

Product datasheet

Dock leveller

Crawford DL6030C

ASSA ABLOY

ASSA ABLOY Entrance Systems

The global leader in
door opening solutions



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Technical facts

Features

Sizes - leveller height	800, 900, 930 mm	
Sizes - nominal length*	3000, 3500, 4000 mm	
Sizes - nominal width	2000mm	
Vertical working range	Above dock:	0 - 590 mm
	Below dock:	0 - 650 mm
Platform tear plate	8 mm (8/10)	
Surface treatment	Standard:	RAL 5010
	Option:	RAL 3002
		RAL 6005
		RAL 9005
		Hot dip galvanised
Control unit	Leveller control Door control Shelter control Fault & service indicator	

* Other sizes are available on request

Performance

Load capacity	6 tonnes (60kN) / 2 tonnes (20kN)
Max. point load	6,5 N / mm ² (8 mm tear plate)
Motor hydraulic unit	1,5kW
Mains supply	400V 3-phase, 230V 3-phase
Control unit protection class	IP55
Allowable oil types	Crawford standard hydraulic oil (-20°C - +60°C) Crawford low temperature hydraulic oil (-30°C - +60°C) Crawford bio hydraulic oil (-20°C - +60°C)
Magnetic valves	24V/DC 18W S1
Surface treatment paint class 1	80µm Corrosive Category C2 M acc. DIN EN ISO 12944-2
Surface treatment paint class 3	160µm Corrosive Category C3 M acc. DIN EN ISO 12944-2
Surface treatment galvanised	Hot dip galvanised 80µm 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 DL6030C combidock is the optimal solution for docking bays where vehicles of various sizes are loading and unloading. For smaller vehicles only the 1000 mm wide middle section of the lip is extended. For loading and unloading large vehicles, the full 2000 mm wide lip can be extended.

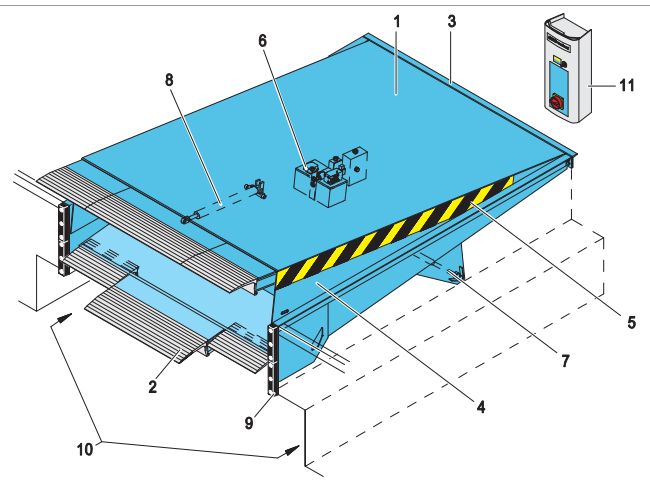
The Crawford DL6030C combidock system meets the standard demands of most loading operations and fully complies with rules and regulations of the European Standard EN 1398.

1.1.2 Mode of operation

The operation of the Crawford DL6030C combidock is based on an electro-hydraulic telescopic lip, controlled by a semi-automatic control unit.

When the dock leveller is raised, the lip extends and the leveller lowers gently onto the lorry bed. After loading or unloading, the leveller is raised again, the lip retracts and the platform returns to its parking position, i.e. to ramp level.

1.1.3 Overview



- 1) Leveller platform
- 2) Telescopic lip
- 3) Leveller frame
- 4) Side plates
- 5) Warning stripes
- 6) Hydraulic unit
- 7) Lift cylinders
- 8) Telescopic lip cylinder
- 9) Buffers (optional)
- 10) Tail lift recess
- 11) Control nut

1.1.4 Standard

Frames - connection to building:	T-frame
Surface	Painting RAL 5010
Hydraulic Equipment	Low noise hydraulic unit Two hydraulic lift cylinders One hydraulic lip cylinder
Lip	Lip length 500 mm Aluminium lip

1.1.5 Options

Frames - connection to building	W-frame [frame for welding]
Surface	Painting RAL 3002, RAL 6005 or RAL 9005 Hot galvanised
Hydraulic equipment	Low temperature oil Bio oil
Energy & Ergonomics	EPDM seal Slip protection/noise reduction

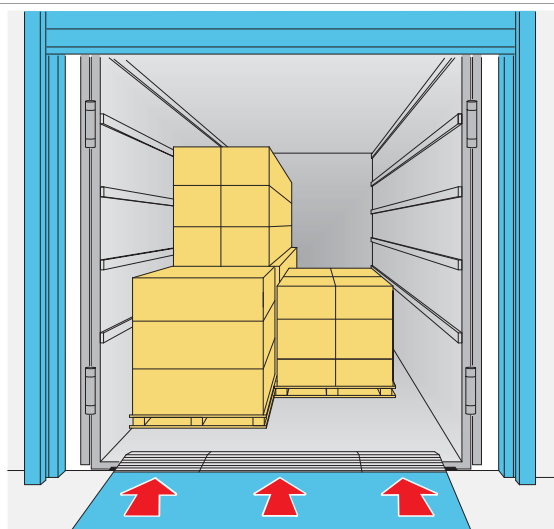
1.2 Mini-combidock lip

The telescopic lip of the Crawford DL6030C combidock is divided in 3 sections. The middle section is approximately 1000 mm wide, to fit small vehicles like vans. When the outer sections are included, the lip is approximately 2000 mm wide, to fit large vehicles like trucks.

The lip is extremely flat, to secure a smooth transition from platform to vehicle bed.

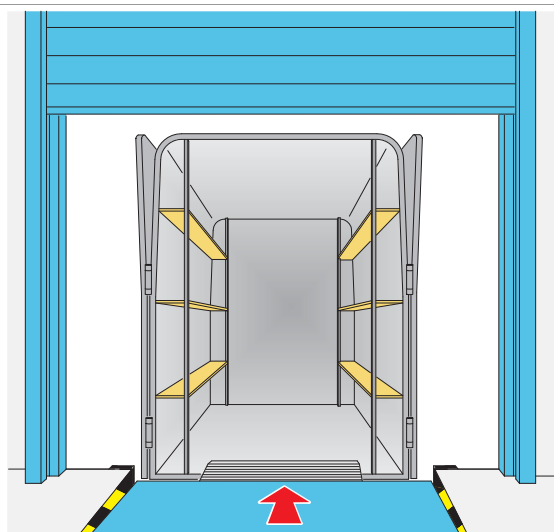
1.2.1 Big truck

For loading and unloading large vehicles, the selector switch of the control unit is put in the position: Articulated lorries with high loading bearing capacity. In this position the full 2000 mm wide lip is extended during the operation of the lip.



1.2.2 City van

For loading and unloading city vans, the selector switch of the control unit is put in the position: Small vans with low loading bearing capacity. In this position only the 1000 mm wide middle section of the lip is extended during the operation of the lip.



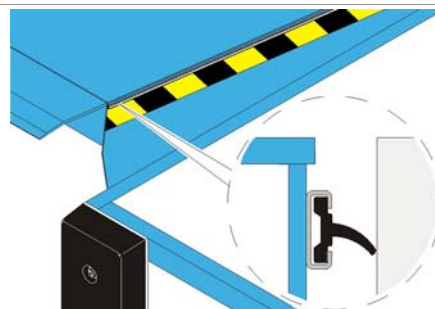
1.3 Platform

1.3.1 Platform tear-plate thickness

The 8 mm (8/10) tear-plate is designed for loading and unloading with typical 4 wheel pneumatic-tired fork-lift trucks, and is also suitable for handling equipment with high point loads, such as electric pallet trucks.

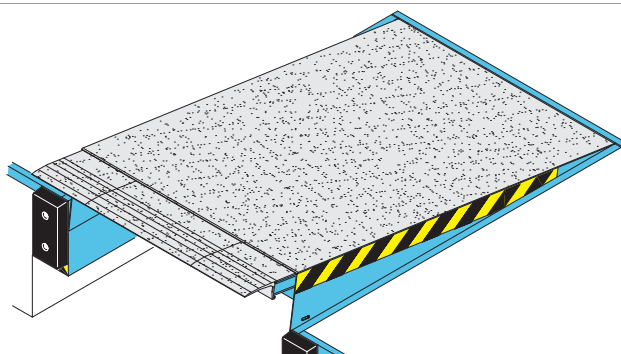
1.3.2 EPDM seal

To seal the gap between leveller and pit, an EPDM seal can be factory-installed between the flexible platform and frame. By reducing draughts into the building, working conditions improve and energy savings increase.



1.3.3 Slip protection / noise reduction

Applying a polyurethane slip protection coating on the lip and platform ensures a durable non-slip and noise reduction surface. The effect is a smooth and comfortable surface for handling equipment that is less receptive to wear and tear. The PU coating material is resistant to impact, to thermal impact and most types of chemicals and it has a high loading capacity.



1.4 Surface

1.4.1 Painting

1.4.1.1 Colours

The dock leveller standard finish is painted. The standard colour is:



RAL 5010

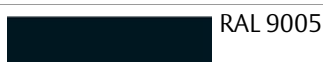
Colours available as option are:



RAL 3002



RAL 6005



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.

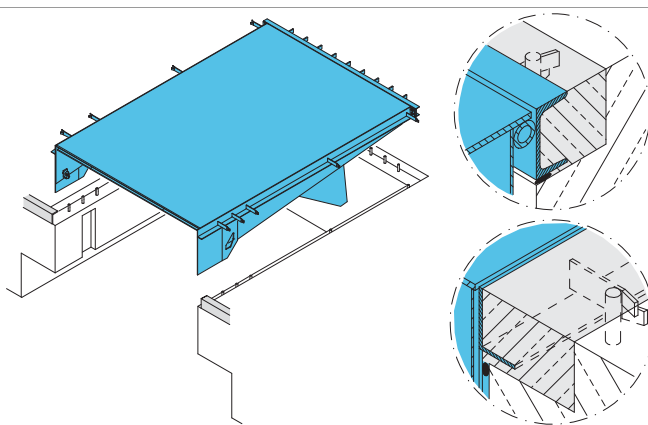
1.5 Frames - connection to building

The frame is the leveller's connection point to the building and a rigid support for the leveller.

The Crawford DL6030C combidock is available with different frame types. The frame can be embedded in concrete or installed via screws or welding. All frames are illustrated with the tail lift recess. The levellers are also available without tail lift recess.

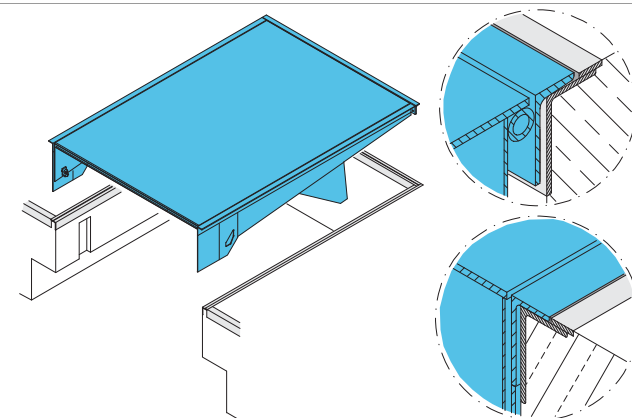
1.5.1 T - leveller frame for embedding in concrete

The T-frame is installed in one step. The leveller is directly embedded in concrete.



1.5.2 W - leveller frame for welding

The W-frame is designed to weld the leveller directly to the floor slab. In case of future replacement, the welding points can be ground away.

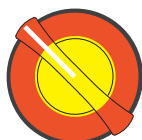


1.6 Docking control systems

1.6.1 950 Docking LA CD



- Selector Switch for operation mode: Articulated lorries
- Selector Switch for operation mode: Small vans
- 20kN Light illuminates when weight compensation is activated.



1.6.2 950 Docking LA CD



- Hold-to-run button to lift platform.
- 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.

1.6.3 950 Docking DLA CD



- Hold-to-run button to lift platform.
- 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.

1.6.4 950 Docking LSA CD



- Hold-to-run button to lift platform.
- 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.

1.6.5 950 Docking DLSA CD



- Hold-to-run button to lift platform.
- 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.

1.7 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.



1.7.1 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.

1.7.2 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.

1.7.3 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.

1.7.4 Facility management

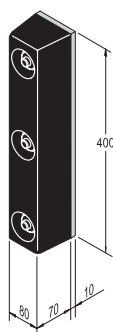
The Crawford Monitoring System gives a real-time service status for all your door and docking equipment. If an error code occurs, the Crawford service organisation is automatically notified, and will respond quickly. Other maintenance information can easily be integrated, further reducing the overall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

1.8 Equipment

1.8.1 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.

1.8.1.1 RS

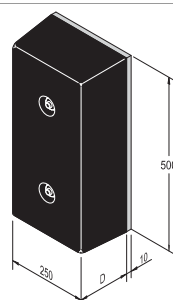


Application

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

We recommend to use 2 RS buffers installed in a row on both sides of the DL6030C combidock.

1.8.1.2 RB



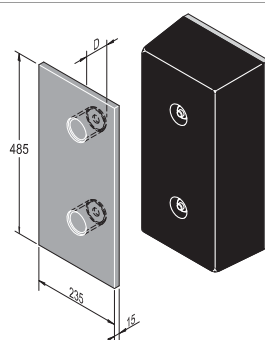
Application

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

Available depths:

- 90 mm
- 140 mm

1.8.1.3 RB with steel front plate



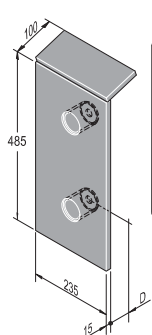
Application

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

Available depths:

- 90 mm
- 140 mm

1.8.1.4 RB with steel front and top plate



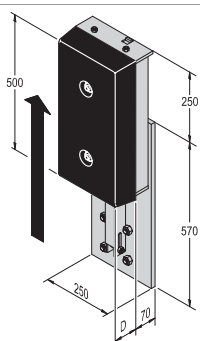
Application

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

1.8.1.5 EBH



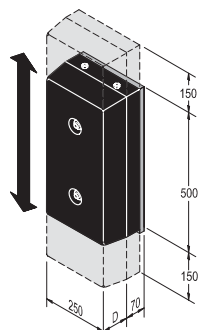
Application

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

1.8.1.6 EBF



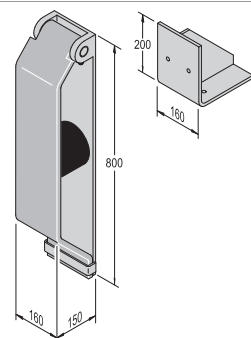
Application

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

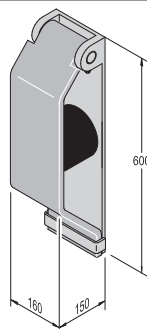
1.8.1.7 Steel spring buffer 800



Application

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

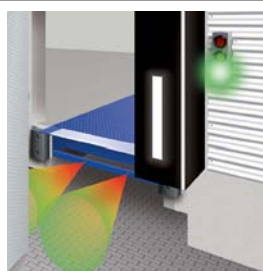
1.8.1.8 Steel spring buffer 600



Application

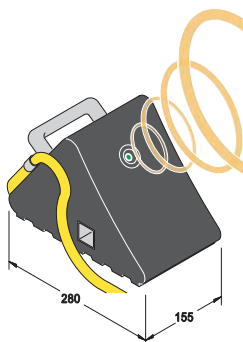
The steel spring buffer is the ideal protector of the ramp as well as the vehicle itself.

1.8.2 Crawford DE6090E Eye



The Crawford Eye is an electronic, sensor-based dock-in system, which 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.

1.8.3 Crawford DE6090WC Wheel chock



The wheel chock has a 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 prevents the vehicle from moving during loading/unloading.

1.8.4 Crawford DE6090TS Traffic light system

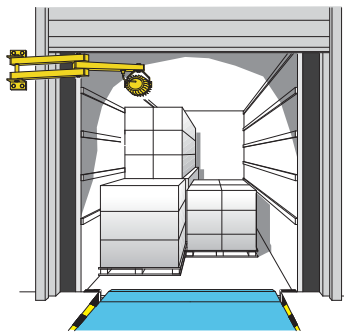


The traffic light system either has a sensor above the dock leveller that measures the presence of the vehicle or it is a wheel chock that detects the vehicle.

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

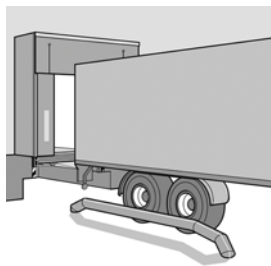
The traffic light can also be combined with a wheel chock, Crawford Eye or door/leveller interlocking.

1.8.5 Crawford DE6090DL Dock light Heavy Duty LED



Where dock lights are often a vulnerable object in the docking area, the virtually indestructible Dock Light Heavy Duty LED is the perfect solution to bring light in the truck and docking area. It is designed for the most demanding environments and can withstand possible hard hits from a moving forklift without being damaged.

1.8.6 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.

2. Selection guide

2.1 Load capacity according to EN 1398

The EN 1398 describes 3 key definitions about loads.

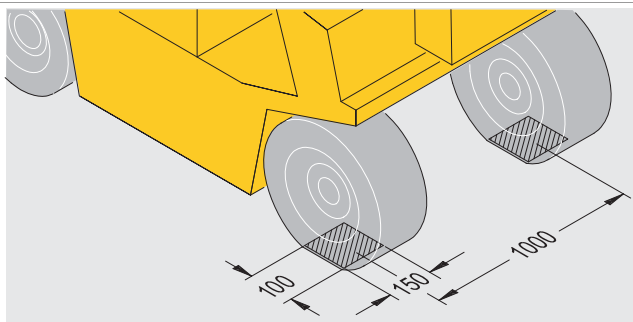
2.1.1 Rated load

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



2.1.2 Axle load

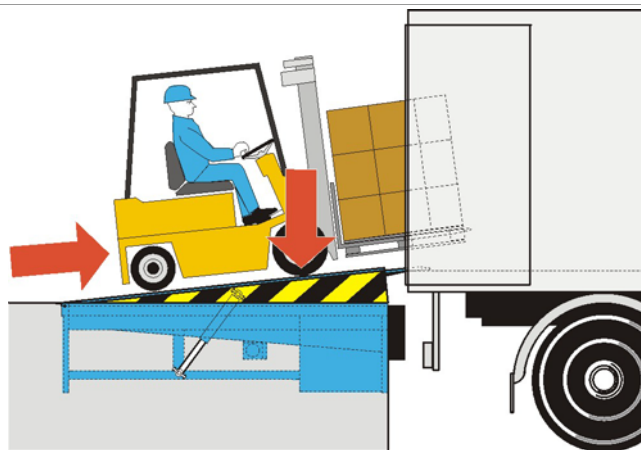
Axle loads shall be taken acting over two rectangular contact areas at 1 m lateral distance. These areas shall only apply if the actual conditions do not call for more severe loading. The size of the footprint [mm²] is derived from the wheel load [N] divided by 2 [N/mm²]. The ratio of the rectangular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



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

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 for lorries

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

2.2.2 Example for vans

Weight of pallet truck	100 kg
Weight of goods	1500 kg
Weight of driver	100 kg
Total weight/rated load	1700 kg
Suitable load capacity of the leveller	2000 kg/20kN

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 mm / 7% = 2500 mm leveller length

2.4 Nominal width

The correct nominal width must exceed the widest loading vehicle by at least 700 mm. The Crawford DL6030C combidock is available with a nominal width of 2000mm.

3. Specifications

3.1 Dimensions

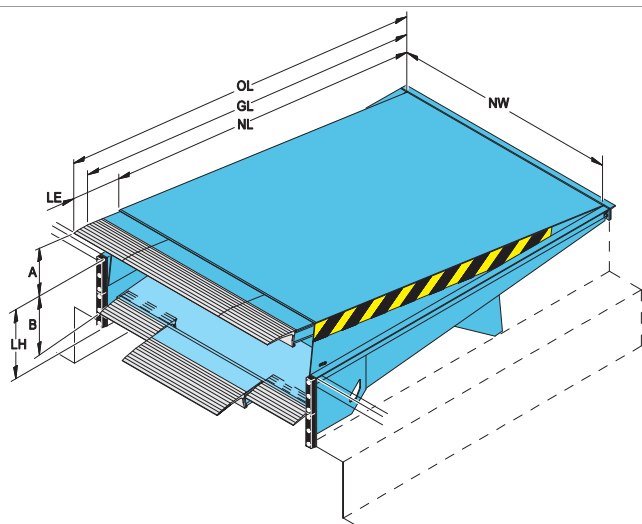
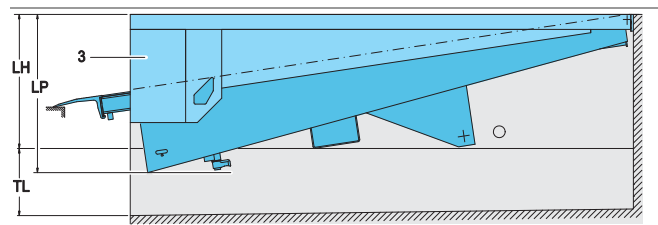


Abb.	Dimension
NL	Nominal length
OL	Overall length (NL + 500 mm)
GL	Gradient length (NL + 360 mm)
NW	Nominal width (= 2000 mm)
LE	Leveller extension
LH	Leveller height
A	Working range above dock level
B	Working range below dock level
PD	Pit depth
LP	Lowest Position
TL	Tail lift area
3	Leveller frame



Dimensions

Vertical Working range 60kN mode

NL	LH	A	B - inside LH*	B - down to LP
3000	800	450	375	550
3500	900	560	360	650
4000	930	590	390	650

Dimensions

Vertical Working range 20kN mode

NL	LH	A	B - inside LH*	B - down to LP
3000	800	100	375	550
3500	900	100	360	650
4000	930	100	390	650

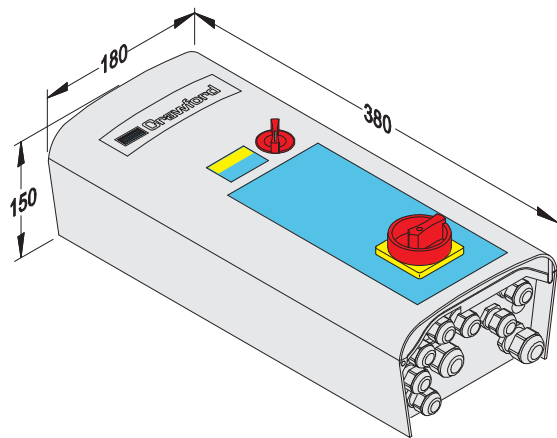
* When tail lift is in use

3.2 Platform thickness

Thickness	Max. point load
8 mm	6,5 N /mm ²

3.3 Control unit

3.3.1 Dimensions



950 series

3.3.2 Functions

Functions included	LA- CD	DLA- CD	LSA- CD	DLSA-CD
				
Hold to run button	■	■	■	■
Close (hold to run)	■	■	■	■
Impulse auto button	■	■	■	■
Extend lip (hold to run)	■	■	■	■
Mains isolator	■	■	■	■
Emergency stop button	□	□	□	□
400V	■	■	■	■
230V	□	□	□	□
Maintenance indicator	■	■	■	■
3 Digit display	■	■	■	■
Memory function	■	■	■	■
Connection to Crawford Monitoring System	□	□	□	□
BUS network interface	□	□	□	□
Crawford eye	□	□	□	□
Wheel chock	□	□	□	□
Door control		■		■
Shelter control			■	■

- Standard
□ Option / Available

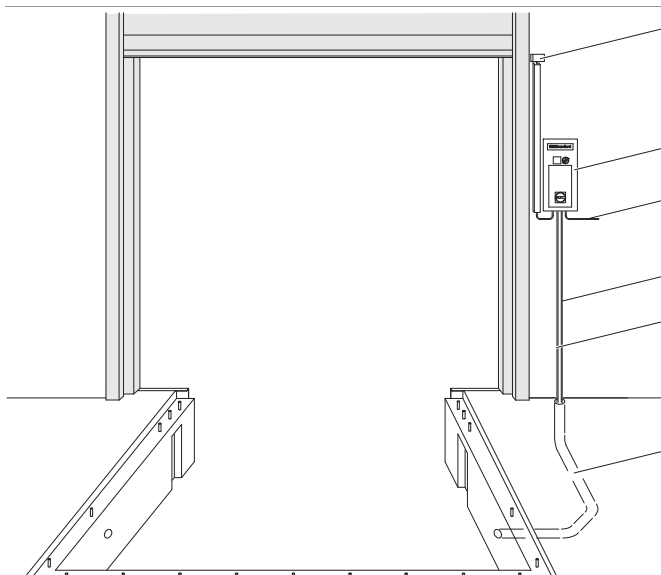
4. CEN Performance

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% ($\sim 7^\circ$).
- 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 50, angles <45° (by others) | | | | | | |
| 3 | <table border="0"> <tr> <td>Mains supply:</td> <td>3/N/PE AC 50 Hz
400V 3-phase, 230V 3-phase</td> </tr> <tr> <td>Mains fuse:</td> <td>D0 10 A gL</td> </tr> <tr> <td>Motor power:</td> <td>1,5 kW</td> </tr> </table> | Mains supply: | 3/N/PE AC 50 Hz
400V 3-phase, 230V 3-phase | Mains fuse: | D0 10 A gL | Motor power: | 1,5 kW |
| Mains supply: | 3/N/PE AC 50 Hz
400V 3-phase, 230V 3-phase | | | | | | |
| Mains fuse: | D0 10 A gL | | | | | | |
| Motor power: | 1,5 kW | | | | | | |
| 4 | Control cable: 18 x 0,75 mm ² | | | | | | |
| 5 | Main connection 230V: 4 x 1,5 mm ² | | | | | | |
| 6 | Optional safety switch on sectional door to disable leveller when door is closed* | | | | | | |

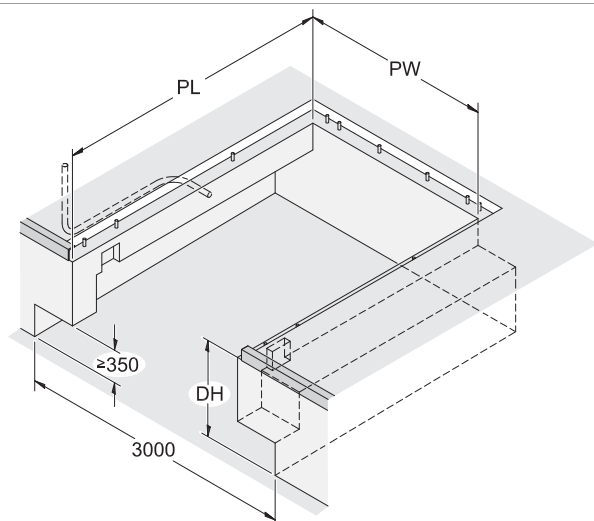
*Non standard

5.2 Pit preparations

This section illustrates the required pit preparations for each frame type for the Crawford DL6030C combidock.

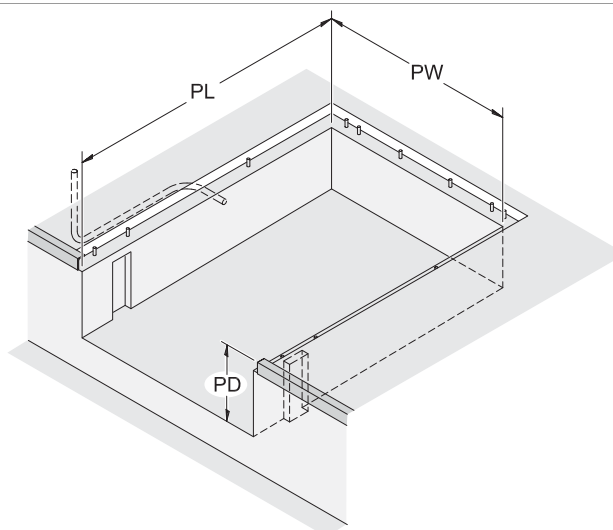
5.2.1 T - frame

With tail lift recess



Pit drawing 5143.0125

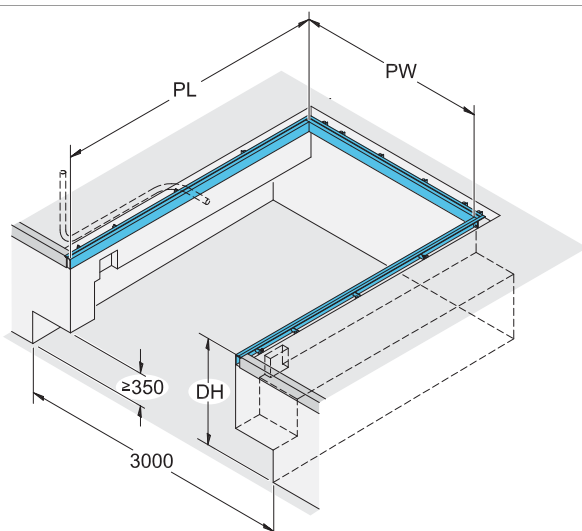
Without tail lift recess



Pit drawing 5143.0237

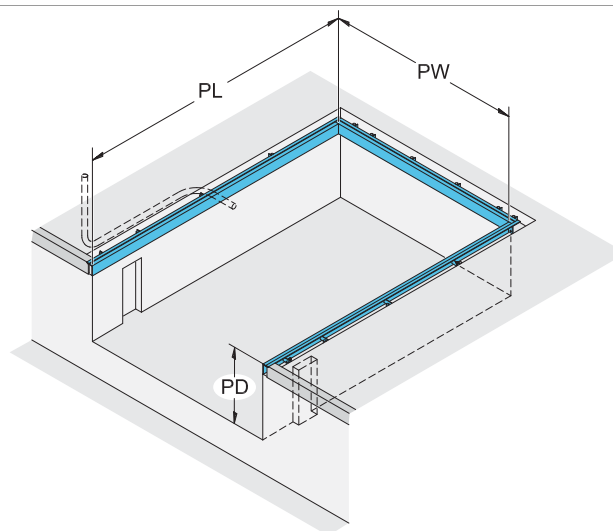
5.2.2 W - frame

With tail lift recess



Pit drawing 5143.0238

Without tail lift recess



Pit drawing 5143.0239

6. Service

Preventive Maintenance Program and Modernization Services

As your entrances are part of your business flow, there's every reason to keep them working well. ASSA ABLOY Entrance Systems offers you a maintenance and modernization expertise to rely on. Our Maintenance Programs and Modernization Services are backed by a extensive expertise for all types of industrial door and docking systems, independent of brand. At your disposal is a team of dedicated expert technicians, proven through decades of maintenance, service and satisfied customers.

Preventive Maintenance Programs

Minimizing lost time, lost energy and unexpected hassle is our team's constant objective. Our service organization can support you 24/7 in maintaining all industrial door and docking systems, independent of brand. If you want to be one step ahead of break-downs, explore our portfolio of Pro-Active Care plans. Naturally, we also offer entrance upgrades to suit your specific wishes and business needs.

Pro-Active Care - Maintenance plans to fit your business

Regular maintenance can extend the lifetime of your equipment and help prevent unexpected problems. Our technician arrives on-site equipped with the knowledge and tools to service all automatic entrances, independent of brand.

• Pro-Active Bronze

The base on which all Pro-Active Plans are built provides the security of knowing that your equipment is regularly inspected and certified for safety, as well as performing optimally. It includes a number of planned on-site visits depending on your needs. Any unplanned service calls required during the term of the contract (including labor, travel and parts) are billed at special Pro-Active Care prices.

• Pro-Active Silver

This plan provides all the benefits of Pro-Active Bronze with the added advantage of labor and travel being included for service calls during regular business hours. The only additional charge would be for any parts that may be needed throughout the term of the contract.

• Pro-Active Gold

This plan provides the ultimate protection for your automatic entrance investment. It includes all the benefits of Pro-Active Silver, plus replacement of any parts required during an unplanned repair or planned maintenance visit. Pro-Active Gold is an excellent way to budget your automatic door expenses annually.

• Pro-Active Tailor-Flex

Our most flexible maintenance and service offering. The Pro-Active Care plan is designed by you, our customer. The plan allows you to balance your maintenance expenses against your real-world budget and presents the option to add or delete a number of maintenance elements to suit your budget goals, while meeting your overall performance and safety needs.

Modernization

Your entrances are a long-term investment, from which you always want the best. Products develop over time, so do regulations and your business. Let us help you increase energy savings and meet today's standards. We provide advice and modernization kits for outdated installations, ensuring your investment meet requirements and performs optimally for many more years to come.

Re-Active Service		Pro-Active Care				
Corrective	SafetyCheck	Pro-Active Bronze	Pro-Active Silver	Pro-Active Gold	Pro-Active Tailor Flex	
		○	○	○	●	Other customized requests such as Response Time, Performance InfoPack and Advanced User Training
		○	○	●	●	Replacement of worn parts according to preventive Consumable Exchange Program
		○	○	●	●	Replacement of spare parts on breakdowns
		○	●	●	●	Travel and labor for additional call-out visits
		●	●	●	●	Preventive maintenance visits 1-4 times per year
		●	●	●	●	Travel and labor for preventive maintenance visits
		●	●	●	●	Response time and priority on call-outs <24h
		●	●	●	●	Preventive planned maintenance that meets the most demanding standards in the market
	●	●	●	●	●	Safety and quality checks according to applicable regulations and norms. Documentation of test results provided
●	●	●	●	●	●	Documentation of equipment status, assessment and service provided, all generated on site
●	●	●	●	●	●	Highly trained professional technicians with extensive knowledge, state-of-the-art tools and the right spare parts*
●	●	●	●	●	●	Dedicated Professional Customer Care Hotline

● = Included as standard
○ = Available at special prices
* Well-stocked service vehicles with genuine and new spare parts

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ASSA ABLOY Entrance Systems is a leading supplier of entrance automation solutions for efficient flow of goods and people. With our globally recognized product brands Besam, Crawford, Megadoor and Albany, we offer products and services dedicated to satisfying end-user needs for safe, secure, convenient and sustainable operations.
ASSA ABLOY Entrance Systems is a division within ASSA ABLOY.

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