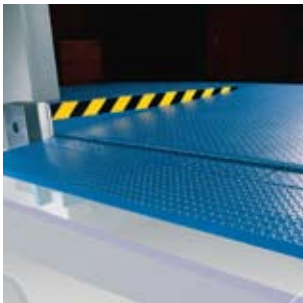


# Crawford Dock levellers



# Crawford 610 Swingdock Dock levellers



## **Application**

The Crawford 610 swingdock is the standard solution in general industry applications and easy to operate. The swing lip safely bridges the gap between the ramp and the vehicle bed.

The Crawford 610 swingdock system meets the standard demands of most loading operation and complies fully with all rules and regulations of the European Standard EN 1398.

## Optimal swing lip dimensions for safe positioning on the vehicle bed

Bent swing lip prevents material handling vehicles from “grounding out”

### Efficiency

To enable a safe and efficient process for loading and unloading, the 610 swingdock connects the building with the vehicle. The result is highest safety for the transfer of goods, avoiding injuries to the personal or damages to the equipment. It is a time saving solution securing shortest possible ways in and out of the warehouse. For the optimal working environment the 610 swingdock is installed as a part of the complete loading bay consisting of a dock leveller, an overhead sectional door and a dock shelter.



*Swing lips in different configurations.*

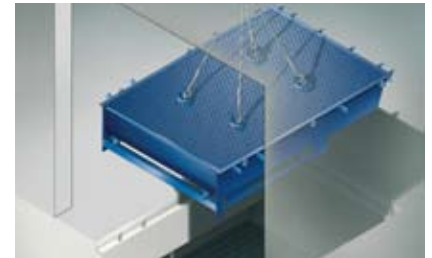


*Safeguard emergency stop with two cylinders.*

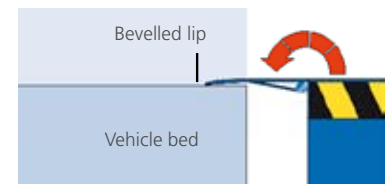
### Mode of operation

The operation of a 610 swingdock is based on an electro hydraulic swinging mechanism which bridges the last centimetres between the building and the vehicle bed. When the dock leveller is raised, the lip swings out and then – when lowered – lays down safely onto the lorry bed. After loading or unloading, the leveller is raised again by the push of a button and auto-

matically returns to its parking position, i.e. to ramp level. To enable the handling of vehicles with different widths, the swing lips are available in different configurations: square, shaped or with fold down segments.



*Installation in the warehouse floor as a compact unit.*



### Steel lip design

A Crawford 610 swingdock with a lip made of steel represents a durable and impact resistant solution and stands for long life time.

- Preventive maintenance is easy and fast to secure functionality and avoid downtimes.
- Bent swing lip prevents material handling equipment from “grounding out”.

### Right solution for smooth passage

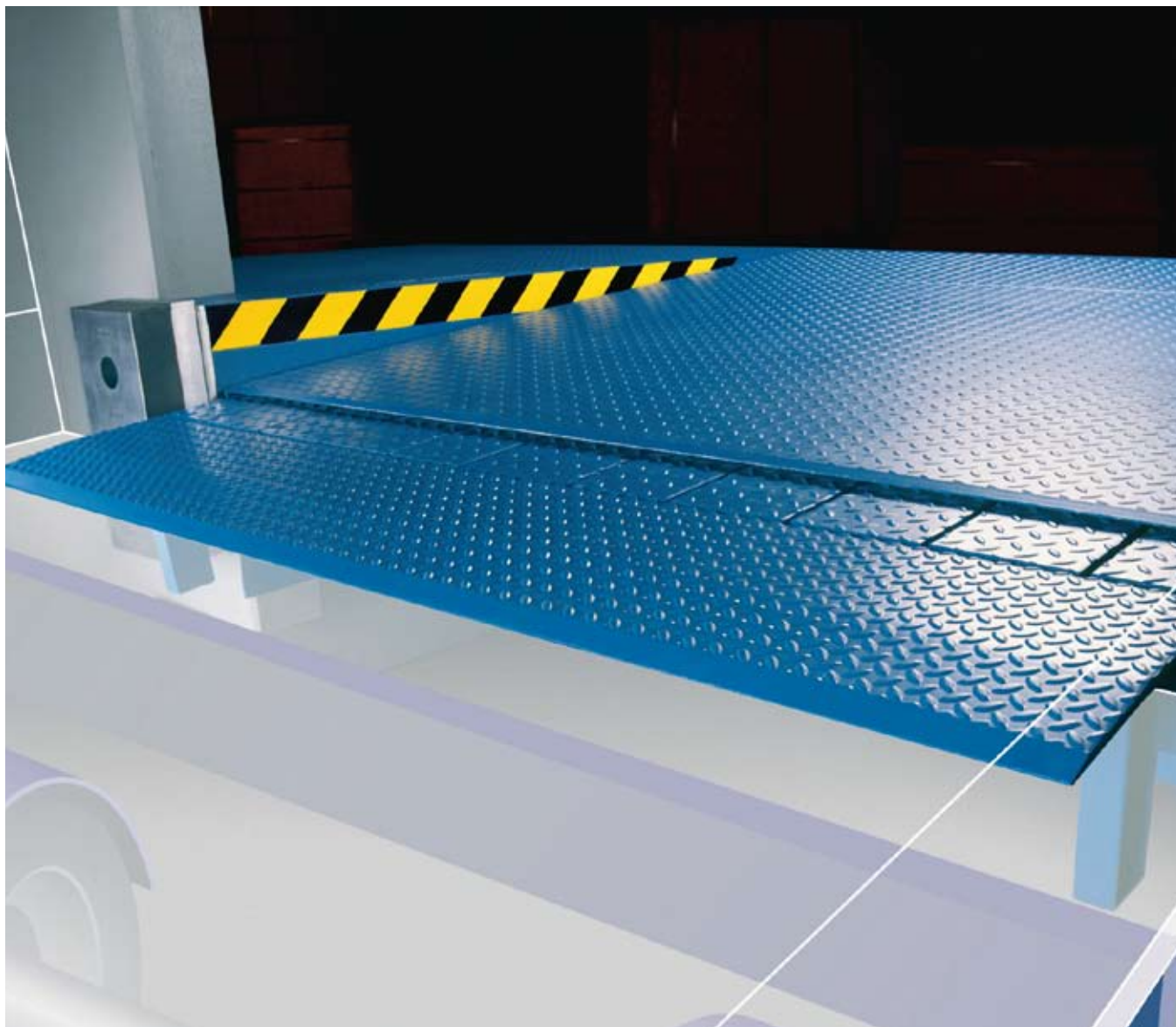
The standard steel lip is 40 mm bevelled. Optionally, the lip can be bevelled 100 mm, designed to provide maximum comfort and smooth transition.

- Flat design for smooth passages between the leveller and truck bed. It is ergonomic as well as economical.

Advantages due to reduced chock loads for people and less wear and tear on the material handling equipment.

Technical Data	
Nominal length	2000, 2500, 3000, 3500, 4000, 4500 mm
Nominal width	1750, 2000, 2200 mm
Load capacity	6 tonnes (60 kN)
Vertical working range	
Rise above dock	250 - 620 mm
Fall below dock	270 - 350 mm
Platform tear-plate thickness with platform reinforcements according to the load capacity	6/8, 8/10 mm
Coating	RAL 5010, Hot dip galvanized
Lip material & length	Steel, 400 / 500 mm
Nominal voltage	400V 3-phase
Nominal motor power	1,5 kW
Control unit	Supervision 105, 105A, i105, i305 Service & fault Indicator
European standard	EN 1398 Dock levellers

# Crawford 620 Teledock Dock levellers



## Application

The Crawford 620 teledock, i.e. the dock leveller with a telescopic lip, is the universal and most flexible docking system. It is suitable for every loading situation – regardless of its complexity. The main advantage compared to other levellers is the movable telescopic lip which can

be precisely positioned on the vehicle bed, thus giving optimal load utilisation of the whole vehicle bed area.

The Crawford 620 teledock meets all possible user demands and complies with the rules and regulations of the European EN 1398 Standard.

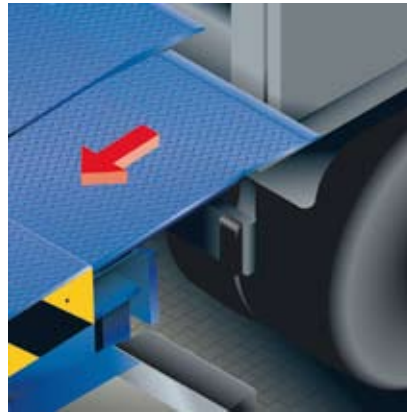
Infinitely variable high-precision telescopic technology

Ergonomic aluminium telescopic lip

Extremely smooth passage to the vehicle bed

### Mode of operation

It is the Crawford 620 teledock technology that has really optimized dock leveller systems regarding their safety and user-friendliness. The Crawford 620 teledock can be positioned on the vehicle bed with the utmost precision. Even inaccurately docked vehicles do not cause any problems. Retracting tongues provide flexibility for different vehicle widths. In its parking position the lip is under the leveller platform. The telescopic lip is available either in steel or in aluminium.

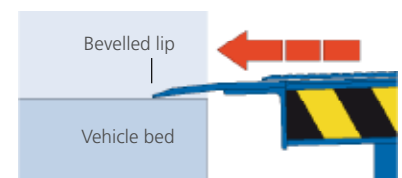


*Retracting tongues.*

### Choosing the right material

#### Steel telelip

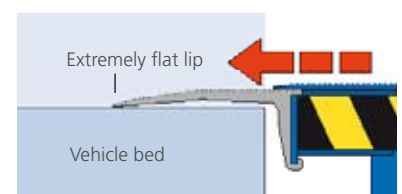
The Crawford 620 teledock with a steel lip offers most of the advantages of the telescopic lip technology. However, since the steel lip needs a reinforcement element under the lip, the steel Telelip has less flexibility than the aluminium Telelip.



#### Aluminium telelip

The Crawford 620 teledock with a high-strength aluminium lip is the optimal choice for customers who value quality, efficiency, flexibility and ergonomics.

- Larger contact area between vehicle bed and dock leveller for optimal and safe positioning on the vehicle bed.
- The aluminium lip is extremely flat resulting in smoother passages between leveller and truck bed. It is ergonomic as well as economical.
- Advantages due to reduced chock loads for people and less wear and tear on the material handling equipment.

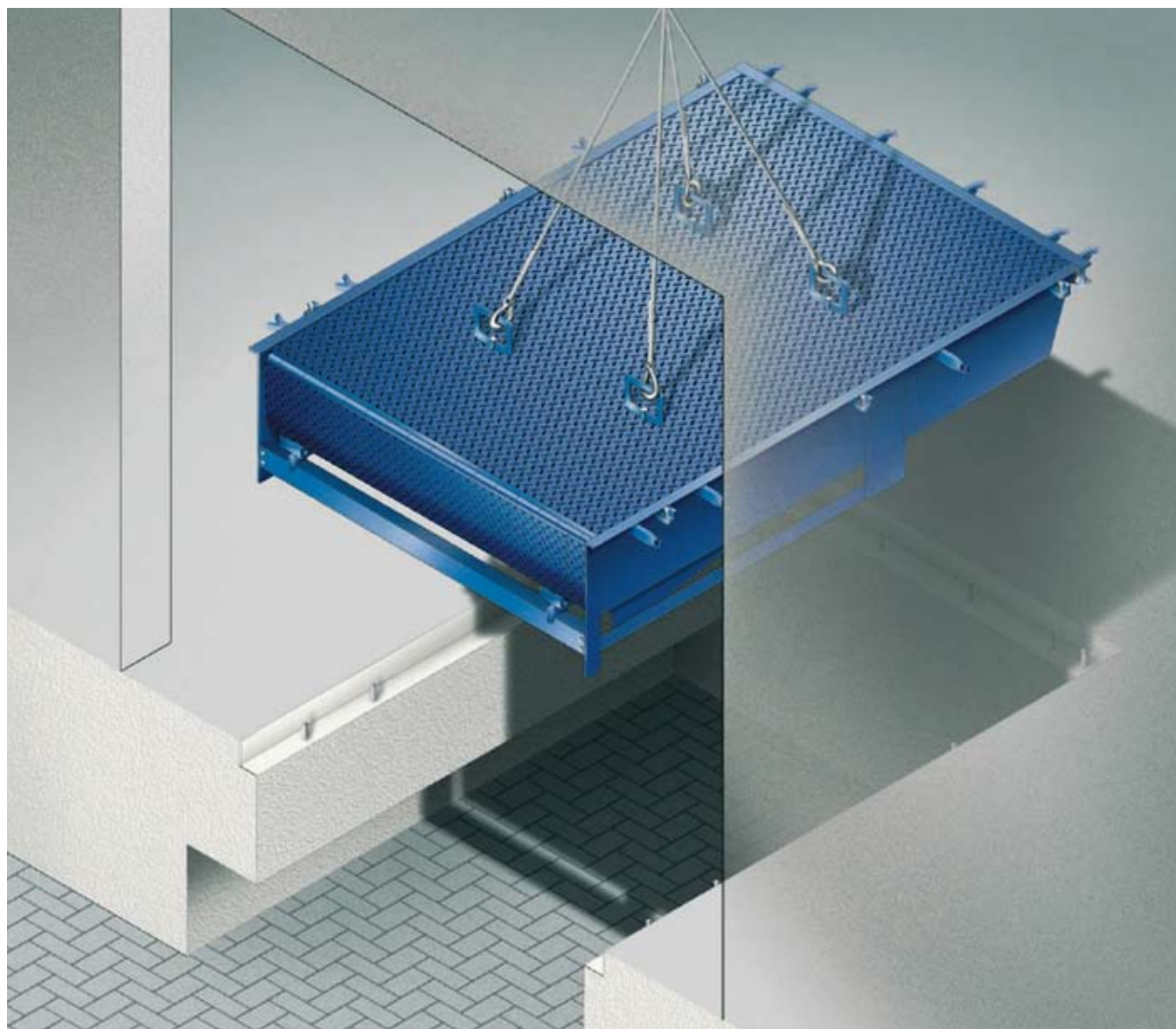


Technical Data	
Nominal length	2000, 2500, 3000, 3500, 4000, 4500 mm
Nominal width	1750, 2000, 2200 mm
Load capacity	6 tonnes (60 kN)
Vertical working range	
Rise above dock	310 - 660 mm
Fall below dock	230 - 750 mm
Platform tear-plate thickness with platform reinforcements according to the load capacity	8/10 mm
Coating	RAL 5010, Hot dip galvanized
Lip material & length	Steel or aluminium, 500 / 1000 mm
Lip option	Retracting tongues
Nominal voltage	400V 3-phase
Nominal motor power	1,5 kW
Control unit	Supervision 205A, i205, i305 Service & fault Indicator
European standard	EN 1398 dock levellers

# Crawford

## Standard and pre-installed frames

Suitable for all pits



### **A wide variety of frames make all installations possible**

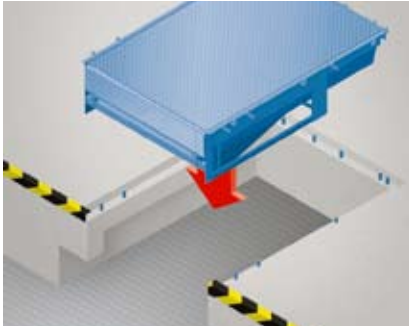
The Crawford dock levellers are delivered as complete units with integrated frames or as pit models without frames. Installation time is short. The self-support-

ing construction leaves the floor area below the leveller completely free and can be utilised by lowered tail lifts.

Perfect installation system including dock leveller

Fast installation

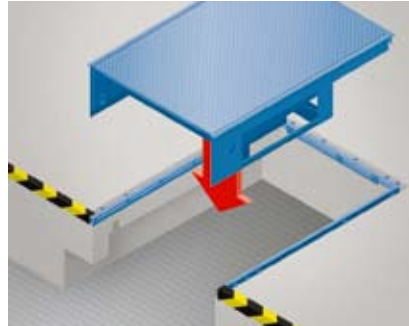
Best possible contact with the floor of the building



#### The Model "T" standard frame

The dock leveller, including frame, is installed into concrete and welded to embedded steel dowels. The system is then cast in concrete.

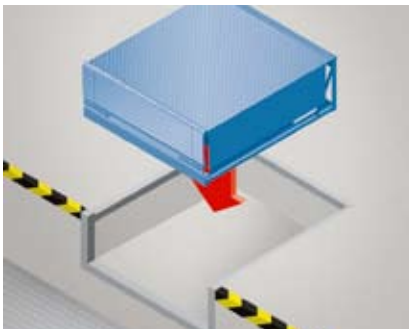
Advantage: Fast and clean one-step installation.



#### The Model "W" pre-installed frame

The dock leveller including its frame, is welded to a pre-installed frame, mounted to steel dowels already cast in the concrete. The pre-installed frame is subsequently cast in concrete (see Model "T").

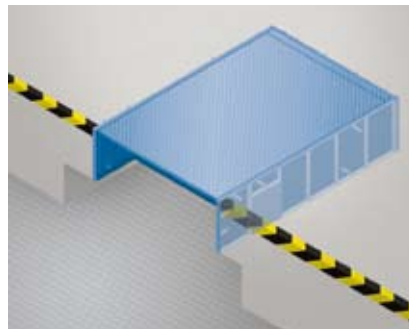
Advantage: The pre-installed frame can be mounted to the floor slab before the dock leveller is installed. The leveller is welded to the pre-installed frame, facilitating easy future replacement.



#### Pit frame

In the pit model, the dock leveller, without frame, is welded to a pre-installed, rear end frame cast in the concrete. The front is supported by the pit floor or by two side-mounted steel angles.

Advantage: Fast and low-cost installation of the dock leveller and easy future replacement.



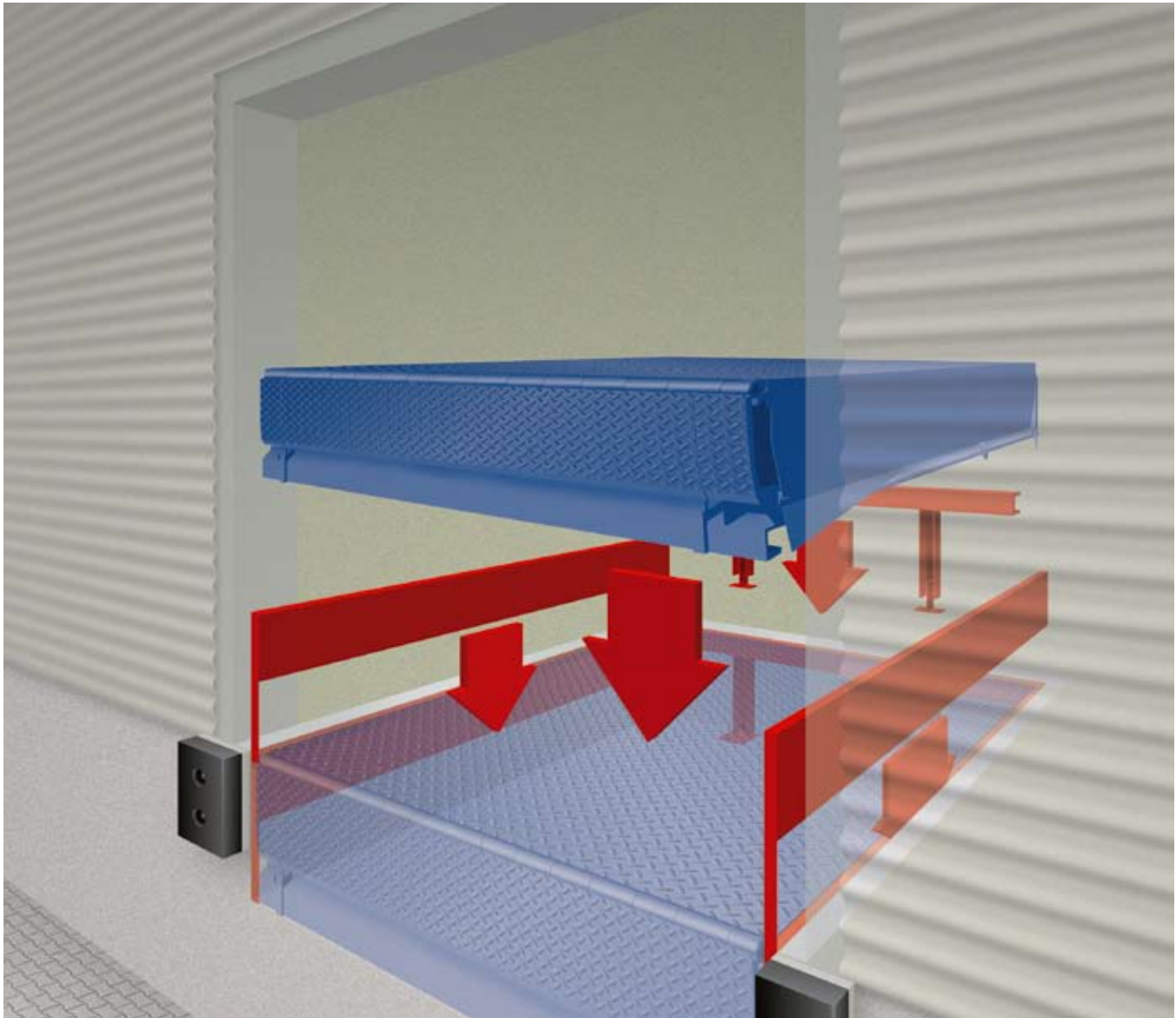
#### Box model

The box model consists of a dock leveller inside a box which in turn is used as the concrete shuttering for the installation. An installation frame as well as welding to steel dowels is not needed (see also Standard Frame). The complete system – leveller and box – is mounted to a concrete slab. The building floor is produced later.

Advantages: A pit is not required, complicated and expensive shutter work can be avoided. Also preparation of the building slab construction is simplified.

# Crawford 612 Unidock

A unique upgrading and replacement solution



## Application

Obsolete and inefficient dock loading installations have until now been difficult to upgrade to modern functional demands.

Replacing old dimensions and models often meant costly rebuilding and installation and was thus not considered.

The new Crawford 612 unidock is a variable dock leveller adapter system, enabling every obsolete loading bay, regardless of manufacturer, to be upgraded at a reasonable cost. Replacement time is short!

A new docking system in a flash  
 No building alterations required  
 Unbeatable cost-performance ratio

**Step 1:** Removal of the old leveller takes just a few hours.

**Step 2:** Installation of the adapter. Can be used in all pits, regardless of dimensions. The old leveller frame is left in place, avoiding costly construction work.

**Step 3:** Installation of the Crawford 612 undock leveller. After connection of the electrical system, the leveller can be taken into operation. This unique process gives unbeatable cost advantages! Ready for operation

**Useful options**

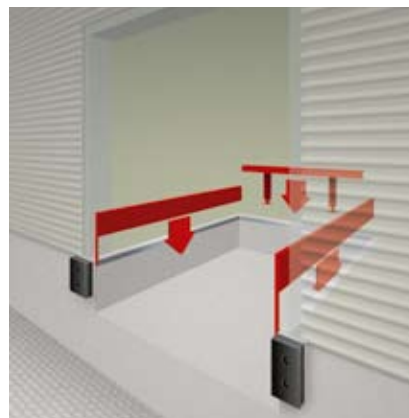
- Crawford eye to facilitate the dock-in procedure.
- Noise reduction and slip protection coating.
- Hot dip galvanized coating.
- Protective sealing between leveller and building.
- Floating buffers.



Step 1



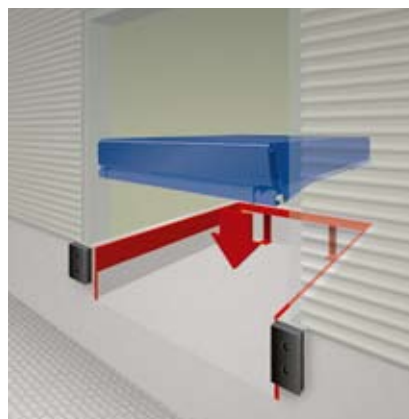
The Crawford 612 undock adapter system.



Step 2



The Crawford 612 undock is positioned and connected.



Step 3



The Crawford 612 undock is placed in the pit.

Technical Data	
Nominal length	1750 to 3000 mm
Nominal width	1750 to 2250 mm
Load capacity	6 tonnes (60 kN)
Technical system in accordance with the EN 1398 standard	

# Crawford 613 Minidock Dock levellers



## **Application**

The Crawford 613 minidock is a manually operated dock leveller, specifically developed for operators of fleets of standardized vehicles with the same bed height.

It meets the demands of most loading operations and fully complies with all requirements of the European Standard EN 1398.

Easy to operate

Economical alternative

Ergonomic flat design

### Easy to operate

The Crawford 613 minidock is developed to be an easy to operate and economical solution in environments where standardized vehicles with the same bed height is used. The Crawford 613 minidock is equipped with a gas spring, making it easy for one person to operate – just lift and swing the platform. The Crawford 613 minidock also meets the demands of most loading operations and fulfills all ergonomic requirements.

### Adapts to vertical movements

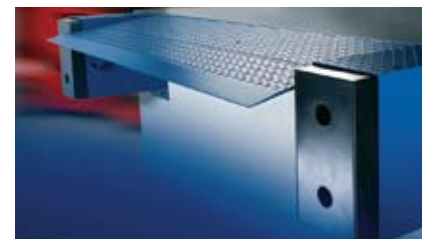
The Crawford 613 minidock design includes a limited, free-floating function, allowing the platform to adapt to the vertical movements of a vehicle bed during loading and unloading.

### Ergonomic and economic advantages

The lip of the Minidock is made of steel. The shape of the lip is extremely flat and the design of the rear connection to the dock edge is bump-free, resulting in a smooth passage between building and truck bed. The Crawford 613 minidock can be complemented with a dock shelter to get the advantages of a complete docking system. Such solution improves the loading/unloading process and hence the working environment.

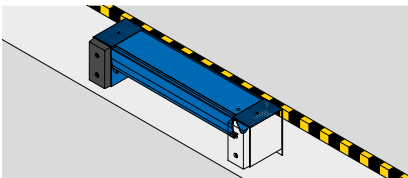


*Ramp model - smooth loading.*

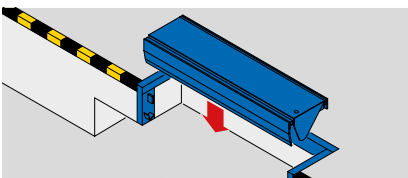


*Flat design for ergonomic solution.*

### Easy installation



*Ramp model. Load capacity 4 tonnes (40kN) and 6 tonnes (60kN).*



*Pit model. Load capacity 4 tonnes (40kN) and 6 tonnes (60kN).*

### Technical Data

Handling rod for manual operation supported by a gas spring device	
Nominal length	700 mm
Nominal width	1250, 2000, 2200 mm
Load capacity	4 tonnes, 6 tonnes
Vertical working range	
Rise above dock	100 mm
Fall below dock	100 mm
Platform tear-plate thickness with platform reinforcements according to the load capacity	4/6 mm
Coating	RAL 5010, hot dip galvanized
Lip material	Steel
Installation model	Ramp, pit
Rubber buffers	RB 250x250x90 RB 500x250x90
European standard	EN 1398 dock levellers

# Crawford 624 Isodock

For temperature controlled premises



## Application

Frozen and fresh food products must reach the customers in carefully pre-determined condition. Unbroken temperature chains in storage, loading and transportation are vital. In addition, big temperature differences between the inside and outside of a cold storage facility

might create costly energy losses during loading and unloading. The Crawford 624 Isodock has been designed to cope with such demands. This insulated docking system can reduce energy losses by up to 75 percent compared to conventional designs.

Up to 75% energy savings  
 Guaranteed cooling chain for food  
 Environmentally friendly docking system

**Thermal separation gives low energy costs**

Unlike conventional docking systems, the Crawford 624 isodock leveller is placed behind a well insulated sectional door. It is also hermetically sealed off from below, preventing cold or hot air access.



*Hermetically sealed.*



*Gap for the sectional door.*



*Ready-to-install unit.*

**Tail lift access during dock-in**

The Crawford 624 isodock design permits lowered vehicle tail lifts to enter below the construction – an important detail in interrupted loading and unloading processes.

**Lorry impact forces**

**absorbed by the building floor**

Contrary to most insulated docking systems, the Crawford 624 isodock is designed in such a way that impact forces from docking vehicles are absorbed by the building floor. The frost-proof foundation is sepa-

rated from the building floor just by a gap for housing the sectional door – not as a separate building construction. Complicated building arrangements can be avoided.

**Instant installation!**

The Crawford 624 isodock is delivered as a premounted, ready-to-install unit – including the bottom insulation panel. The unit is simply lifted into the prepared pit.

**Choose between manual or electrical door operation**

The Crawford 624 isodock unique design allows the sectional door to be smaller than usual since it does not have to reach ground floor level. This means that the door, if preferred, can be manually operated.

**Scientifically proved energy savings**

Studies made by the Institute of Thermodynamics at Hanover University show that Crawford 624 isodock, compared to conventional docking systems, creates energy savings of up to 75 percent – corresponding to the annual average energy cost of a detached house!

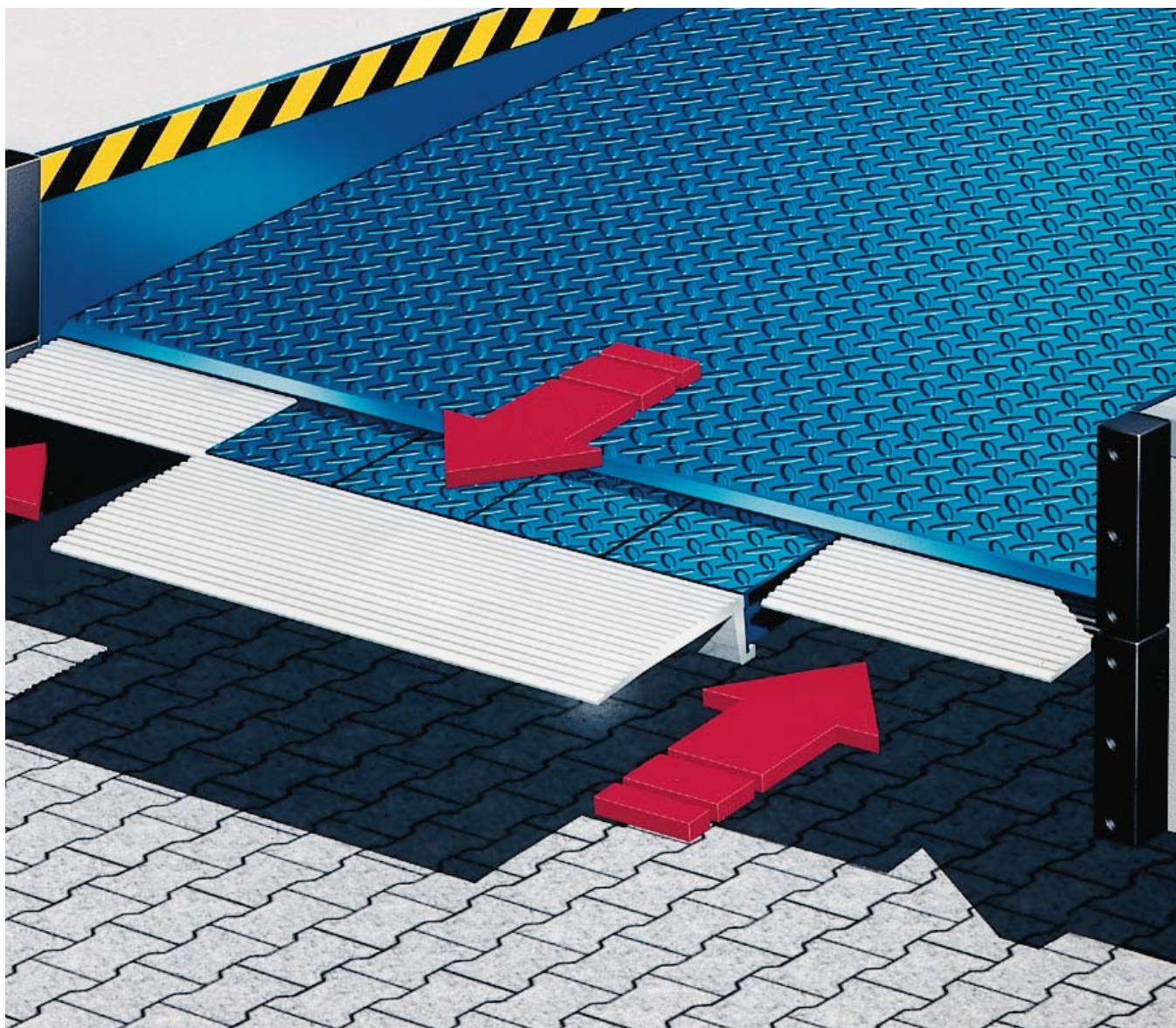
**Useful options**

- Crawford eye to facilitate the dock-in procedure
- Noise reduction and slip Protection coating
- Hot dip galvanized coating
- Movable lip tongues
- Floating buffers

Technical Data	
Nominal length	2000, 2500, 3000 mm
Nominal width	2000, 2200 mm
Load capacity	6 tonnes (60 kN)
Vertical working range	
Rise above dock	380 – 520 mm
Fall below dock	450 – 460 mm
Platform tear-plate thickness with platform reinforcements according to the load capacity	8/10 mm
Insulation thickness	40 mm
Coating	Hot dip galvanized
Lip material & length	Steel or aluminium, 1000 mm
Lip option	Retracting tongues
Nominal voltage	400V 3-phase
Nominal motor power	1,5 kW
Control unit	Supervision 205, 205A, i305 Service & fault indicator
European standard	EN 1398 dock levellers

# Crawford 630 Combidock

Leveller for both lorries and vans



## Application

The electro-hydraulic Crawford 630 combidock is a dock leveller specially designed for applications where vehicles with large variations in size and design use the same bay for loading and unloading. The Crawford 630 combidock eliminates the need for different ramp heights and thereby reduces building costs. It is advisable to equip

every frequent loading area with at least one Crawford 630 combidock so that vehicles of all sizes can be efficiently handled. The Crawford 630 combidock copes with all user demands, and complies with the rules and regulations of the European EN1398 Standard.

Versatility is the key word

Proven telescopic technology combined with width flexibility

Compensation for varying forces on the leveller platform

### Ergonomics and reduced wear and tear

The telescopic lip can be supplied in steel or high-stability aluminium alloy. The latter is extremely flat, resulting in smoother passages between leveller and truck bed – giving ergonomic as well as economical advantages due to reduced chock loads for people and less wear and tear on the handling equipment.

### Horizontally at “eye level” with the vehicle bed!

Loading and unloading vehicles with beds considerable higher or lower than the ramp floor can sometimes be difficult.

As an option, the Crawford 630 combidock can be equipped with a front section operating in parallel with the bed of the vehicle. This facilitates operations from the forklift driver’s eye level and gives the forks a better operating angle.

### Lorry or van – just turn the switch!

Simply set the selection switch and the relevant automation program is started. When set on “Small Lorries”, leveller lip side tongues are retracted and the width is reduced by 1000 mm. At the same time, the down-force of the leveller platform is reduced by a hydraulic unit. Just use the selector switch for return to standard lorry performance.

### Time losses eliminated at inaccurate dock-ins!

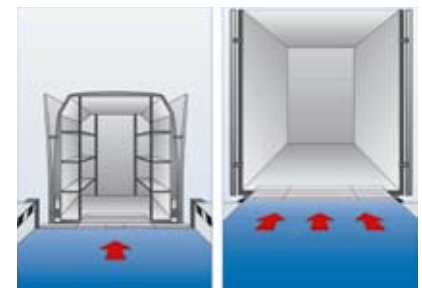
Should the vehicle not be accurately docked to the loading ramp, the telescopic lip will still bridge the distance between bed and ramp. The same goes for a situation where the bed is utilised to the last centimetre – the telescopic lip will connect with the small space left and safely bridge the distance. No time consuming vehicle manouvres are necessary.

### Automatic adjustment to vehicle bed movements during loading and unloading

Vehicles sink and rise during loading and unloading. A special safety control system ensures that the leveller automatically follows the vertical movements of the vehicle bed. Should the bed move horizontally, the same automatic system keeps the lip against the bed, facilitating safe and smooth passages.

### Useful options

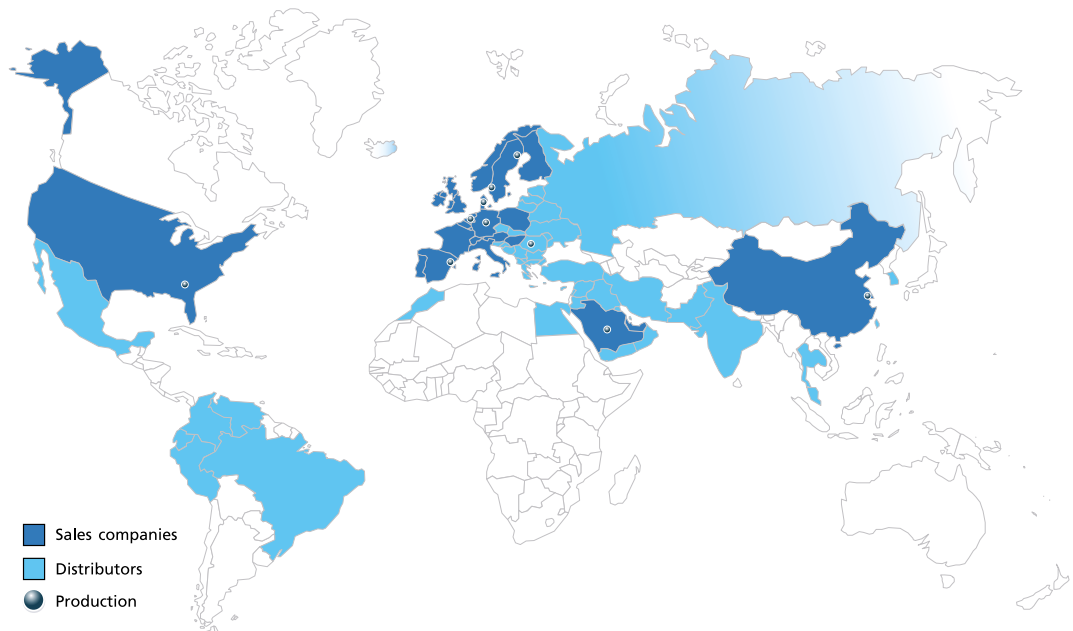
- Crawford eye to facilitate the dock-in procedure
- Noise reduction and slip protection coating
- Hot dip galvanized coating
- Protective sealing between leveller and building
- Floating buffers



*For smaller lorries. For normal lorries.*

Technical Data	
Nominal length	3000 mm
Nominal width	2000 mm
Load capacity	Lorries 6 tonnes (60 kN) Vans 2 tonnes (20 kN)
Vertical working range	
Rise above dock	450 mm
Fall below dock	550 mm
Platform tear-plate thickness with platform reinforcements according to the load capacity	8/10 mm
Coating	RAL 5010, hot dip galvanized
Lip material & length	Aluminium, 500 mm
Nominal voltage	400V 3-phase
Nominal motor power	1,5 kW
Control unit	Standard truck / city van mode Impulse auto button Optional with door operation
European standard	EN 1398 dock levellers

**Crawford is a leading international provider of door and logistics solutions. The carefully selected programme of doors and dock loading equipment, combined with profound application know-how and an unparalleled service offering, is the reason why more than a million customers have chosen Crawford as the preferred supplier for trouble-free operation around the clock.**



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