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Technical facts

Features

Sizes - leveller height	600, 700 mm	
Sizes - nominal length	1750, 1960, 2000, 2140, 2210, 2450, 2500, 2710, 2770, 2850, 2960, 3000 mm	
Sizes - nominal width	1800, 1850, 2000, 2100, 2200, 2250 mm	
Vertical working range	Above dock:	0 - 430 mm
	Below dock:	0 - 360 mm
Platform tear plate	Standard:	Thickness: 6 mm (6/8)
Surface treatment:	Standard:	RAL 5010
		RAL 6005
	Option:	RAL 3002
		Hot dip galvanised
Control Unit	Leveller control	
	Door control	
	Shelter control	
	Fault & service indicator	

Performance

Load capacity:	6 tonnes (60kN)
Max. point load:	1,3 N / mm ² (6 mm tear plate)
Motor hydraulic unit:	0,75 kW
Mains supply:	400V 3-phase, 230V 3-phase
Control unit protection class:	950 Series: IP 55 / Supervision Series: IP 65
Allowable oil types:	Shell Tellus DO 10 (-20°C - +60°C)
	AeroShell Fluid 41 (-30°C - +60°C)
	Fuchs Plantolube Polar 15S (-20°C - + 60°C)
Magnetic valves:	24V/DC 18W S1
Surface treatment paint class 1:	80 µm Corrosive Category C2 M acc. DIN EN ISO 12944-2
Surface treatment paint class 3:	160 µm Corrosive Category C3 M acc. DIN EN ISO 12944-2
Surface treatment galvanised:	Hot dip galvanised 80 µm Corrosive category C4 & C5-I M acc. DIN EN ISO 12944-2

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1. Description

1.1 General

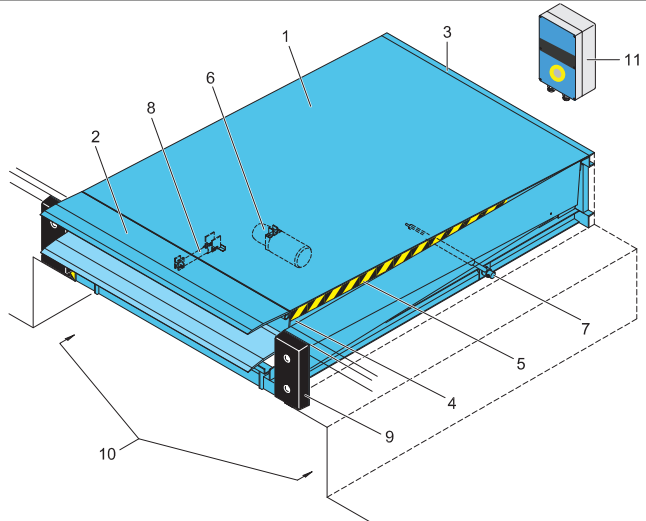
1.1.1 Application

The Crawford 612 unidock is a cost-effective upgrade solution to replace obsolete dock levellers. The flexible leveller design and the variety of adapters makes it possible to replace existing levellers without any reconstruction. The Crawford 612 unidock system meets the standard demands of most loading operations and fully complies with rules and regulations of the European Standard EN 1398.

1.1.2 Mode of operation

The swing lip safely bridges the gap between the ramp and the lorry bed. When the dock leveller is raised, the lip swings out and the leveller lowers gently onto the lorry bed. After loading or unloading, the leveller is raised again, the lip swings down and the platform returns to its parking position, i.e. to ramp level.

1.1.3 Overview



- 1 Leveller platform
- 2 Swing lip
- 3 Leveller frame
- 4 Toe guards
- 5 Warning stripes
- 6 Hydraulic unit
- 7 Lift cylinders
- 8 Swing lip cylinder
- 9 Buffers (option)
- 10 Tail lift recess
- 11 Control unit

1.1.4 Standard

Leveller height	600 mm
Surface:	Painting RAL 5010 or RAL 6005
Hydraulic Equipment	Low noise hydraulic unit Two hydraulic lift cylinders One hydraulic lip cylinder
Lip	Lip length 400 mm Bevelled 40 mm Bent lip

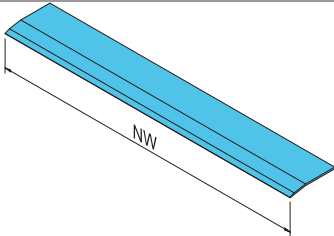
1.1.5 Options

Leveller height	700 mm
Surface	Painting RAL 3002 or RAL 9005 Hot galvanised
Hydraulic equipment	Low temperature oil Bio oil
Lip options	Lip length 500 mm (only with LH 700) Bevelled 100 mm Straight lip 2 fold down segments Tapered lip

1.2 Swing Lip

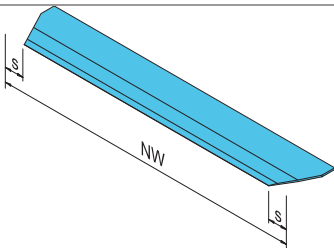
1.2.1 Lip shapes

1.2.1.1 Standard swing lip



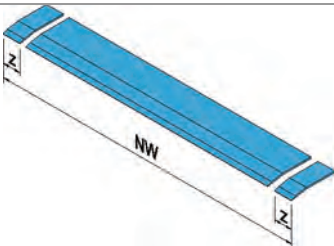
The standard swing lip is a single rectangular lip for use with a fleet of vehicles that is a standard size.

1.2.1.2 Tapered swing lip



A tapered swing lip ensures that the lip reaches the lorry bed, even when the lorry is not parked in the exact centre position. Avoids damage to the truck and interruptions of the dock-in procedure. $s = 125 \text{ mm}$

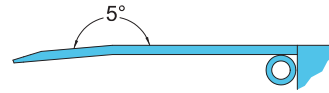
1.2.1.3 Fold down segments



Ensures that the swing lip reaches the lorry bed by folding down one or both outer segments when the lorry is smaller than usual, or not parked in the exact centre position. Avoids damage to the truck and interruption of the dock-in procedure. Only available for 60 kN. $Z = 125 \text{ mm}$

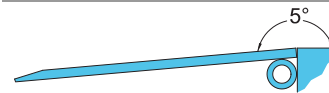
1.2.2 Lip angles

1.2.2.1 Bent lip



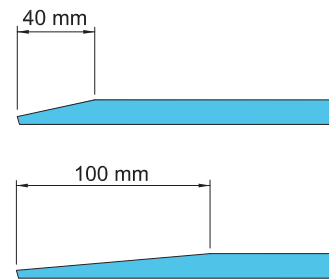
The standard bent steel swing lip ensures smooth transition to a lorry bed both above and below dock level. Avoids tripping hazards according EN 1398.

1.2.2.2 Straight lip



A straight steel swing lip ensures smooth transition when the lorry bed is below or equal to dock level. Avoids tripping hazards according EN 1398.

1.2.2.3 Bevelled lip 100 mm



The standard steel lip is 40 mm bevelled. Optionally, the lip can be bevelled 100 mm, designed to provide maximum comfort and smooth transition from the lip.

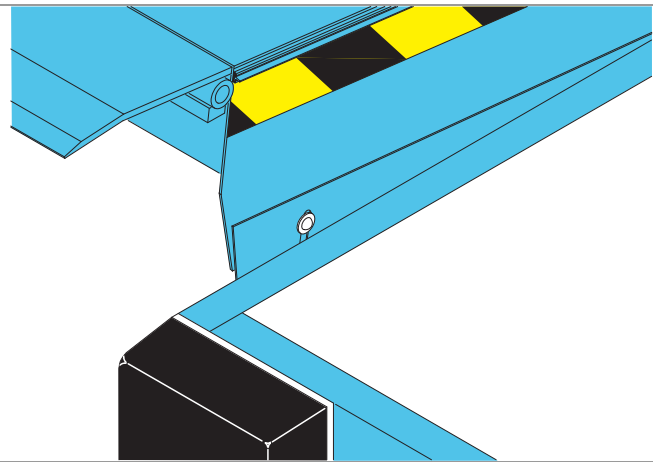
1.3 Platform

1.3.1 Platform tear-plate thickness

The 6 mm (6/8) tear-plate is designed for loading and unloading with typical 4 wheel pneumatic-tired fork-lift trucks.

1.3.2 Toe guards

The leveller is as standard equipped with toe guards; steel plates between the platform and the frame. The toe guard prevents the pinching of feet when the leveller is lowered.




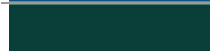
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1.4 Surface


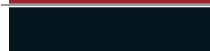
1.4.1 Painting

1.4.1.1 Colours

The dock leveller standard finish is painted. The standard colours are:

	RAL 5010
	RAL 6005

Colours available as option are:

	RAL 3002
	RAL 9005

1.4.1.2 Standard paint class

If the dock leveller is to be used in a rural area, the standard finish is:

- Paint class 1; 80 µm factory painted for corrosive category C2 M

1.4.1.3 Paint classes

If the dock leveller is to be used in an urban or industrial atmosphere, or in a coastal area, it may be appropriate to select an alternative paint class with increased resistance to corrosion C3 M.

- Paint class 3; 160 µm factory painted for corrosive category C3 M

1.4.2 Hot galvanising

To increase corrosion protection to C4 for saline coastal areas or C5-I for aggressive or humid atmospheres, the dock leveller can be delivered with hot dip galvanised (80 µm) steel parts.

1.5 Docking control systems

1.5.1 950 Docking L SD



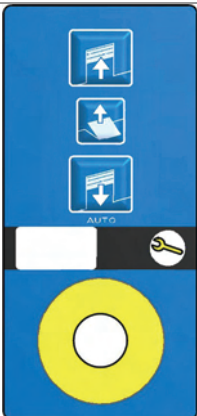
- Hold-to-run button to position the lip on the truck bed.
- Hold-to-run button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.

1.5.2 950 Docking LA SD



- Hold-to-run button to position the lip on the truck bed.
- Impulse auto button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.

1.5.3 950 Docking DLA SD



- Hold-to-run button to position the lip on the truck bed.
- Impulse auto button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.
- Designed to operate an overhead sectional door in the docking station.

1.5.4 950 Docking LSA SD



- Hold-to-run button to position the lip on the truck bed.
- Impulse auto button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.
- Designed to operate an inflatable shelter in the docking station.

1.5.5 950 Docking DLSA SD



- Hold-to-run button to position the lip on the truck bed.
- Impulse auto button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.
- Designed to operate an overhead sectional door and an inflatable shelter in the docking station.

1.5.6 i305 Docking control system



- Hold-to-run button to position the lip on the truck bed.
- Impulse auto button to put the leveller back in parking position.
- Mains isolator or emergency stop button.
- Interface to incorporate Crawford EYE and/or wheel chock.
- Can be connected to Crawford 101 dock management network.
- Designed to operate an overhead sectional door and an inflatable shelter in the docking station.

1.6 Monitoring systems

As an option on all our products, a Crawford Monitoring System can be installed. This system helps to ensure efficiency and security in daily operations. All doors or docking stations are connected to the Monitoring System's server, which gives the opportunity to supervise, monitor and report a wide variety of aspects in a facility.



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1.6.1 Saving energy

A monitoring system reduces energy costs and contributes to a better environment. Energy is lost every time a door is open. If a door is open when no truck is at the bay, even more energy is lost.

A Crawford Monitoring System automatically ensures that no door will open unless there is a truck at the bay and even set it to close when there an activity is delayed.

1.6.2 Security enhancement

Closing and locking doors is an obvious daily routine. However, checking this manually can be time consuming in a busy facility.

A Crawford Monitoring System can automatically ensure that all doors are closed and locked when they need to be. It can also activate all doors and locks from its remote location, and give a real-time overview of the building's situation.

1.6.3 Dock management

A good way to increase throughput and thereby efficiency at a logistics facility is to reduce the time of having no truck – or the wrong truck – at a loading bay.

A Crawford Monitoring System makes visible – in real-time – which bays are occupied or free, and for how long. It makes it possible to reserve bays for docking activities and to inform drivers via SMS. Since it incorporates information from cameras and other inputs (RFID, card readers, etc.), the system stays updated in real-time.

1.6.4 Facility management

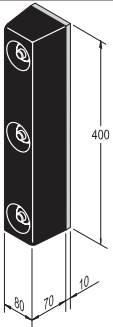
The Crawford Monitoring System gives a real-time service status for all your door and docking equipment. If an error code occurs, the Crawford service organisation is automatically notified, and will respond quickly. Other maintenance information can easily be integrated, further reducing the overall costs.

1.7 Equipment

1.7.1 Buffers

Buffers placed in front of the dock leveller absorb the energy of a vehicle that accidentally or intentionally hits the building. Buffers are available in various sizes, in fixed or moving models, and with rubber finishing or steel plate and spring function.

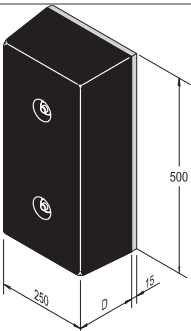
1.7.1.1 RS



Application

The RS buffer is the economical solution for docking stations where vehicles of equal sizes load and unload.

1.7.1.2 RB



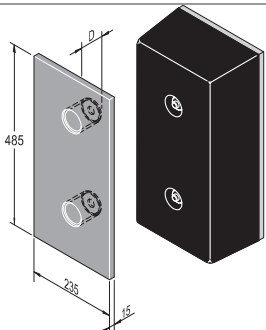
Application

The RB buffer is a large fixed rubber. It is the universal building and vehicle protection solution.

Available depths:

- 90 mm
- 140 mm

1.7.1.3 RB with steel front plate



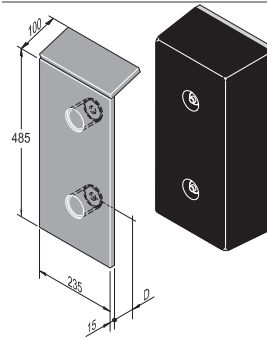
Application

The RB buffer with steel protection front plate increases the building protection and the buffer service life.

Available depths:

- 90 mm
- 140 mm

1.7.1.4 RB with steel front and top plate



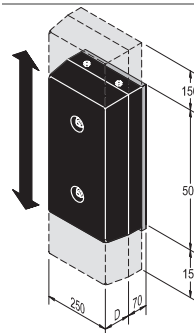
Application

The RB buffer with steel protection front and top plate is designed for vehicles with high lorry beds like interchangeable open bodies and containers.

Available depths:

- 90 mm
- 140 mm

1.7.1.5 EBF



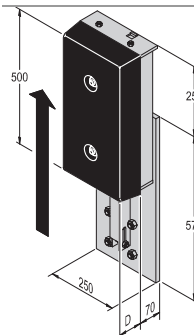
Application

The EBF buffer is the ideal solution for docking stations where vehicles are expected to make notable vertical suspension changes when loading or unloading. This buffer follows vertical movements of the vehicle.

Available depths:

- 90 mm
- 140 mm

1.7.1.6 EBH



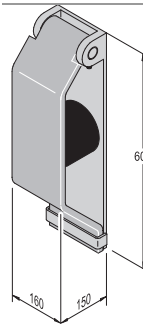
Application

The EBH buffer is the ideal solution for docking stations where vehicles of notable height differences load and unload. This buffer can be vertically adjusted by a 'release device'.

Available depths:

- 90 mm
- 140 mm

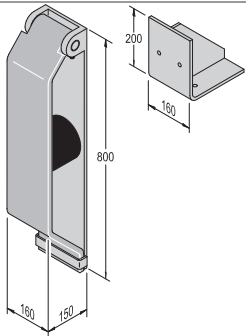
1.7.1.7 Steel spring buffer 600



Application

The steel spring buffer is the ideal protector of the ramp as well as the vehicle itself.

1.7.1.8 Steel spring buffer 800



Application

The 800 mm steel spring buffer is designed for applications where vehicles generally are higher than ramp level.

1.7.2 Crawford Eye



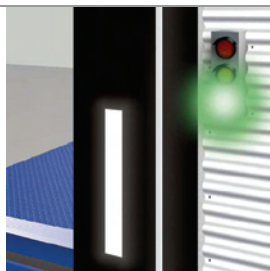
The Crawford Eye is an electronic, sensor-based dock-in system, that measures the distance between the vehicle and the building. This makes it easier for the driver to complete the dock-in procedure, but also detects objects or people behind the vehicle.

1.7.3 Wheel chock



The wheel chock has an ultrasonic sensor to detect the presence and position of the vehicle and is connected to the dock leveller control panel. If no vehicle is detected, the docking station is blocked for safety reasons. Furthermore, the wheel chock prevent the vehicle from moving during loading/unloading.

1.7.4 Traffic light

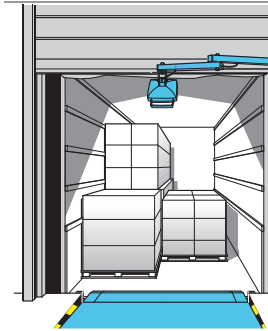


The traffic light system has a sensor above the dock leveller that measures the presence of a vehicle.

If there is no vehicle (dock leveller is free), the traffic light inside gives red, outside gives green.

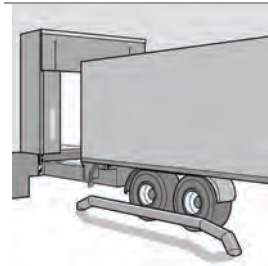
The traffic light can also be combined with a wheel chock, CrawfordEYE or door/leveller interlocking.

1.7.5 Dock light



A lorry docked for loading and unloading most likely creates a dark zone which endangers a safe and fast transfer of goods. The dock light ELS is the ideal solution for an optimum of light at the loading bay area and inside the lorry. The wide scattering allows an extensive illumination.

1.7.6 Parking guides



This visual aid makes it easier to park the vehicle and reduces the risk of collision. Especially advantageous for docking stations with wide leveller lips and cushion shelters. Parking guides can be bolted or cast in concrete on the floor before the leveller.

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2. Selection guide

2.1 Load capacity according to EN 1398

The EN 1398 describes 3 key definitions about loads.

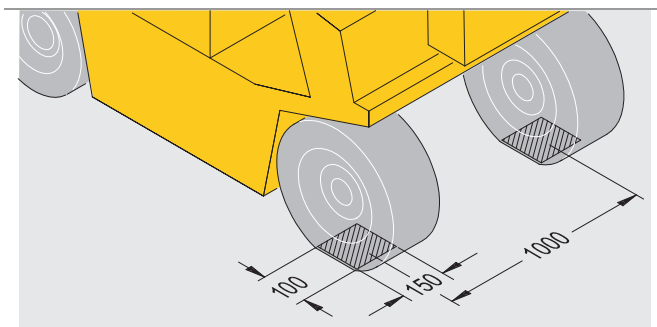
2.1.1 Rated load

The rated load is the total weight of the goods, the forklift truck and the driver.



2.1.2 Axle load

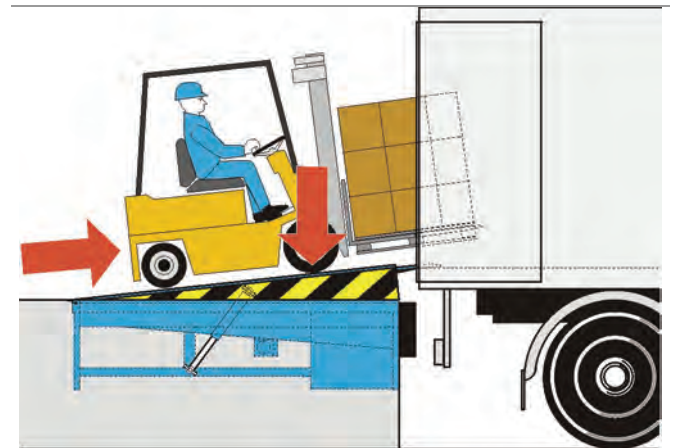
Axle loads shall be taken acting over two rectangular contact areas at 1 m lateral distance. These areas shall only apply if the actual conditions do not call for more severe loading. The size of the footprint [mm²] is derived from the wheel load [N] divided by 2 [N/mm²]. The ratio of the rectangular print is W:L = 3:2.



In the drawing measures for a leveller with a load capacity of 60kN.

2.1.3 Dynamic load

The dynamic load is the movement of the rated load and is the pressure on the leveller platform caused by the moving forklift truck.



2.2 Select the load capacity

The load capacity of a dock leveller must always be higher than the rated load.

2.2.1 Example

Weight of forklift truck	3600 kg
Weight of goods	1500 kg
Weight of driver	100 kg
Total weight/rated load	5200 kg
Suitable load capacity of the leveller	6000 kg/60kN

2.3 Select the leveller length

When determining the leveller length, measure the maximum height difference between the truck bed and the dock level. Next, determine which vehicles will be used and lookup the maximum gradient the vehicles are allowed to be used on.

Vehicle	Max gradient
Roll cage	3%
Hand pallet truck	3%
Electric pallet truck	7%
Forklift truck (battery)	10%
Forklift truck (gas / petrol)	15%

2.3.1 The calculation

Minimal leveller length = height difference / gradient (%)

2.3.2 Example

Vehicle:	Electric pallet truck (max 7% gradient)
Truck height:	1350 – 1000 mm
Dock height:	1150 mm

The difference between Truck height and Dock height = 175 mm

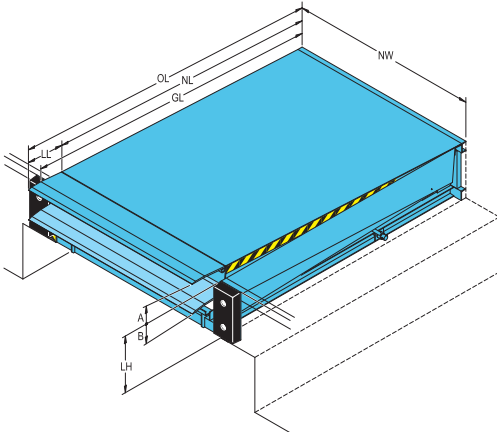
$175 \text{ mm} / 7\% = 2500 \text{ mm}$ leveller length

2.4 Nominal width

The Crawford 612 unidock is available with a nominal width of 1800 - 2250 mm. The correct nominal width must exceed the widest loading vehicle with at least 700 mm.

3. Specifications

3.1 Dimensions



NL	Nominal length
OL	Overall length
GL	Gradient length
NW	Nominal width
LE	Leveller extension
LH	Leveller height
A	Working range above dock level
B	Working range below dock level
DH	Dock height
DW	Door width

Dimensions	Vertical working range			
	LH=600 and PD=610		LH=700 and PD=710	
	A	B	A	B
NL				
1750	220	360	250	300
1960	220	300	320	300
2000	250	300	290	300
2140	280	280	280	300
2210	270	270	280	280
2450	300	270	320	270
2500	310	270	360	290
2710	280	270	340	270
2770	310	260	340	270
2850	310	260	370	280
2960	240	250	400	290
3000	360	250	430	270

Nominal width (NW) 1800, 1850, 2000, 2100, 2200, 2250 for all sizes.

3.2 Platform thickness

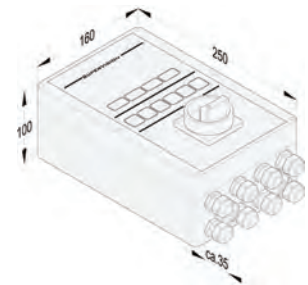
Thickness	Max. point load
6 mm	1,3 N / mm ²

3.3 Control units

3.3.1 Dimensions



950 Series



Supervision Series

3.3.2 Functions

	L SD	LA SD	DL A SD	LSA SD	DLS A SD	i305
Hold-to-run button	■	■	■	■	■	■
Impulse auto button		■	■	■	■	■
Mains isolator	■	■	■	■	■	□
Emergency stop button	□	□	□	□	□	□
400 V	■	■	■	■	■	■
230 V	□	□	□	□	□	□
Maintenance indicator	■	■	■	■	■	■
3 Digit display	■	■	■	■	■	■
Memory function	■	■	■	■	■	
Connection to Crawford Monitoring System	□	□	□	□	□	
BUS network interface	□	□	□	□	□	■
Crawford eye	□	□	□	□	□	□
Wheel chock	□	□	□	□	□	□
Door control			■		■	■
Shelter control				■	■	■
Fault indicator						■
Integrated clock						■

■ Standard
□ Option / Available

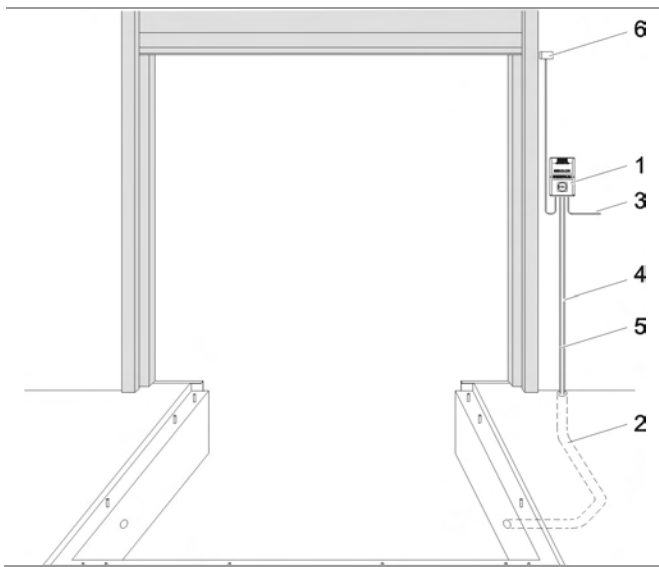
4. CEN Performance

4.1 Safety according to the European Standard EN 1398

- Emergency Stop Function.
 - Safety valves block lowering movement after max. 6% of the nominal length of the leveller.
 - Two lift cylinders make sure the leveller stops in a horizontal position.
- Free floating position.
- Platform torsion. Lateral deflection of at least 3% of nominal width.
- Toe guards cover gap between platform and pit in leveller's highest position.
- Working range gradient max. 12,5% (~7°).
- Warning stripes on side plates and on frame (black/yellow).

5. Building and space requirements

5.1 Electrical preparations



1	Control unit (included in the delivery)
2	Conduit for wiring internal diameter 70, angles <math><45^\circ</math> (by others)
3	Mains supply: 3/N/PE AC 50 Hz 230/400V D0 10 A gL Mains fuse: 0,75 kW Motor power:
4	Cable: 7 x 0,75 mm ²
5	Motor cable: 4 x 1,5 mm ²
6	Optional safety switch on sectional door to disable leveller when door is closed*

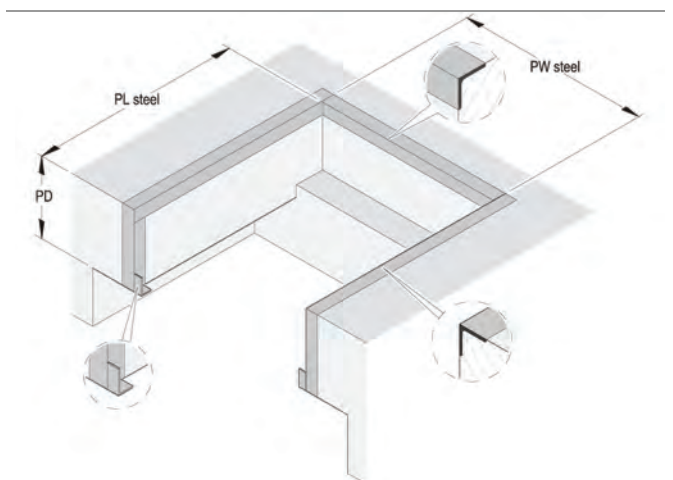
*Non standard

5.2 Existing pit situation

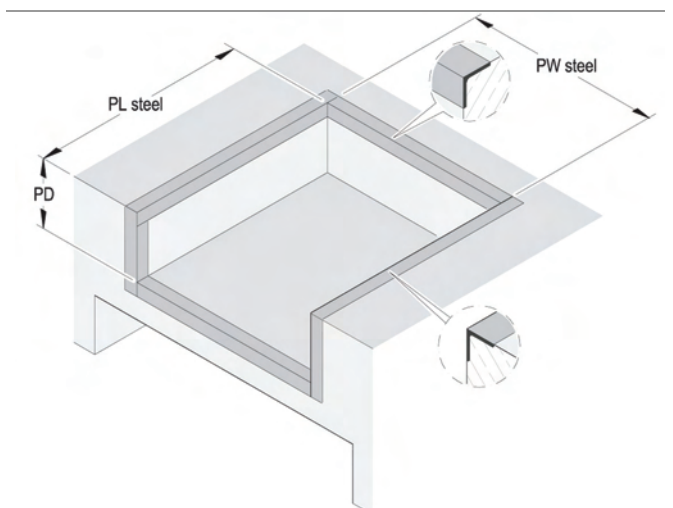
This section illustrates the existing pit situation and helps to identify the corresponding adapter to install the Crawford 612 unidock.

5.2.1 Pits with bottom support

5.2.1.1 Open pit with rear concrete support

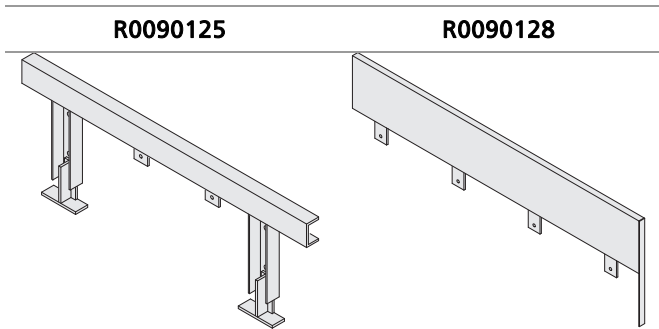


5.2.1.2 Closed pit



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5.2.1.3 Adapters

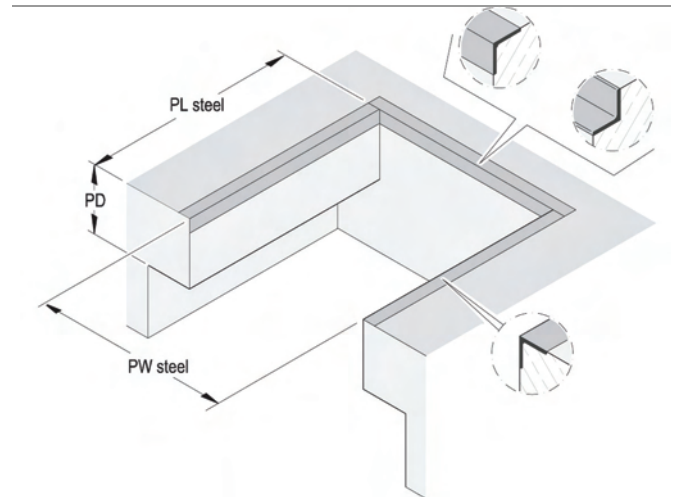


5.2.1.4 Adapter configuration

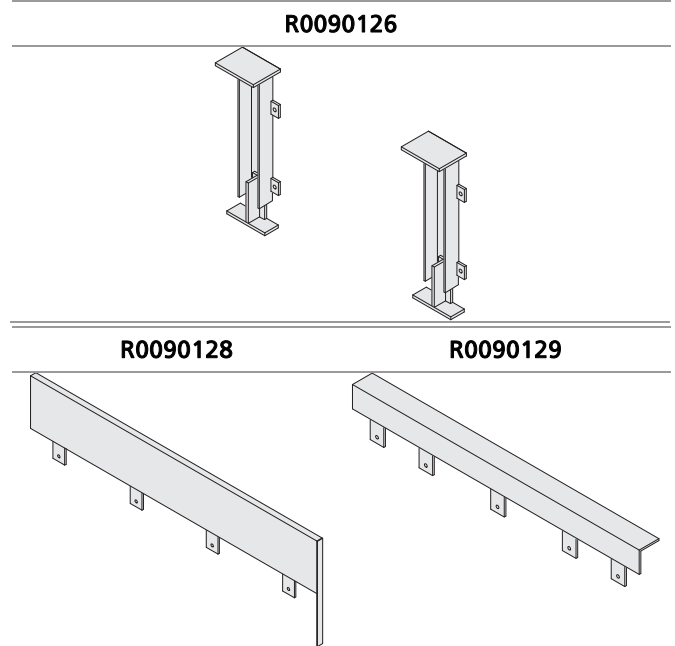
	Steel dimensions		Leveller dimensions		Adapter R009...	
	PW steel	PL steel	NW	NL	...0125 rear	...0128 side
1840		1820		1750	■	
		2320		2210	■	
		2820	1800	2770		
	2260	2210			■	
1860		2860		2770	■	■
		2870		2850	■	■
		2260	1850	2210		
1880		2870		2850	■	
		2050		2000		
2030		2090		2000	■	
		2550		2500		
		2590		2500	■	
		3050	2000	3000		
		3090		3000	■	
2040		1820		1750	■	
		2320		2210	■	
		2820		2770		
		2260		2210		
		2860		2770	■	
2140		2260	2100	2210		
		2870		2850	■	
		2260		2210		■
2160		2870		2850	■	■
		2050		2000		
2230		2550	2200	2500		
		3050		3000		
		2590	2250	2500	■	
2280		3090		3000	■	

5.2.2 Pits without bottom support

5.2.2.1 Open pit



5.2.2.2 Adapters





5.2.2.3 Adapter configuration

Steel dimensions		Leveller dimensions		Adapter R009...		
PW steel	PL steel	NW	NL	...0126	...0128	...0129
					side	rear
1860	2170	1800	2140	■	■	
	2260		2140	■	■	■
	2860		2710	■	■	■
2030	2000	2000	1960	■		
	2090		1960	■		■
	2500		2450	■		
	2590		2450	■		■
	3000		2960	■		
	3090		2960	■		■
2050	2500		2450	■		
	3000		2960	■		
2130	2260	2100	2140	■		■
	2860		2710	■		■
2140	2170		2140	■		
2230	2000	2200	1960	■		
	2500		2450	■		
	3000		2960	■		
2280	2500	2250	2450	■		
	2590		2450	■		■
	3000		2960	■		
	3090		2960	■		■

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6. Service



These keys open doors to better business

Regardless of their function, age or manufacturer, your industrial doors and dock loading systems have an important role in the flow of your business. That's why it makes sense to plan their maintenance long before the need for service occurs.

A Key Customer Service agreement from Crawford is your best assurance of safe and trouble-free door and dock operation. By becoming a key customer, you not only reduce the risk of breakdowns, but also guarantee compliance with local regulations and the new harmonised EU standards. You also ensure that your doors and dock loading systems retain their classifications for wind load, air permeability, water penetration and more.

Four types of Key Customer Service agreement – Green, Yellow, Blue and Red – allow us to tailor our service to your specific needs. Based on the role of your doors and dock loading systems, and the intensity with which you use them, you receive service that provides the perfect balance of economy, safety and security.

Best of all, the maintenance is performed by Crawford's renowned team of service technicians. As a qualified specialist in industrial doors and dock loading systems, we have the knowledge and skills to service any door or dock, regardless of its type, age or manufacturer. With Crawford as a single source for all your door and docking equipment brands, you can easily reduce costs while increasing equipment availability.

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Crawford is represented in more than 30 countries and is part of ASSA ABLOY Entrance Systems, which also includes the globally recognized Megadoor and Besam brands.

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