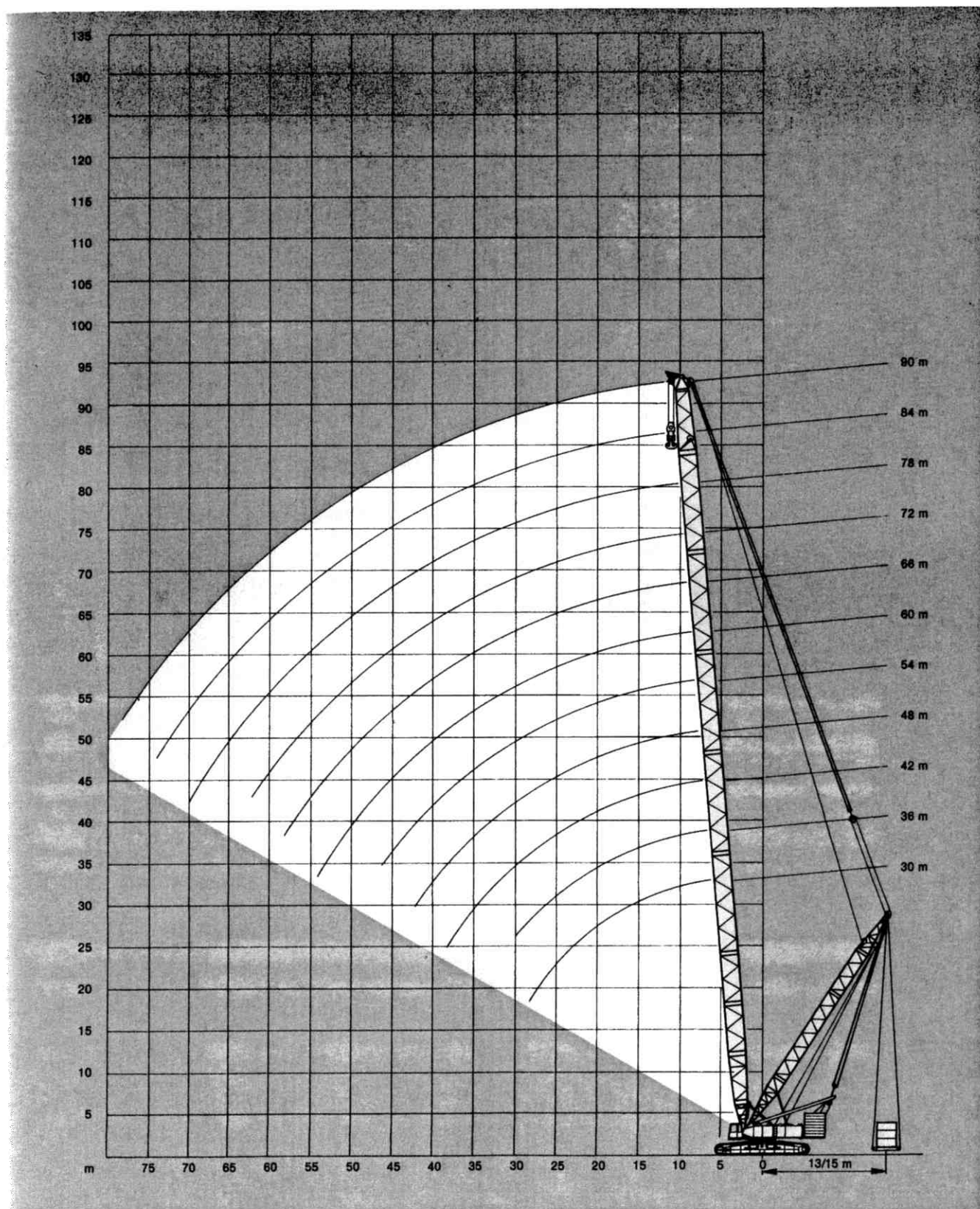
Arbeitsbereiche Hauptausleger
Working ranges main boom
Portées flèche principale

SH
LH



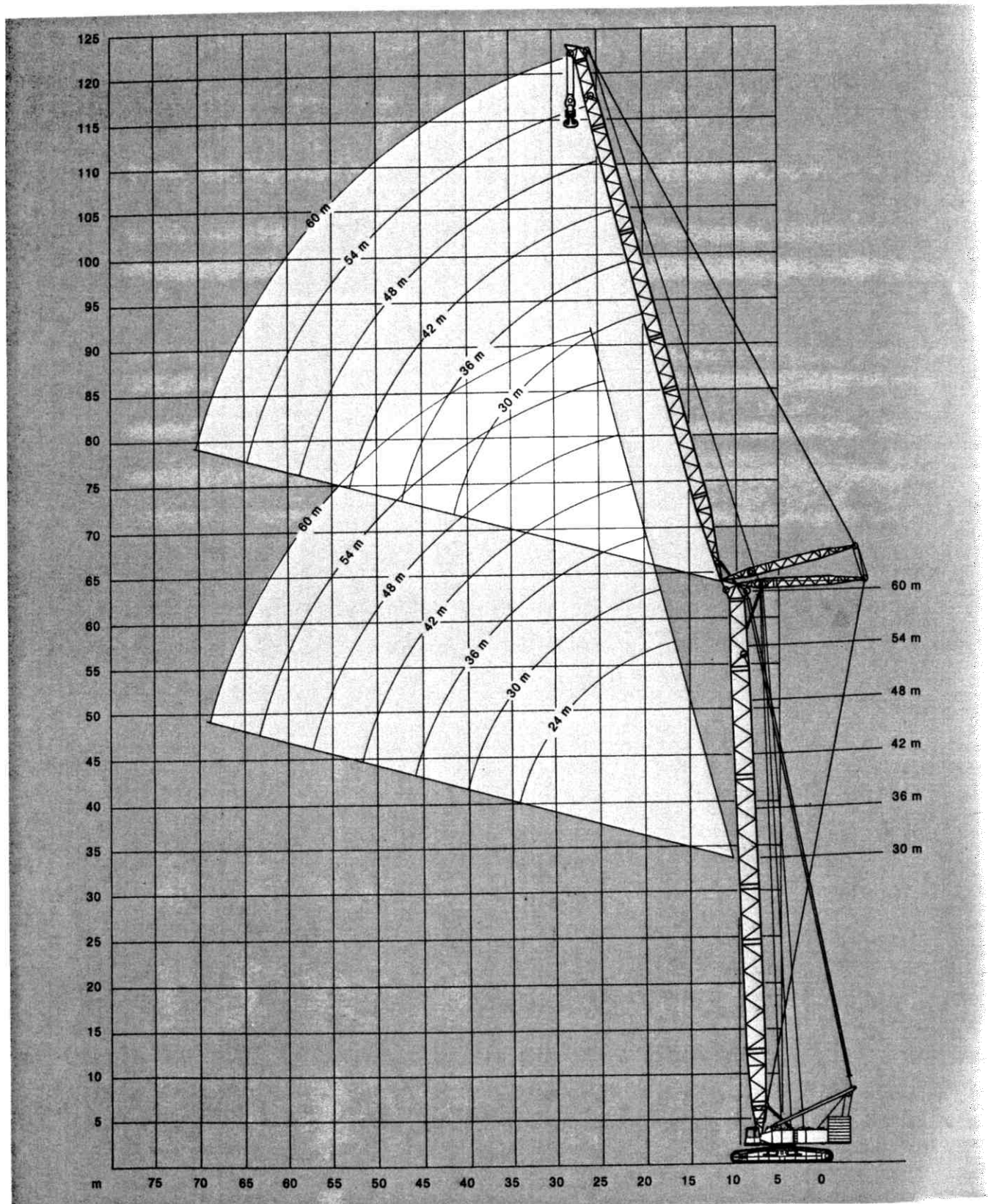
Arbeitsbereiche Hauptausleger mit Superlift
Working ranges main boom with Superlift
Portées de flèche principale avec Superlift

SSL
LSL

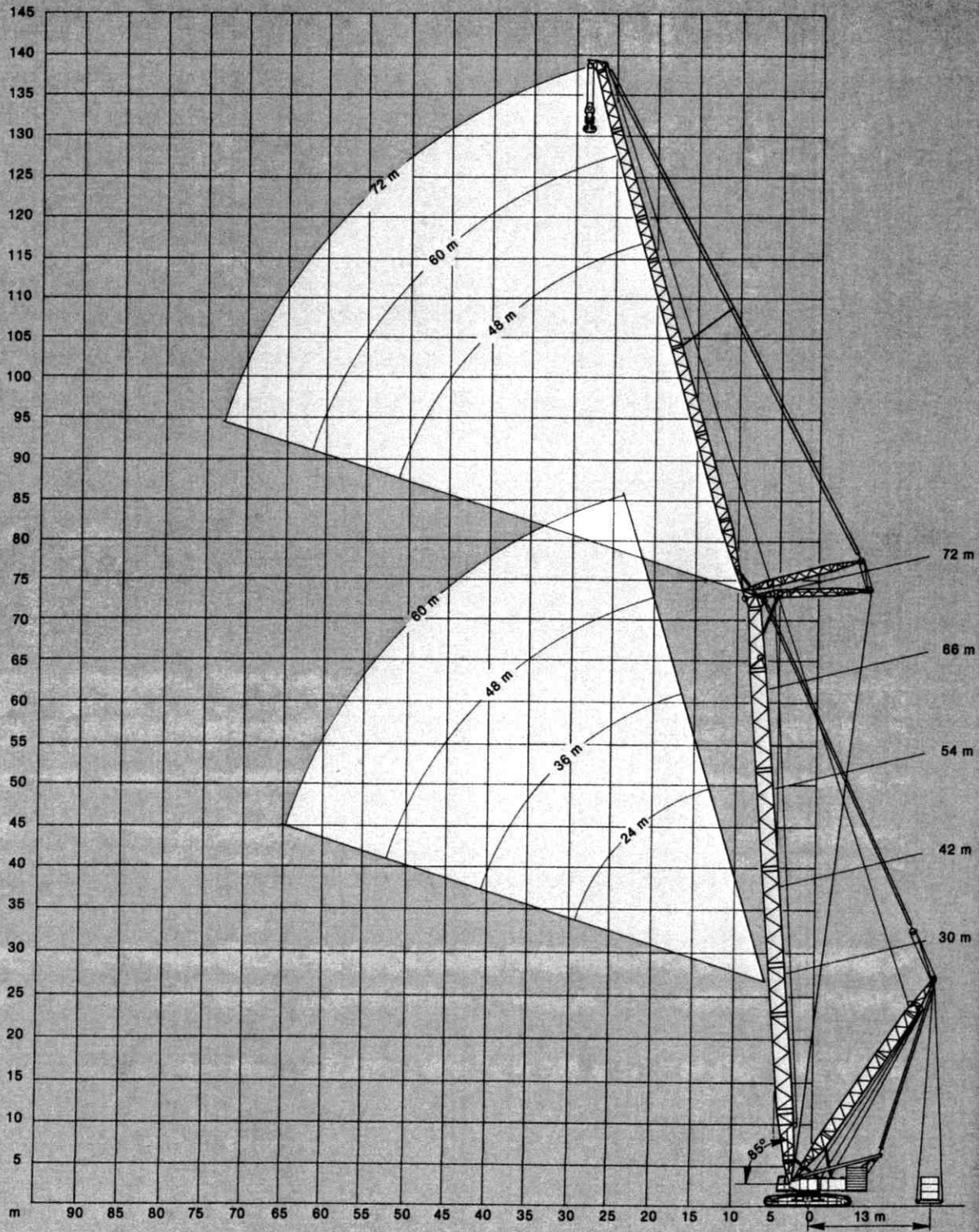


Arbeitsbereiche wippbarer Hilfsausleger
Working ranges luffing fly jib
Portées flèche à volée variable

SW



Arbeitsbereiche wippbarer Hilfsausleger mit Superlift **SWSL**
 Working ranges luffing fly jib with Superlift
 Portées fléchette à volée variable avec Superlift



Crawler Carrier

3-section carrier comprising of carbody and 2 crawler side frames which are removable for ease of transportation. The track width can be mechanically adjusted to 8 m and 6,9 m.

- Carbody:** Bending and torsion-resistant welded structure of cellular design, made from high-strength fine-grained structural steel.
- Crawlers:** Side frames: bending-resistant welded structure of high-strength fine-grained structural steel. Crawler shoes, idler and drive sprockets are made from heat-treated high-strength cast steel. 15 rollers on each side frame with hardened rolling surfaces.
- Drive:** The tracks are driven by two hydraulic motors each, through closed planetary gear units running in oil bath. Each side is infinitely controlled, both independently and in opposite direction.

Superstructure

- Counterweight:** 149 t
- Frame:** Torsion-resistant welded structure made from fine-grained structural steel. Connected to carrier by triple row roller bearing slew ring.
- Drive:** Daimler Benz diesel engine, type OM 442LA, 353 kW (480 HP) at 2100 rpm to DIN 70020, water-cooled. Pump distribution gearbox with 3 variable displacement axial piston pumps and flanged triple gear pump.
- Rope Drums:** The standard superstructure equipment includes 4 rope drums – hoist 1, hoist 2 boom hoist and luffing hoist. The drums are driven by hydraulic motors through closed planetary gear units running in oil bath. All rope drums have spring applied, hydraulically released multi-disk brakes and wear-free hydraulic braking for load lowering.
- Slew System:** Driven by hydraulic motor through closed planetary gear unit running in oil bath. Spring applied, hydraulically released holding brake and wear-free hydraulic braking.
- Control:** Hydraulic servo-control.
- Cab:** Comfortable cab with large windscreen. Safety glazing all around, roof window, self-contained air heater, and crane controls and instrumentation. The cab is swung in front of the superstructure for road travel.

Boom Variants S and L

Lattice-type tubular chord construction of high strength fine-grained structural steel with quick disconnect pinning.

- SH:** Main boom: foot section 3.5 m, foot adapter piece 5.85 m (to accommodate winch W1/H3), inserts 12 m and 6 m type 700, and universal head 8.65 m.
Main boom lengths: 18-90 m
- LH:** Main boom: foot section 3.5 m, foot adapter piece 5.85 m, tapered insert 6.15 m type 700/600, inserts 12 m and 6 m type 600, and universal head 8.5 m.
Main boom lengths: 24-90 m
- SW:** Main boom: same as SH
Fly jib: foot section 9.5 m, inserts 12 m and 6 m type 600 and universal head 8.5 m.
Main boom lengths: 30-60 m
Fly jib lengths: 24-60 m
- SSL:** Main boom: same as SH
Mast 30 m, Superlift counterweight 50-250 t
Main boom lengths: 30-90 m
- LSL:** Main boom: same as LH
Mast 30 m, Superlift counterweight 50-225 t
Main boom lengths: 30-84 m
- SWSL:** Main boom: same as SH
Fly jib: same as SW
Mast 30 m, Superlift counterweight 50-150 t
Main boom lengths: 30-72 m
Fly jib lengths: 24-72 m
- Safety Devices:** Electronic safe load indicator, hoist limit switches, limit switches for boom movements, hydraulic boom backstops, anemometer.
- Optional:** Additional rope winch on main boom (required for SWSL configuration and double hook block).
Reeving winch.

Hydraulic jacks for crawler assembly. Hydraulic track width alignment.

The Superlift counterweight and the Superlift tray are not included in the scope of supply.

Anmerkungen über Tragfähigkeiten

Crane capacity notes

Conditions d'utilisation

Tragfähigkeiten überschreiten nicht 75 % der Kipplast. Tragfähigkeiten 75 % entsprechen DIN 15019.2 (Prüflast = $1,25 \times \text{Hublast} + 0,1 \times \text{Auslegereigengewicht}$, auf die Auslegerspitze reduziert).

Das Gewicht der Unterflaschen, sowie die Aufnahmemittel, sind Bestandteile der Last und sind von den Tragfähigkeiten abzuziehen.

Kranbetrieb zulässig bis:

Staudruck	60 N/m ²
Windgeschwindigkeit	9,8 m/s

Weitere Angaben über Windgeschwindigkeiten sind der Bedienungsanleitung des Kranes zu entnehmen.

Die Werte über der Trennlinie basieren auf Bauteilefestigkeit, die Werte unterhalb der Trennlinie auf Standsicherheit.

Die Ausnutzung der maximalen Tragfähigkeit nach der Tabelle setzt eine völlig ebene und tragfähige Aufstandsfläche voraus. Bei Schräglage und Fahren über unebenes Gelände sind Auslegerlängen und Last zu reduzieren.

Der Kran darf mit Last am Hilfsausleger nicht verfahren werden. Auch beim Fahren ohne Last über unebenes Gelände sind Auslegerlängenbeschränkungen erforderlich.

Lifting capacities do not exceed 75 % of tipping load. 75 % ratings are in compliance with DIN 15019.2 (test load = $1.25 \times \text{suspended load} + 0.1 \times \text{dead weight of boom}$ reduced to boom point).

Weight of hook blocks and slings is part of the load, and is to be deducted from the capacity ratings.

Crane operation is permissible up to a

wind pressure of	60 N/m ²
wind speed of	9.8 m/s

Consult operation manual for further details on wind speed.

All capacities above the parting line are based on structural competence. Capacities below the parting line are based on machine stability.

Machine must be on firm and level ground to utilize max. tabulated ratings.

Travel with load on fly jib is prohibited. Boom lengths must be reduced for travel without load over uneven terrain.

Les charges indiquées n'excèdent pas 75 % de la charge limite de basculement. Le tableau de charge 75 % est conforme à la norme DIN 15019.2 (charge d'essai = $1,25 \times \text{charge suspendue} + 0,1 \times \text{poids de la flèche}$ réduit à la pointe de flèche).

Les poids du crochet-moufle et de tous les accessoires d'élingage font partie de la charge et sont à déduire des charges indiquées.

La grue peut travailler jusqu'à une

pression du vent de	60 N/m ²
vitesse du vent de	9,8 m/s

Pour plus de détails sur les vitesses du vent consulter la Notice d'utilisation de la grue.

Les charges indiquées au-dessus du trait sont fonction de la résistance du matériau. Les charges indiquées au-dessous du trait sont fonction de la stabilité.

L'utilisation de la capacité maxi nécessite une opération sur sol ferme et horizontal. En cas de travail sous un devers ou en cas de déplacements dans un terrain irrégulier, les longueurs de flèche et les charges maxima admissibles sont à réduire.

Les déplacements de la grue avec une charge suspendue de la fléchette ne sont pas admis, et les déplacements sans charge dans un terrain irrégulier sont soumis à une réduction de la longueur de flèche.