

CX800 Crawler Excavator

PROVISIONAL

CX800
Crawler Excavator
Operator's Manual

Cre 6-27990 GB



Printed in France

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Official documents

A certificate defining the weight shown on the manufacturer's plate

- Indication that the weight shown on the manufacturer's plate is a value using the heaviest configuration and that it does not always correspond to the transport configuration.

A "CE" certificate of conformity

- For a new construction equipment machine, series produced to a type approved design, designed and manufactured in accordance with the requirements of european directive 98/37EC, concerning machine safety and mainly:

1- The following directives:

- EC 86/662 as modified : Noise level
- EC 89/336 : Electromagnetic compatibility

2- The following European standards :

- EN 474-1 : Safety - General requirements
- EN 474-5 : Safety - Hydraulic excavators including load lifting

IMPORTANT: *An original of this "CE" certificate is supplied with each machine and must be kept carefully by the owner.*

IMPORTANT: *The official documents supplied with the machine must be kept by the owner so as to be able to present them to any inspecting authority which may request them.*

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SAFETY/DECALS/HAND SIGNAL

- When climbing into or out of the operator's compartment, it is mandatory for the upperstructure to be in line with the undercarriage.
- Dust, smoke or mist can reduce visibility and cause an accident. Reduce speed or come to a complete halt until visibility has improved.
- Never jump down from the machine. When climbing down from the machine or the upperstructure, always face the machine and use the steps and access handles.
- In the event of an operating problem or failure, move the machine to a safe place, lower the attachment to the ground, shut down the engine and remove the starter switch key. Locate the problem, report it if necessary and take the necessary steps to warn others not to attempt to operate the machine.

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HAND SIGNALS

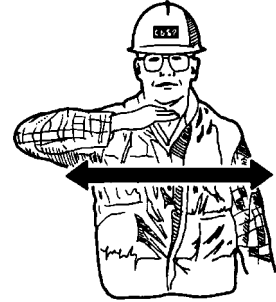
When operating the machine, never attempt to carry out tasks calling for fine control or to work in areas where visibility is poor or impaired without seeking the assistance of a signalman. Make perfectly sure that you and the signalman understand the signals to be used.

Start the engine



PDE0002A

Shut down the engine



PDE0002

Come to me

Wave hands back and forth (palms inwards).



PDE0003A

Move away from me

Wave hands back and forth (palms outwards).

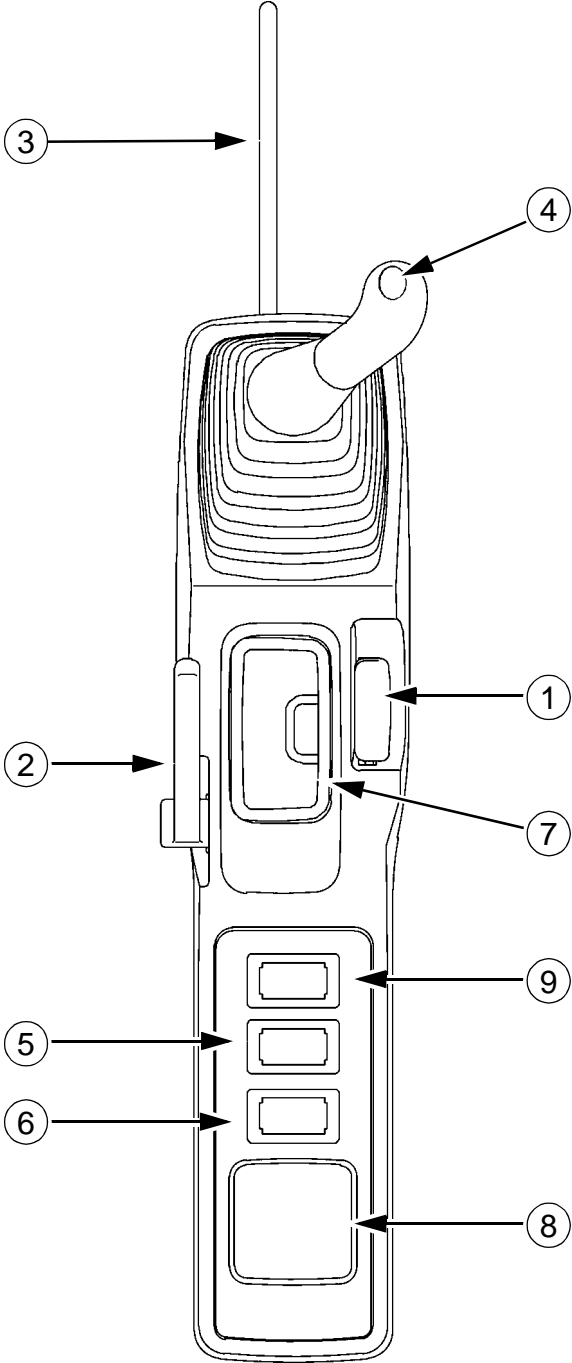


PDE0003

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Left-hand control arm

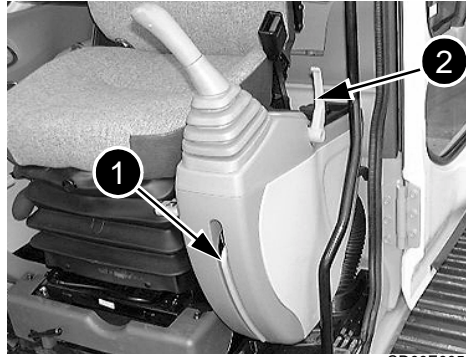
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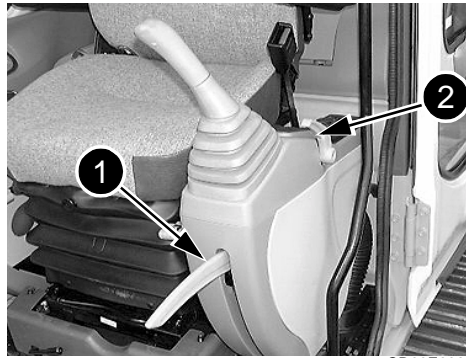
LEFT PAGE

Function cancellation lever and safety bar



The safety bar (1) is designed to prevent the operator from leaving the operator's compartment without first having lowered this bar.

The lever (2) operates the safety bar (1) and cancels the functioning of the control levers and pedals. When the lever (2) is in raised position, the safety bar (1) is in inward position in the control arm and the attachment, travel and swing functions can not be operated.

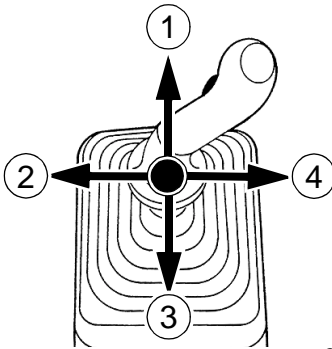


To make the attachment, travel and swing functions operational once more, lower the lever (2) for the safety bar (1) to come out of the control arm.

WARNING: Before leaving the operator's compartment, it is mandatory for the lever (2) to be raised and the safety bar (1) to be in inward position.

NOTE: It is also possible to cancel all controls by completely raising the left-hand control arm. See "Left-hand control arm" (item 1).

Dipper and upperstructure swing left-hand control lever



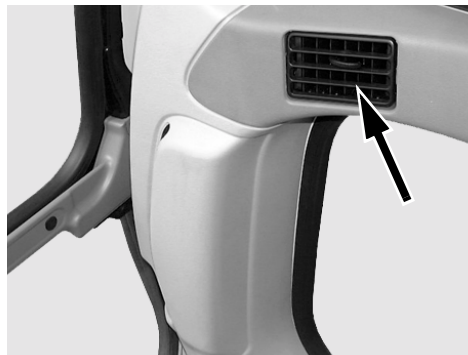
The speed of movement of the dipper or the upperstructure swing depends on the control lever tilt angle. In the intermediate position both movements can be obtained simultaneously.

IMPORTANT: When the upperstructure swing control is released, the upperstructure may continue to rotate due to the force of inertia. In this event, make allowance for the extra movement by releasing the control slightly earlier.

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Heating and ventilation or air conditioning (continued)

Air vents



CD00E052



CD00E017

The air vents are located to the front and rear of the operator's compartment, as well as under the operator's seat and allow the circulation and direction of air to be controlled. The air vents are opened and controlled manually.

IMPORTANT: *The air vents must always be open when the air conditioning is in use.*

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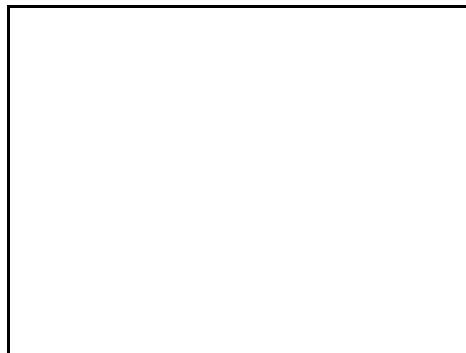


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ENGINE HOOD

Opening



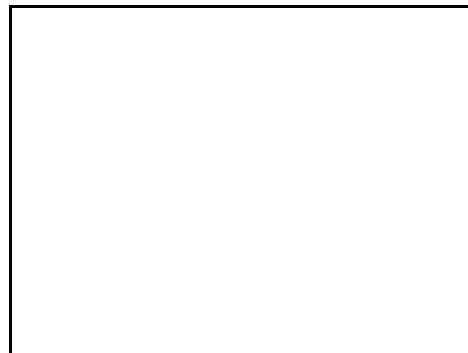
XXXXXXXX

Unlatch the fasteners and then raise the hood completely until the strut locks automatically in position.



WARNING: *Once the hood is completely opened, make sure the locking system is correctly engaged.*

Closing



XXXXXXXX

Raise the hood slightly, pull the strut back and then lower the hood and close it with the fasteners.

NOTE: *To lock the hood, lock the front fastener with the starter switch key.*



WARNING: *Before undertaking any travel, make sure the hood is properly closed.*

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Anti-theft device (continued)

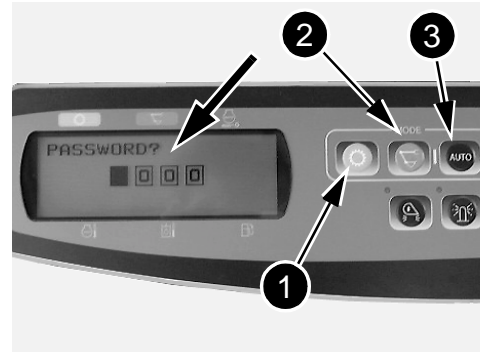
Using the anti-theft device **Entering the access code**

The anti-theft device has to be actuated when you are shutting down the engine. Turn the starter switch from "ON" to "OFF", "ON" to "OFF" for about 2 seconds at a time until the audible alarm device sounds. The anti-theft device is now operational and before being able start the engine you will have to enter the access code.

You are not obliged to activate the anti-theft device. If you so wish, when shutting down the engine, simply place the starter switch key in the "OFF" position and it will not be necessary to enter the access code to start the engine.

If the anti-theft device was activated the last time the engine was shut down, then it will be necessary to enter the access code before being able start it again.

1. Place the starter switch key in the "ON" position.



2. The message "Password" and four boxes will appear on the display screen.

3. To enter the code (e.g. 1234), press button (1) the same number of times as the digit selected (e.g. once) then press button (2) to proceed to the second digit. Press the button (1) same number of times as the second digit (e.g. twice) and then press button (2) to proceed to the third digit. Repeat the procedure for the third and fourth digits.

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MACHINE TRAVEL



WARNING: In the normal travel position, the operator's compartment is above the idler wheels and the travel reduction gears are to the rear of the upperstructure. If the upperstructure is turned 180° in relation to the undercarriage, lever functions are reversed.

IMPORTANT: Before undertaking any travel, raise the attachment.

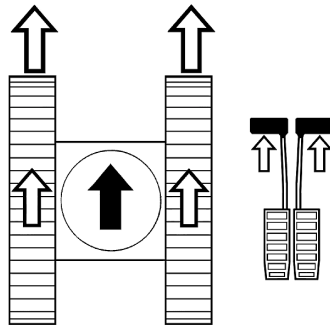
NOTE: Travel speed depends on the tilting angle of the travel control levers and pedals and the speed travel mode selected.

NOTE: The different travel configurations described hereafter are with the travel reduction gears to the rear of the upperstructure.

Traveling in a straight line (forwards)

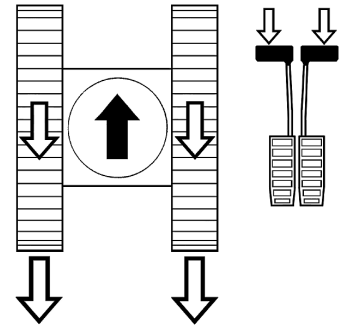
Traveling in a straight line (in reverse)

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CS98M546

Press the two pedals (or push the two levers) forwards at the same time.



CS98M547

Press the two pedals (or push the two levers) rearwards at the same time.

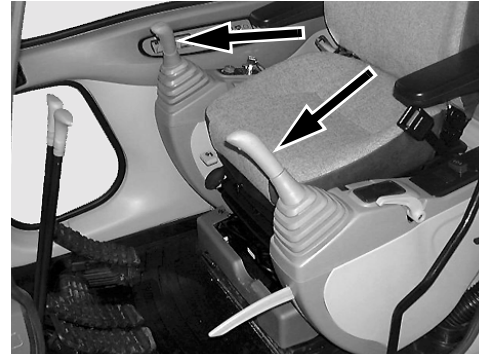
LOWERING THE ATTACHMENT IN THE EVENT MACHINE FAILURE

If the engine breaks down, use the following procedure to lower the attachment:



CD00E060

1. Turn the starter switch key to the "ON" position.



CD00E111

3. Place the control lever (s) in the position corresponding to the downward movement required.

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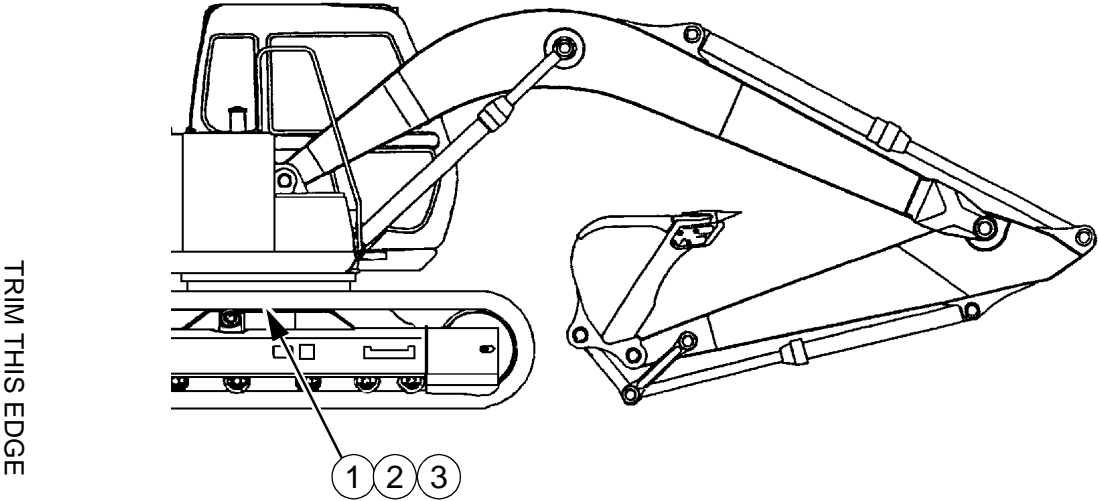
CD00E006

2. Lower the function cancellation lever (safety bar in outward position).

GREASE POINTS

Machine

Use the following grease :
EP NLGI grade 2 (for temperate and hot climates) -20°C to +60°C
EP NLGI grade 0 (for cold climates) -40°C to +20°C



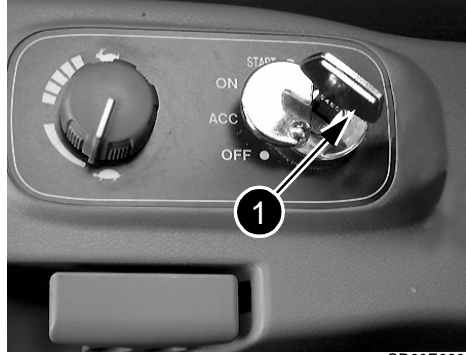
CS98N551

NOTE: The figures mentioned in brackets show the number of grease points.

RELEASING PRESSURE IN THE HYDRAULIC SYSTEM

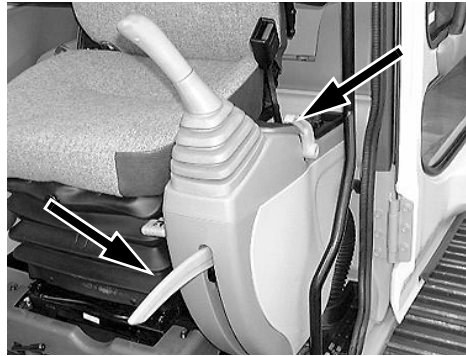
IMPORTANT: Before carrying out any work on the hydraulic system, there should be no pressure in any of the circuits.

1. Place the machine on flat, level ground, lower the attachment to the ground and stop the engine.



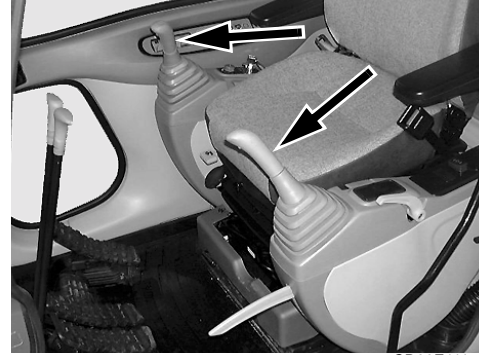
CD00E060

2. Turn the starter switch key (1) to the "ON" position.



CD00E006

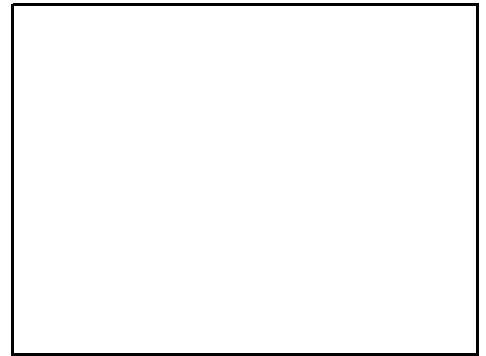
3. Lower the function cancellation lever (safety bar in outward position).



CD00E111

4. Operate the control levers from right to left and front to rear a dozen times approximately.

5. Turn the starter switch key (1) to "OFF" position.



XXXXXXX

6. Press the button on top of the breather to release any residual pressure.

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ENGINE TROUBLESHOOTING

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PROBLEM	POSSIBLE CAUSE	SOLUTION
Engine does not start.	Defective starter switch (starter does not run)	Check switch
	Defective rotation of starter (starter rotates slowly)	Discharged batteries, starter problems, contaminated or loose wiring connectors
	Incorrect viscosity of engine oil	Inspect and replace as necessary
	Incomplete air bleeding of fuel system	Completely bleed air
	Engine too cold (cold weather)	Preheat the intake air or warm up the coolant
	No fuel in fuel tank	Refill
	Poor fuel quality	Inspect and replace as necessary
	Fuel filter clogged	Clean or replace
	Possible seizure in engine	<i>See your CASE Dealer</i>
	Low compression	
	Defective fuel injection pump	
Engine stops during operation.	No fuel in fuel tank	Refill
	Fuel filter clogged	Clean or replace
	Air in the fuel system	Retighten fuel in line connections
Improper oil pressure.	Low oil	Refill
	Oil filter clogged	Replace oil filter
	Low oil viscosity	Replace with oil of viscosity to match temperature
	Oil leakage from connections	Tighten connections
	Defective oil pressure switch	<i>See your CASE Dealer</i>
	Incorrect functioning of oil pump	

ENGINE

Make and type ISUZU 6WG1TC
 Turbo yes
 Number of cylinders 6
 Bore/stroke 147 mm x 154 mm
 Displacement 15 682 cm³
 Cooling by water
 Batteries start 2 12/24 volt batteries, 200 A/h

Working conditions

Speed 1800 rpm
 Power : EEC 1289 331 kW (450 hp)
 Capacity : Engine oil 33 L
 Fuel tank 900 L
 Fuel tank filler pump optional
 Engine/pump assembly mounted on flexible mountings.
 Filtration in dusty conditions.
 "Low smoke emission" engine corresponding to current European legislation.
 Electronically controlled governor.

HYDRAULIC SYSTEM

Variable flow piston-type double pump.
 Main pump output 2 x 500 L/mn
 Fixed flow pump (pilot circuit)
 Maximum, output 27 L/mn
 Working pressure
 Attachment/power boost 314/343 bar
 Tilting oil cooler with ventilation from engine.
 High pressure multispiral hoses
 Minimum safety coefficient 2 to 4 times the operating pressure
 Self-lubricating hydraulic swivel.
 Hydraulic reservoir capacity 310 L
 Total hydraulic system capacity 720 L

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