



## 6 Preventative Maintenance

The service life of the TMU depends on the demands placed on it such as the average operating time, and the number of start/stops and its maintenance.

### 6.1 Maintenance table

Check	Interval	Qualification of personnel
Brake operation	Daily	Operator
For loose screws and signs of corrosion	Annually	Qualified mechanic
Condition of the brake air gap	Quarterly	Qualified mechanic
Condition of the drive pinion	Annually	Operator
Measurement of the wheel tread diameter	Annually	Operator
Lubrication of open gear	Quarterly	Operator

**CAUTION!** These intervals should be shortened if TMU is used daily for eight hours in 24 hour period, if it is used with maximum loads or in difficult ambient conditions.

### 6.2 Lubricants

Lubrication point	Specifications	Possible brands	Quantity
Wheel pinion	KP 0 K grease (DIN 51502) Soap-based lithium + MoS 2 Approx. melting point + 356°F Worked penetration 671 – 725°F Operating temperature	Tribol: Molub Alloy multi-purpose grease Aral: Aral P 64037 grease Aralub PMD0 BP: Multi-purpose grease L 21 M Esso: Multi-purpose grease M Mobil: Mobilgrease Special Shell: Shell Retimax AM	As necessary
Bearing (*)	- 22°F to + 266°F	Texaco: Molytex grease EP 2 Fuchs: Renolit FLM0	(*) 0.02 L
Gear reducer		Mobilux EP00	

### 6.3 Spare Part Replacement

After a long period of non-use or during a routine check, check the operation and adjustment of the safety items (brake, end stops...). If there is a possibly defective element, deformation or abnormal wear, the parts must be changed.

**CAUTION!** Disconnect the power supply before replacing any parts.

If a part has been replaced, check the operation of the equipment before the equipment is returned to service.

### 6.4 Discarding the Trolley

Remove all grease from the trolley and gear reducer before discarding the unit to the recycle center.