

## Valuation

V-06121

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### 1. Technical data

Crane type:	Demag CC 2600
Serial No.:	64109
Year of manufacture:	1996
Max. lifting capacity:	500 t with Superlift, 550 t with Superlift and add. equipment
Operating hours:	18 556

## **2. Equipment**

### **2.1 Equipment during the inspection**

#### **2.1.1 Main boom:**

- foot section 3,50m
- foot section adapter 6m
- 2 x section 6m - 717.01
- 2 x section 12m - 717.01
- 2 x section 12m - 714.01
- top piece 7,40m
- head adapter 1,10m
- sheave head 300t

Except one section 12m - 714.01 (at other stockyard) all parts were at the area. Altogether 78m, one 12m-section is missing against the 90m main boom in originally state.

#### **2.1.2 Luffing jib:**

- section 12m - 617.01
- section 6m - 617.01
- 2 x section 12m - 612.02
- universal top piece 8,5m

One section 12m - 612.02 and the section 6m - 617.02 were at other stockyard, the rest were at yard.

#### **2.1.3 Luffing mast**

- lower luffing mast 14m complete
- foot section of upper luffing mast is missing (is for repairing in our plant in Bierbach)

#### **2.1.4 Superlift**

- foot section HA 6m
- section 6m - 617.01
- section 12m - 612.02
- mast top piece 5,5m

### 2.1.5 Other equipments

- 14 x counterweights 8,75t and base plate (2 x 8,75t were missing)
- flying bridle of luffing mast
- reeving winch
- hydraulic for A-bock
- hook block 2 x 150t ramshorn hook
- hook block 42t single hook
- container with ropes, bolts and mounting plates (numbers of parts not checked)
- frame for SL-counterweight
- the support of the crane, which are on the photos shall stay by Pirson

### 2.2 Equipment according statement of the owner

The owner hasn't at the stockyard's in Kuklwitz and in Rehbach only parts of CC 2600 serial-No. 64109. Additional there are parts of CC 2600 serial-No. 64106, CC 2800 and CC 1400.

I told them that there is some equipment missing and ask them if they perhaps have mistaken the serial-No on the booms and jibs. They told me that they want to check it again by themselfe and send me a fax where they will write down the actually equipment. The fax is enclosed.

According the fax the crane has the following equipment:

- main boom 90m
- luffing jib 78m
- luffing mast 16m und 17m
- Superlift 30m

At the luffing jib is one 12m-section 612.02 against one section 12m-section 617.01 changed. The design department of Demag told me that this is technically possible because the dimension for the connection are the same.

But the section 617.01 is 597 kg heavier than the section 612.02. This causes that the additional weight is losed on the load charts, so you can lift 0,6 tons less than in the load charts written.

### **3. Technical inspection**

#### **3.1 Carrier and superstructure**

##### **3.1.1 Engine and hydraulic pumps**

At engine and mounted pumps are no leakage found. The engine is a little bit dirty, but it looks good for this age.

The hydraulic engine of slew gearbox is oiled. Probably the sealing between the engine and the slew gear box is leaky.

##### **3.1.2 Hydraulic blocks, cylinder and hydraulic screwings**

The most parts of the hydraulic components are dry. Only right below the superstructure is a little wet location, probably caused by oil drain.

Additional the hydraulic block below the hoists is a little bit wet.

##### **3.1.3 Hoists**

At the engine of the hoists are no leakage found. The ropes of hoist 3 and hoist 4 are rusted. It looks like the rust is only at the surface of the ropes.

But the rust must be removed and the ropes must be greased. Additional the ropes of hoist 1 and hoist 2 must be greased.

##### **3.1.4. Steel construction and welding seams**

There are no cracks at steel constructions and welding seams found.

#### **3.2 Carriages**

There are no cracks or failings at steel constructions, welding seams or the chains found. The profiles of the gearings and the chain wheels look even the high hours of the crane good, some areas are a little bit rusted. The engines and the gear boxes are dry.

#### **3.3 Equipment**

The parts of main boom, luffing jib, superlift and the luffing mast are in good conditions. There are no dents, deformation or cracks found.

The rope rolls and other mounted parts are in good conditions, only at the head of the luffing jib are 2 rolls damaged.

### **3.4 Other parts**

Counterweights, base plate for counterweight and the frame for the SL-counterweight are in good conditions.

The sheave head, the hook blocks and the reeving winch are also in good conditions.

### **3.5 Estimated costs for the repairings**

changing sealing of engine of slew gearbox	2.000.-€
ropes of hoists derusting and greasing	5.000.-€
changing of the rolls of luffing head	2.000.-€

### **4. Restrictions**

The crane was during the inspection in 2 stockyard`s divided, so it wasn`t possible to check the working conditions of the crane. Additional any function couldn`t be tested (...especially the LMB). The inspection is only visually.

The report is made after best knowlegde, as exactly as the circumstances allow it. I can`t assume liability for additional failings, problems with the function or missing equipments.

### **5. Estimated market value**

In cause of the actually market situation and the good technical conditions of the crane, the estimated market value is

**1.400.000...1.500.000 Euro excl. VAT**

The estimation is made for the crane with 78m main boom and 78m luffing jib.

### **6. Summarisation**

The crane looks like in good till very good conditions for the age.

The most components of the power transmission are dry, steel construction and equipment show no failings.

Additional it looks like the owner makes a good service job. During the visit some boom parts were just painted.

In reason the functions could not be checked (see 4. Restrictions) we will recommend to check if before a buying order will be taken.

## **7. Final remark**

The expertise is made as exactly as possible according the condition at the inspection area and the assistance of the crane driver. Our liability is excluded from all claims of any nature, especially for any defects which have not been found or any defects after the inspection.

## **8. Photos**

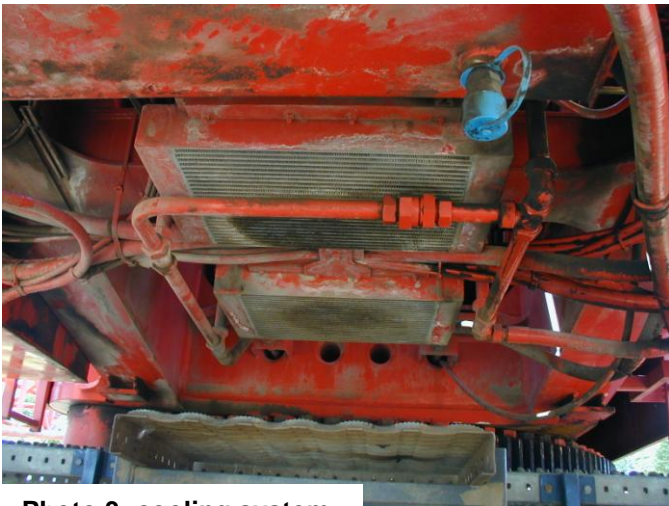
Annexed some photos of the crane. The complete photos (more than 60) will be send separately by E-mail or CD.



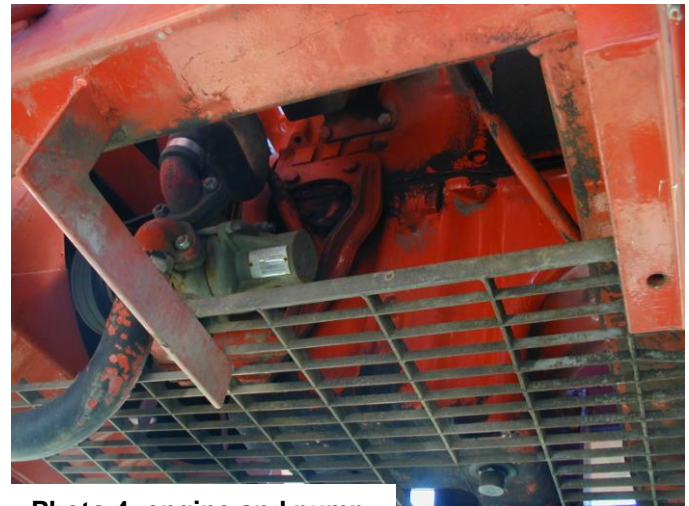
**Photo 1: crane left rear**



**Photo 2: crane right front**



**Photo 3: cooling system**



**Photo 4: engine and pump**



Photo 5: engine



Photo 6: hook



Photo 7: crawler carriages





Photo 8: hoist

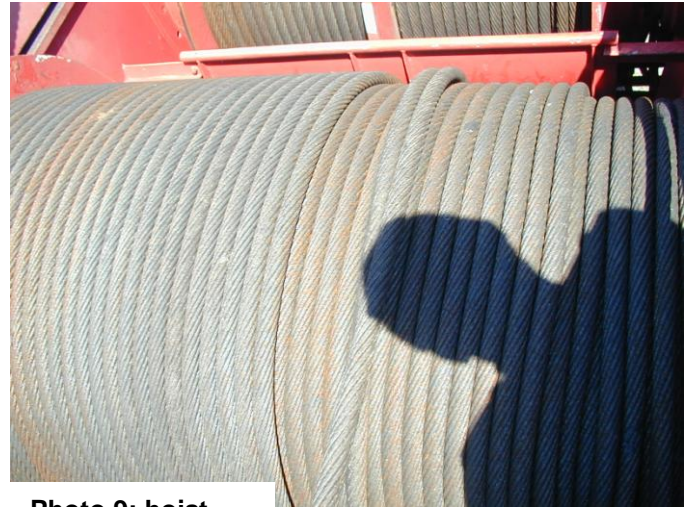


Photo 9: hoist



Photo 10: main boom parts



Photo 11: luffing jib



Photo 12: luffing jib



Photo 13: luffing mast and Superlift



Photo 14: counterweight



Photo 15: counterweight