

central ram hammer | CRH 2500

central ram hammer

owners manual
operator's instructions
spare parts list
safety precautions
maintenance

www.dcpuk.com



DAWSON
CONSTRUCTION PLANT LTD

DAWSON CONSTRUCTION PLANT LTD.
CHESNEY WOLD,
BLEAK HALL
MILTON KEYNES
MK6 1NE, ENGLAND
TEL: +44 (0) 1908 240300
FAX: +44 (0) 1908 240222
EMAIL: DAWSON@DCPUK.COM

Original Instructions
CRH2500 ver. 2025-01

CRH2500 HYDRAULIC HAMMER & POWER PACK

USER'S MANUAL	
HAMMER SERIAL No:
HAMMER COMMISSION DATE:
POWER PACK SERIAL No:
POWER PACK COMMISSION DATE:
ENGINE TYPE:
ENGINE SERIAL No:
POWER PACK TYPE:

preface

This manual is used to familiarise you with safety, assembly, operation, adjustment, troubleshooting, and maintenance. Read and follow the recommendations in this manual to ensure safe and efficient operation. Keep this manual with the attachment at all times for future reference.

We want you to be completely satisfied with your new product, feel free to contact your local authorized service dealer for help with service, replacement parts, or any other information you may require. If you need assistance in locating a dealer, visit our web site at www.dcpuk.com or call customer service at +44 (0) 1908 240300.

Whenever you contact your authorised service dealer, always have the model number and serial number of your product available. These numbers will help provide exact information about your specific product. You will find the model and serial numbers on an ID plate located on the product.

The descriptions and specifications in this manual are subject to change without notice. Dawson reserves the right to improve products. Some product improvements may have taken place after this manual was printed.

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Certificate

Declaration of Conformity

We declare that the machinery/equipment detailed below is in compliance with the applicable regulations and harmonised standards as listed. This declaration ceases to be valid if alterations are made the machinery/equipment without agreement with Dawson Construction Plant Ltd.

Category	Piling Equipment
Type	CRH2500
Serial Number	25
Year of Manufacture	2025
Power kW	
Relevant Regulations:	
2006/42/EC	Machinery Directive
2000/14/EC	Noise emission in the environment -
Measured sound power level on machines representative of this type Applied conformity assessment procedure according to Annex VIII Technical documentation archive location: MK6 1NE	dB (A)
Applied harmonised standards, in particular:	
EN 12100:2010	Safety of machinery. Basic terminology and methodology
EN 16228-1:2014	Drilling & foundation equipment. Common requirements
EN 16228-4:2014	Drilling & foundation equipment. Foundation Equipment
EN 16228-7:2014	Drilling & foundation equipment. Interchangeable auxiliary equipment

Signed by on behalf of DCP


DAVID BROWN - MANAGING DIRECTOR

Name / Position

Date

/ /

introduction

The DCP Hydraulic Hammer has been designed and manufactured to meet the demands of today's contractor. The hammer has many advantages over traditional piling hammers, including other hydraulic hammers:

- The hammer fits all British and most foreign single sheet piles as well as numerous 'H' piles using one set of legs and inserts. It will also fit pairs of sheet piles and open bent corners with the same configuration. This significantly improves productivity and reduces costs.
- Hydraulic hammers are inherently efficient, typically 80-90% of the potential driving energy being transferred into the pile as opposed to 25-35% for diesel hammers.
- Rapid blow rate. The hammer is double acting, not only giving high energy output, but increasing the speed of operation. This inevitably increases production and keeps the pile on the move.
- Intelligent variable stroke controlled, between limits, at the touch of a button. This enables precise energy control which is very important when commencing piling or when coping with delicate operations. Full energy monitoring on screen.
- Highly reliable and robust electrical switching.
- Robust construction. The hammer has been designed with full knowledge of what is required of piling equipment. A quick look at the hammer sitting on a pile will confirm this.
- The hammer offers excellent power to weight ratio's lending itself to being used on long reach jobs where there are few economic alternatives.
- Pile with the hammer underwater thus eliminating the use of follower piles and the problems they create including huge loss of energy transfer.
- Noise levels are considerably lower than that of diesel or air hammers.

Transmitted ground vibrations have been measured lower than that of a vibrator.

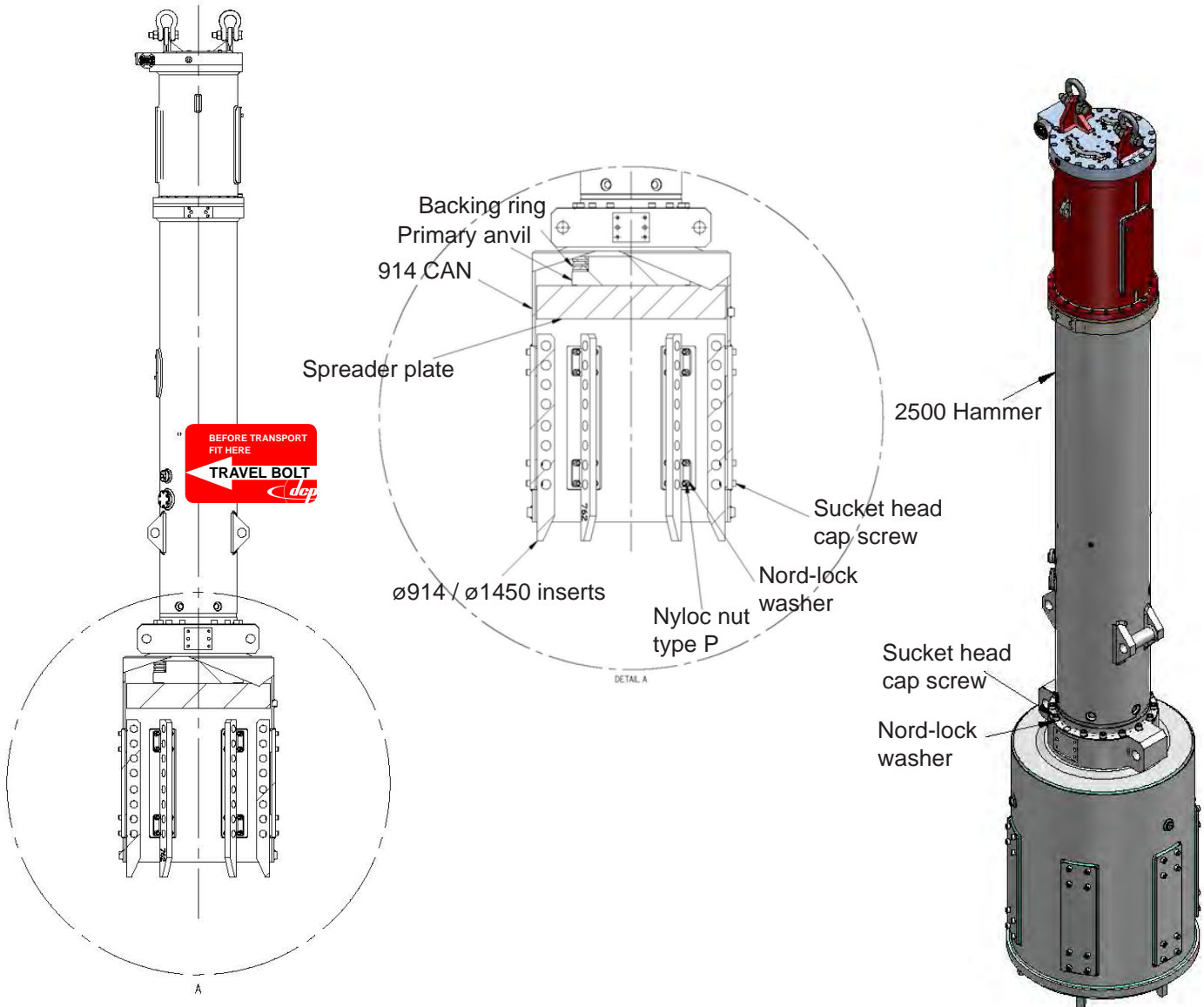
basic safety points

- Ear protection should be worn when in close proximity of the hammer.
- Keep clear of the hammer and/or power pack when they are being lifted.
- Avoid standing directly below the hammer when it is piling.
- Adhere to maintenance requirements set out in this manual.
- Lift equipment using lifting points specified only (see figures over).

transportation and laying down hammer



- WHEN LAYING DOWN HAMMER, support top of hammer at higher level than bottom of hammer.
- TRANSPORTATION, support top of hammer at higher level than bottom of hammer.
- Fit transport bolt for travel.



Free hanging with leg guides.

The basic hammer can be fitted with leg guides that have flexible leg inserts as shown. Different leg inserts can be used to adapt to different sheet pile types. The hammer readily fits pairs of most U or Z sheet piles with different inserts. Inserts can also be supplied to permit the hammer to drive H-piles.

SPECIFICATION	UNITS	CRH2500
RAM WEIGHT	kg	2,100
IMPACT VELOCITY	m/s	4.98
MAXIMUM PILE ENERGY	kNm	25.00
MINIMUM PILE ENERGY	kNm	10.5
BLOW RATE	bpm	80-120
MAXIMUM - PILE MOMENTUM	kg.m/s	9,462
WEIGHT- Ø914 GUIDE SLEEVE CONFIGURATION	kg	6,500

cont'd - transportation and laying down hammer



Specifications	150DCP 4F/Stage 4/5
Diesel Engine	JCB Ecomax 4.4L
Max. Theoretical Power	81/108 kW/HP
Max. Frequency	2200 rpm
Max. Operating Pressure	245 bar
Hydraulic Pump	Parker
Max. Oil Flow	154 L/min
Diesel Oil	270 L
DEF (AdBlue) Capacity	16 L
Hydraulic Oil	340 L
Weight Without Fuel	2470 kg
Weight Filled Up	3000 kg

how does the hammer work

The DCP Hydraulic Hammer consists of a 'drop weight' driven up and down by 'hydraulic rams' inside the 'casing.' The hydraulic ram is double acting which means the drop weight is accelerated both on the upstroke and on the downstroke. This gives the hammer its very efficient energy output and high blow rate.

The oil supplied to the hydraulic ram comes from the power pack via a 'control valve' mounted inside the top of the hammer. This control valve switches the oil supply on or off at the upstroke side of the hydraulic ram i.e. oil supply 'on' lifts the drop weight and oil supply 'off' drops it.

Dawson Construction Plant has developed an industry leading, robust and simple, electronic control system that constantly monitors the drop weight position. This constant monitoring allows the switching timing on the main hydraulic spool to be trended to continually optimise hammer performance throughout varying piling conditions.

With constant drop weight position monitoring, the velocity of the drop weight is also known, therefore energy output can be accurately measured and is displayed to the operator on the powerpack interface screen. This information can be recorded direct to a laptop via a Dawson software interface, and can be saved in standard spreadsheet formats, giving a blow by blow account of every pile driven and a day to day productivity record.

The main screen displays bar graphs showing hammer stroke & hydraulic oil temperature.

An Off Pile indicator confirms when the hammer is securely seated on the pile, and allows piling to commence.

There are numerical read outs showing blows per minute, energy per blow and total blows. The lower reading shows blows in LAP cycle. (Measuring blows per increment). The units can be changed from imperial to metric.

The history screen provides information on the total number of start ups / total hours / total blows and total energy through out the life of the hammer.

installation of power pack



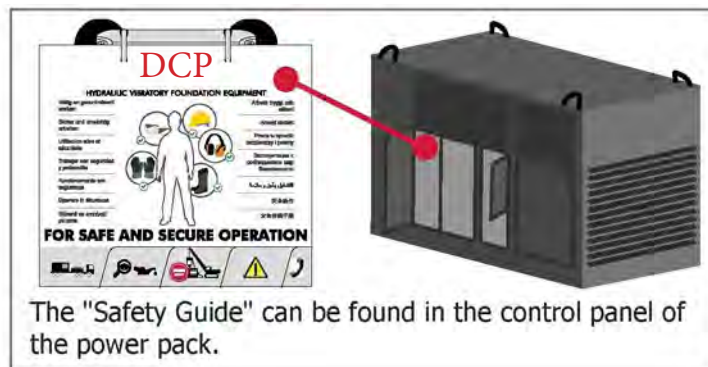
INSTALLATION OF THE POWER PACK

The power pack can be lifted and placed with a suitable hoisting unit. The power pack is equipped with hoisting points on which the power pack can be safely hoisted.
For additional information, see the chapter "Transport and Storage" in the user manual.

For using your own lifting equipment, ensure suitable safe working load ratings are observed.

Warning

Observe all safety conditions when lifting and moving the power pack. See the Safety Guide for the basic safety measures.



Warning

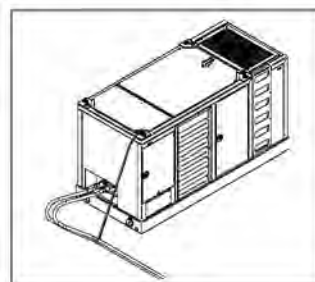
Always lift the power pack by means of its hoisting points. Use certified slings and place the power pack on a horizontal and stable base (surface).



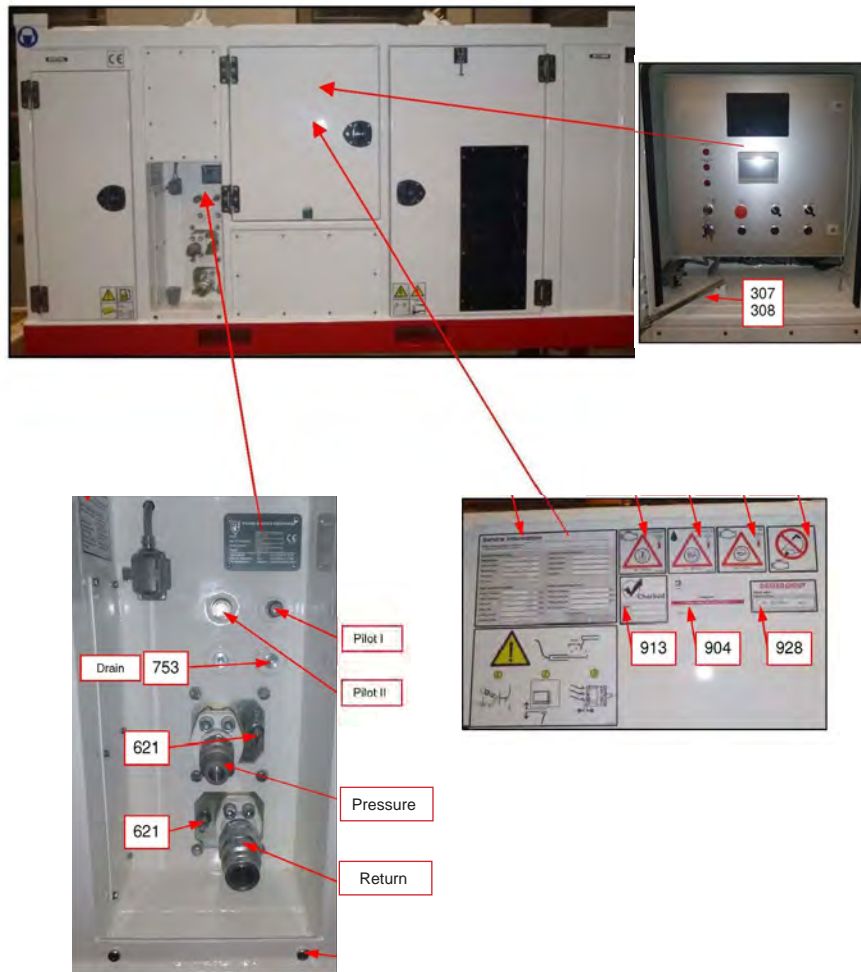
CONNECTING THE HYDRAULIC HOSES

Before transport and storage, disconnect the hose set from the power pack. Connecting the hose set requires close supervision and care. Follow the instructions below:

- The power pack is turned off.
- Check the couplings and hoses for damage. Check the rubber sheatings for (serious) damage. If the steel wire armouring is visible, the hose must be repaired or replaced.
- Check whether the support rings of the quick couplings seals are in good condition.
- The connections may not be pressurised.
- Clean the couplings with a cloth that is not frayed.
- Connect the hoses with the quick couplings. Avoid kinking and scraping. The couplings have a different diameter to guarantee the correct connection.
- Tighten the couplings by hand. If necessary, a light tap with a hammer can be used. The high pressure coupling and return coupling may be tightened with a chain wrench or a hammer.
- To relief the quick couplings and the hoses from tension, the hose package should be fastened to a fixed point on the power pack.



cont'd - installation of power pack



* Please refer to page 44 onwards in 150DCP manual for further details!



CONNECTING THE REMOTE CONTROL

The connection for the plug of the remote control is located on the control panel. The remote control is switched on as soon as the plug is connected.

Caution

Before connecting the remote control, the diesel engine must be turned off.

Caution

If the remote control is connected/switched on, the vibratory hammer can only be operated by the remote control.

If the remote control is not connected/switched on, the vibratory hammer can only be operated with the control module on the control panel or with the wireless remote control.

cont'd - installation of power pack

COMMENT

The emergency stop on the housing of the control panel of the power pack is always operational.
The emergency stop on the remote control and the wireless remote control are only operational if they are connected.

Warning

Only disconnect the remote control when the diesel engine and the machine to be driven are inoperative.

Caution

In emergency situations, use the emergency stop on the control panel or on the remote control. Then switch off the contact of the machine.

Warning

The emergency stop switch is not meant to be used as a normal way of stopping the machine. Careless use of the emergency stop can lead to serious damage to the machine.

Danger

Control from the control panel is only permitted if there is a good view on the entire work area and communication with the crane operator is possible.

Warning

If you do not perform the operating actions in the prescribed order, material damage and/or serious injury may occur.



SWITCHING ON WIRELESS REMOTE CONTROL

The starting procedure of the power pack explains how and when the remote control should be switched on.



SIGNAL LIGHTING

There is signal lighting on the DCP power packs. This lighting is found at 4 locations on the sides of the power pack.



This lighting has been placed to warn users that the power pack is operating or that there is a malfunction.

Warning

Make sure that you are familiar with the safety instructions as described in the chapter safety instructions, before operating the power pack. Make sure that the operator has a clear view of the work area, the power pack and the machine to be driven by it. Make sure that communication with the other people involved (crane operator) is possible at all times.



BEFORE THE ENGINE IS STARTED

- The time on the hour counter and note it in the logbook.
- Whether the rain cover on the exhaust opens/closes without any problems.
- The maintenance chapter, in particular the “daily maintenance” section, for checks and safety checks.



BEFORE STARTING, CHECK THE EMERGENCY STOP SWITCHES

Each DCP power pack is equipped with several emergency stop switches. In case of an emergency, the entire system can be shut down by pressing one button. Before starting work activities, the emergency stop on the power pack must be tested. Only perform the test when the power pack is switched on and the vibratory hammer is not being used.

The emergency stop switches are found:

- On the control panel on the power pack.
- On the exterior of the power pack (type dependent).
- On the remote control.
- On the wireless remote control.

The emergency stop button should be able to be pressed at any time. In order to reset the emergency stop, the switch on the power pack and on the wired remote control must be turned clockwise. On the radio remote control (RC), the red button must be pulled out.

Caution

In emergency situations, use the emergency stop on the power pack or on the remote control. Then disconnect the earth switch. Reset the emergency stop immediately after the system has been switched off completely.

Caution

The emergency stop switch is not meant to be used as a normal way of stopping the machine. Unnecessary use of the emergency stop during vibration works can lead to serious damage to the machine.



CHECKING THE OIL LEVEL

When a machine is connected and/or driven by the power pack, the level in the hydraulic tank must be checked regularly.



STARTING THE POWER PACK

General:

DCP supplies different types of power packs. They each have different starting procedures. For detailed information about the use of the power pack, you are referred to the starting instructions of the power pack concerned, which can be found on the inside of the control panel and is included as separate instructions in this manual.

continued - operation



STARTING PROCEDURE

Before starting the power pack, go through the following steps:

- Check all fluid levels (fuel, motor oil, hydraulic oil, coolant). If necessary, top up the fluid levels.
- Before starting the power pack, make sure the earth switch is switched on and all doors are closed.
- Start the engine, following the starting instructions.
- Allow the engine to idle for 5 minutes before starting the work activities. While it is warming up, check whether all hose connections are fastened correctly and that there are no oil leaks.
- After warming up, test the operation of the emergency stop on both the control panel and the remote control.
- After warming up, work activities may be started.

Caution

The operating instructions and safety instructions are fastened to the inside of the control panel per type.

Caution

While working with the machine, all doors must be closed.



THE SIGNAL LIGHTING

There is signal lighting on the DCP power packs. This lighting is found at 4 locations on the sides of the power pack.



If this lighting is switched on, it indicates the power pack is operating and that all safety instructions must therefore be observed.

If the lighting flashes, it indicates that there is a malfunction in the power pack. Try to locate the malfunction and, if possible, restore it.

If the malfunction cannot be restored, contact DCP service department.



SWITCHING OFF THE ENGINE

- Allow the diesel engine to cool off by running it idle for 5 minutes.
- Stop the engine by turning the key in the ignition switch counter-clockwise.

DISCONNECTING HOSES

- Disconnecting the hose set can only be done if the system is switched off.
- Leaking oil will be caught by the integrated oil collection tray under the quick couplings.
- Remove the collected oil in the appropriate manner.

Caution

There will always be some leakage when disconnecting the hoses.

Caution

Oil is very bad for the environment. Make sure it is collected and dispose the wasted oil in an appropriate way.

using the hammer



Remove travel bolt before installing hammer on the pile



Installing hammer on the pile

The hammer must be sat correctly on the pile to avoid hammer or pile damage. The pile tops should be as level and square cut as possible. The hammer anvil must be in good condition.

Lift the hammer onto the pile(s) to be driven. Lower the hammer down until the handling slings lose their tension. At this point, the anvil should be seated correctly i.e. the rubber ring around the anvil should be compressed between the casing and the anvil. If it is not and there is a gap here, re-site the hammer.

Note: Before using the hammer (and particularly after transportation) check that the dolly is fitted correctly in the anvil.



Bleeding air from the hammer hydraulic system - only required when running hammer after initial connection or following a repair.

When running the hammer for the first time after initial connection to the power pack, there will be air in the hydraulic system. The hammer will 'bleed' this air automatically but the following procedure must be applied:

- a. Turn rpm to "Fast".
- b. Turn on the control pendant 'power' button.
- c. If the hammer has been stopped for more than 1 min, then it will start at minimum stroke. If stopped for less than 1 min then stroke will be the same as when stopped.
- d. Set the 'Auto/Man' turn button to 'Man.'
- e. Hold the 'start' push button down for 4-5 seconds.
- f. Repeat (e) three or four times until the hammer consistently gives one or two small blows each time. Providing the hammer does not 'jump' on the pile, hold the 'start' push button down, so that the hammer gives several consistent blows, on the next operation. (Approximately 120 blows per minute.) If the hammer 'jumps' on the pile, because the drop weight is hitting the top of the hammer casing, the hammer will stop automatically.
- g. Commence the piling operation using the hammer as required.



Pile driving with the hammer

Having the hammer sited on the pile and removed air from the hydraulic system (if necessary) as described above, the hammer is ready for pile driving:

- a. Increase the power pack engine speed to 2200 rpm (having followed - "Starting the power pack" section).
- b. Turn the hand control pendant 'power' button on.
- c. If the hammer stops for more than one minute, then it will start from the minimum stroke but if it stops for less than one minute, then it will resume to the stroke setting when it stopped.

cont'd - using the hammer

- d. Set the 'Auto/Man' selector button to the required position:

'Auto' - hammer will continue running automatically when the 'start' push button is pressed once.

'Man' - hammer will only run whilst the 'start' push button is held down.

- e. Depress the 'start' push button as required by 'Auto/Man.'
- f. During operation the hammer stroke may be altered using the 'raise' or 'lower' push buttons to adjust the stroke height indicator.
- g. To stop the hammer whilst it is running on 'Auto,' turn the 'Auto/Man' selector to 'Man' or turn the 'power' selector off. It is good practice to start piling with the hammer set on minimum stroke, this limits unnecessary damage to both the hammer and the pile when the pile can be driven easily. The stroke may then be adjusted to suit the changing driving resistance.

On certain piling jobs, it may be possible to start driving on pairs of sheet piles, changing over onto a single sheet pile as the driving resistance increases (this will give maximum productivity).



Starting from cold

When the hammer is cold, only run the hammer on minimum stroke for the first 5 minutes to allow the cold oil in the hoses to be purged and the hammer to fully warm up.



Refusal

Piling must stop with this hammer when the rate of driving reaches 10 blows per 25 mm!

Continued use will result in hammer and/or pile damage.



Using the hammer underwater

It is possible to drive piles with this hammer underwater. However, the hammer must be prepared correctly in order to do so - it can not be used underwater in standard format.

The work involved is briefly as follows:

- Additional O-Rings must be fitted to prevent water ingress.
- The insides of the hammer should be suitably greased to minimise the effects of corrosion.
- A threaded compressed airline port must be added in the bottom end of the hammer casing or leg guide.
- The hammer must be run in conjunction with a 35/70 c.f.m. (100 psi) air compressor.
- The hammer grease nipples must be greased after every pile drive to ensure ample lubrication.

NOTE: FOR DETAILED ASSISTANCE WITH THIS TYPE OF WORK PLEASE CONTACT THE MANUFACTURER.

cont'd - using the hammer



Wider or special pile sections

The CRH2500 hammer in standard format will drive a considerable range of steel piles. In some applications, however, where sheet piles are particularly wide or perhaps boxed together it is possible to use simple leg insert modifications and/or spreader plates to give improved pile coverage reducing pile head stress and improving productivity rates.

The standard leg inserts can have “wing extensions” bolted on to correctly centralise the hammer on a single sheet pile. Then either a special anvil can be used to give wider coverage, or, by dropping the inserts to a lower set of location holes, a ‘spreader plate’ can be added below the standard anvil to give improved pile coverage. This is a tried and tested technique (see figure 3).

With tubular piles, for example, the standard inserts can be removed and in place some simple bolt on plates added to centralise the hammer on the tube (see figure 4). A further refinement, if necessary, is to weld a ring onto the underside of the anvil to give correct location on the tube.

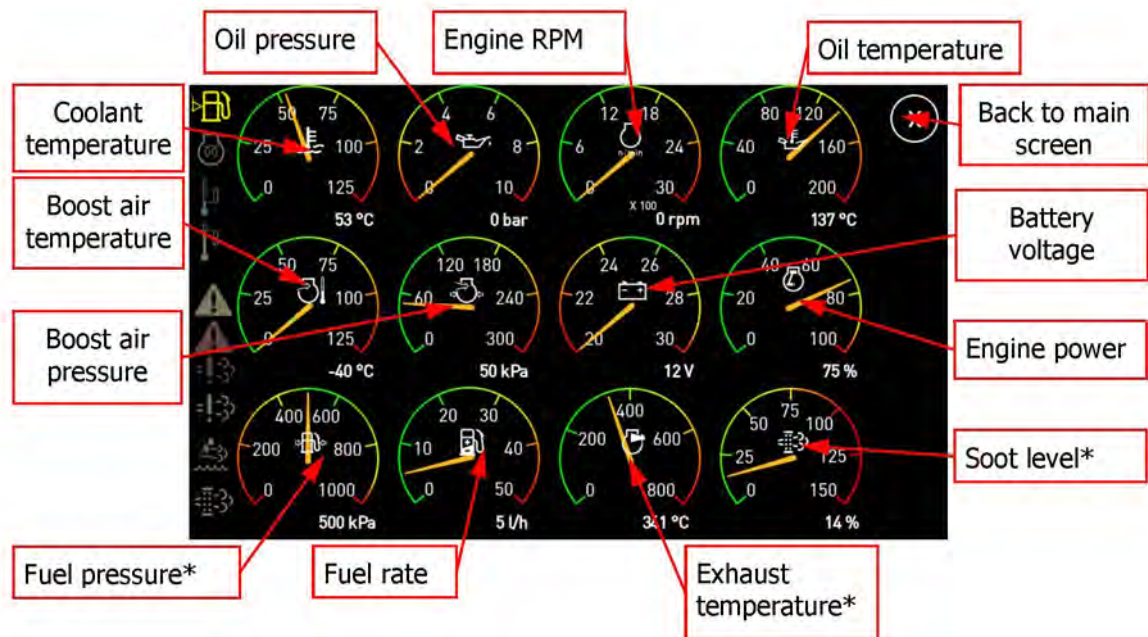
PLEASE CONTACT THE MANUFACTURER IF YOU HAVE A SPECIFIC PILE DRIVING PROBLEM - IT MAY HAVE BEEN DONE BEFORE!

150dcp iqan instructions

Main Screen



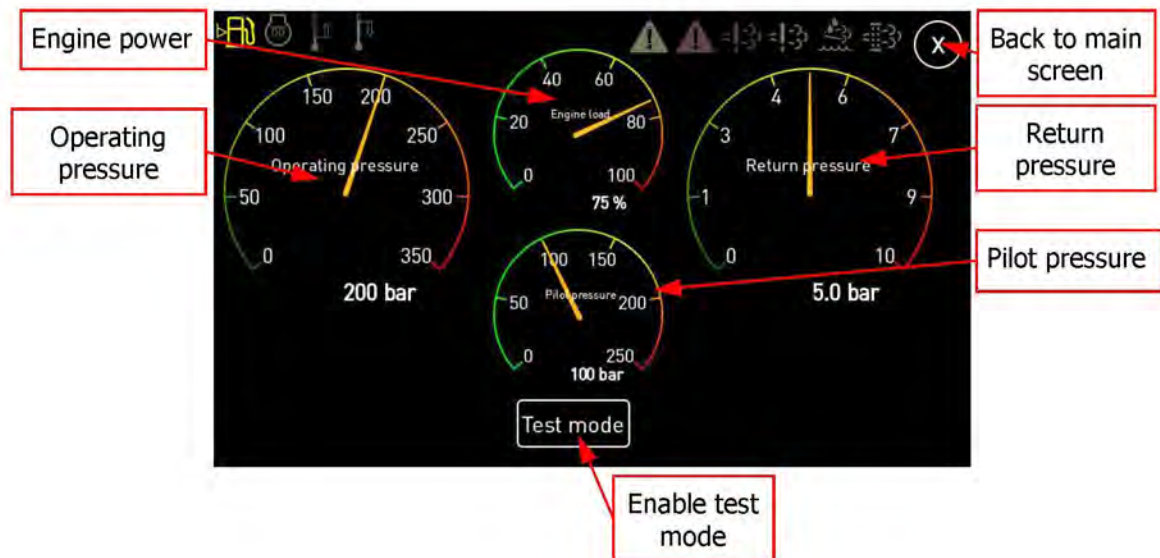
Engine Screen



Remark, gauges marked with * are only visible when data is present.

cont'd - 150dcp iqan instructions

Hammer Screen



Info Screen



PREVENTATIVE MAINTENANCE GUIDELINES FOR CRH2500 HYDRAULIC HAMMERS, AND DIESEL ENGINED POWER PACKS

	DAILY OR REFUELLING	EVERY 125 HOURS	EVERY 250 HOURS	EVERY 500 HOURS	EVERY 1000 HOURS	EVERY 2000 HOURS
ENGINE	CHECK: . OIL LEVEL . COOLANT LEVEL . FAN - INSPECTION . DRIVE BELT - INSPECT . FUEL WATER TRAP - DRAIN		CHANGE: . LUBE OIL . LUBE FILTER CHECK: . AIR CLEANER . INTAKE SYSTEM . CHARGE AIR COOLER	CHANGE: . FUEL FILTER CHECK: . ANTI FREEZE	ADJUST: . VALVE LASH CLEARANCE CHECK: . FAN HUB . BELT TENSIONER BEARING . BELT TENSION	CHANGE: . ANTI FREEZE CHECK: . DAMPER
POWER PACK	CHECK: . HYDRAULIC OIL LEVEL . AIR INLET/OUTLETS FREE FROM OBSTRUCTION . CONDITION OF LIFTING POINTS & SLINGS/ SHACKLES . TEST DIAGNOSTIC LEDS . INSPECT GAUGES . CONDITION OF QUICK RELEASE COUPLINGS	CHECK: . FOR HYDRAULIC OIL LEAKS & RECTIFY . CONDITION OF HOSES . TIGHTNESS OF FASTENERS . CONDITION OF PAINTWORK . BATTERY WATER LEVEL . FUNCTION OF PENDANT & CONDITION OF CABLE	CHECK: . BATTERY CHARGING CHANGE: . HYDRAULIC OIL/FUEL FILLER FILTERS	CHECK: . PRESSURE OUTPUT OF PUMP . FLOW OUTPUT OF PUMP CHANGE: . PRESSURE/RETURN . HYDRAULIC FILTERS	CHECK: . CONDITION OF WIRING . DRIVE COUPLING FOR WEAR . CONDITION OF EXHAUST CHANGE: . HYDRAULIC OIL AND CLEAN OUT SYSTEM	TEST RUN ON PILE 30 MINUTES BEFORE AND AFTER CHECKING
		TEST RUN ON PILE 15 MINUTES BEFORE AND AFTER CHECKING	TEST RUN ON PILE 15 MINUTES BEFORE AND AFTER CHECKING	TEST RUN ON PILE 30 MINUTES BEFORE AND AFTER CHECKING	TEST RUN ON PILE 30 MINUTES BEFORE AND AFTER CHECKING	TEST RUN ON PILE 30 MINUTES BEFORE AND AFTER CHECKING

(FOR FULL DETAILS SEE SECTIONS IN THE DCP HAMMER MANUAL AND THE DIESEKO SERVICE MANUAL)

hammer maintenance



Daily maintenance checks (or every 10 hours):

- Apply lithium-based general purpose grease to the hammer through each one of five grease points (part 1-057-00-01). Six operations of a grease gun on each grease point before every shift will be adequate.
- Check all external fasteners for tightness and re-tighten where necessary.
- Check the condition of lifting tackle and lifting points prior to being taken into service.



Service intervals:

In addition to the daily maintenance checks described above, the service intervals described in the table below must be adhered to:

Part No.	Description	Inspect / Replace	Frequency (blows)
	Full manufacturer's service Checks & replacements as required for the following parts: Piston & Rod Seals; Dolly; Anvil; Valve Block components; Buffers (Damper & Valve Block); Cables (continuity checks); Leg Inserts; Proximity Sensors; Suspension Rings; Proximity Location Key Slides; Accumulators	Inspect / Replace	750,000
25-009-05-01	Ram Damper Buffers	Replace	500,000
2-006-00-09	Dolly	Inspect	
2-005-00-04	Anvil	Inspect	
2-100-01-01A	Leg Inserts	Inspect	
2-100-02-01A			
2-019-00-01A			
2-020-00-01A			
25-031-02-01	Proximity Location Key Slides	Replace	250,000
45-024-30-01	Suspension Rings	Inspect	



Important: Parts must be replaced if showing signs of significant wear during inspection. If unsure, consult DCP.

Additional notes:

To inspect the Dolly, remove the lower pins that retain the leg guides & rotate to release the Spreader Plate. To replace the Dolly, insert a steel bar through one of the holes in the bottom of the Anvil (2-005-00-04) and drive the old Dolly out using a hammer. Insert a new Dolly (complete with O-Ring 2-067-00-02) ensuring that it is pushed fully home.

When checking the condition of Leg Inserts, the inner faces of each insert should touch the opposite insert. If not, the wear faces may require building up with hard facing.

To replace the Proximity Location Key Slides, the Wire Guide Tube must first be raised so it no longer engages the proximity housing. To raise the tube, remove its bolts via access through the hammer's access cover. The tube must be unseated by at least 125 mm (5"). The proximity housing can then be removed and the slides can be replaced.

The Suspension Rings must be in good condition at all times. These parts act as the hammers 'suspension system', reducing the shock transmitted from the blows to the hammer and its components. They are very important for keeping the hammer functioning correctly.

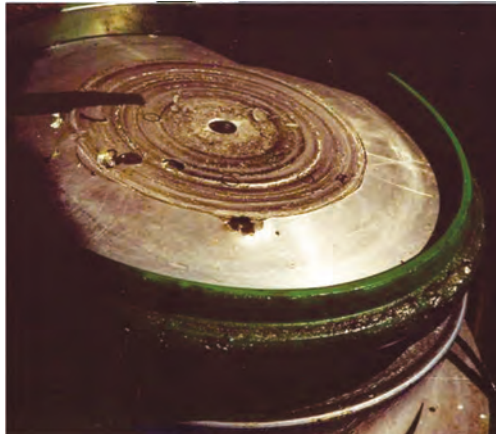
Accumulator pressures:

The accumulator pressures will be checked & adjusted as necessary during any manufacturer's service. The factory precharge pressures on the accumulators are:

- High pressure: 120 bar
- Low pressure: 5 bar

cont'd - hammer maintenance

FIG. 4.1



Debris embedded in dolly, remove debris and continue.



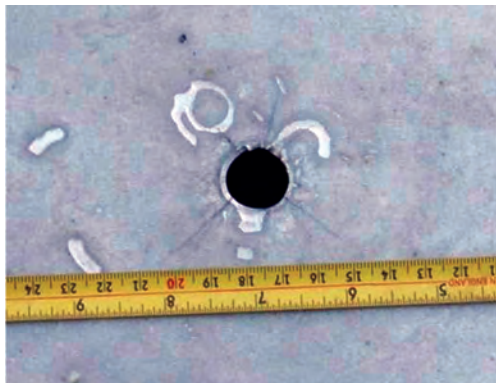
Severely cracked 6500 dolly should be replaced.



Overworked 6500 dolly stuck in anvil body, must be replaced or it can cause the anvil body to break.



If dolly is not replaced when it has been overworked, the anvil body can break due to expansion of dolly material.



4500 dolly starting to show signs of cracks after 150hrs of piling. OK but if cracks extend to the outer edge or the underside of the dolly, it must be changed.



View showing underside of 4500 dolly after 150 hrs of work. No signs of cracking. OK.

power pack maintenance



BEFORE PERFORMING MAINTENANCE

- Stop the power pack and allow any oil pressure to depressurise.
- Remove the ignition keys from the ignition.

Wear protective clothing, gloves and safety goggles during maintenance activities on the power pack. Be careful when using metal tools in the surrounding of the battery in connection with sparks and danger of explosion.

Danger

All maintenance activities must be performed by qualified and authorised staff only.

With the exception of visual inspections, all maintenance activities have to be performed when the diesel engine is not running.

Always make sure that the main switch is “off”.

Place a warning sign with “do not operate” by the main switch.



SAFETY

Warning

Most accidents with machines occur during maintenance and repair activities. For this reason, observe the following safety regulations carefully.

Warning

Hydraulic oil is toxic. Wear safety goggles and gloves.

Warning

Be careful when tracking down leaks if the system is still pressurised. Pressurised oil, water or air can penetrate under the skin and cause injury or infections.

Warning

First aid with battery acid in eyes: Rinse the eyes plentiful with clean water and consult a doctor.

Warning

Battery gas is explosive. Never use an open flame when checking the acid level.



DAILY AND PERIODIC MAINTENANCE

Preventive maintenance means performing maintenance activities in order to keep the power pack running without malfunctions. The maintenance activities can be divided into daily and periodic maintenance.

The daily maintenance should be performed before the working activities are started. The daily maintenance must be performed by the user/owner of the power pack.

The periodic maintenance must be performed after a specific number of operating hours. In order to establish the number of operating hours, the DCP power packs are equipped with an hour counter. If the power pack is not equipped with an hour counter, the hours must be logged by the user. It is also the users task to maintain an overview of the maintenance activities performed per periodic service. The periodic maintenance may be performed by DCP staff or by the user/owner.

Lubrication is essential to the system and, to a large degree, determines the lifetime of both the power pack and the machine driven by it. It is therefore important that the instructions regarding the types of oil and replacement intervals should be followed precisely.

Caution:

During repairs or maintenance, prevent dust, water and air from penetrating the lubricants and the system. Therefore, clean all quick couplings, fittings, caps, filter caps, oil level plugs and the adjoining surfaces prior to the maintenance.

cont'd - power pack maintenance



SERVICE INTERVAL

If the power pack is equipped with IQAN and the warning sign for maintenance appears in the display, contact DCP or your nearest DCP representative for a service appointment or for more information.

If the power pack is not equipped with an IQAN, then the power pack is equipped with an hour counter. The periodic maintenance is performed according to the number of operating hours on this hour counter. The type of maintenance, oil change, filters and the preventative replacement of worn parts is included in the service interval schedule in the parts catalogue.

For all service and maintenance information regarding the diesel engine, see the "Operation and Maintenance Manual" of the diesel engine supplier.

SERVICE INTERVAL SCHEDULE

This schedule is leading for the maintenance activities that must be performed on the power pack. This chapter also contains a logbook form to record the maintenance intervals. DCP advises to keep the following updated in the log:

- The number of operating hours
- Maintenance performed
- Any particularities

Warning

Special maintenance may only be performed by qualified staff of DCP or by a certified dealer recommended by DCP who will follow all safety instructions and maintenance periods to the letter.

Warning

Regular maintenance increases the lifetime and the reliability of the power pack and is essential for the safety of the user and possible bystanders.

Make sure the machine has cooled down, the work area is safe and clean and the hydraulic system depressurised before starting the maintenance activities. Place a warning sign with "do not operate" at the earth switch.

Turn off the earth switch prior to maintenance activities on the electrical system.



DAILY MAINTENANCE

DCP strongly advises performing a number of preventative checks before beginning activities:

1. Before starting, check:

Engine:

- Check the service indicator of the air filter.
- Check the motor oil level.
- Inspect the water separator of the fuel filter. Tap off water, if necessary.
- Check for leaks and loose connections.
- Check the oil level.

Other parts:

- Clean the bottom plate of the power pack.
- Inspect the hydraulic system for leaks.
- Perform a visual check of all couplings and hoses for signs of damage or cuts.
- Make sure all connections are fastened securely, especially the quick couplings.
- Check the oil level of the hydraulic tank on the level gauge (must be between the min. and max. indication).
- Whether the locks on the doors work correctly.
- Whether the doors open and close without sticking.
- Whether the rain cover on the exhaust opens and closes without any problems.

Coolant:

- Check the level of the coolant in the radiator (engine must be cool).
- The frost protection.
- Other regulations of the diesel engine manufacturer.

cont'd - power pack maintenance

2. While running idle, check the diesel engine:
Follow the starting procedure on the inside of the control panel before starting the engine. Allow the motor to idle for approximately 5 minutes and check:
 - Whether there are any oil or coolant leaks.
 - Whether the hydraulic hoses are fastened properly.
 - The contaminant detectors of the oil filters in the hydraulic system (contaminant detectors may not disengage above 40°C).
 - The operation of the emergency stop (the engine should stop immediately).
 - Restart the engine, following the starting procedures.
3. Checks of the power pack during working conditions:
While running, check the system of the power pack for:
 - The working pressure: Consult the specification page in the user manual for the values of working pressures.
 - The clamp pressure: Consult the specification page in the user manual for the values of clamp pressures.
 - The Variable Moment (VM) or Resonance Free (RF) adjustable pressure, if applicable. For values, see the hydraulic schedule elsewhere in the user manual.
 - Aberrant noises, vibrations, temperature differences and leaks.
4. Checking remote control
If the power pack is equipped with a remote control, check:
 - If contact block of electrical plug of the remote control as well as the contact block of the control panel are in good condition.
 - Whether the buttons/switches on the remote control are clean (dirt can influence its operation!).
 - Whether the button/switch for "clamp open" turns back in neutral position.
 - Whether the emergency stop button is not activated by turning it clockwise.



MAINTENANCE SCHEDULE

The maintenance schedule is a separate document in this user manual. It also contains a logbook form to record the maintenance intervals and the results of the oil analyses. DCP advises to keep the following updated in the log:

- Operating hours
- Maintenance performed
- Oil analyses performed and their results
- Maintenance must be performed according to the maintenance schedule.



SEVERE CONDITIONS

The service intervals are based on normal operating conditions. Operation under severe or unusual circumstances will require some modifications to the maintenance periods.

Warning

For conditions such as extreme cold or extreme heat, consult your supplier.

When operating in air with lots of salt or moisture, the maintenance periods do not have to change much. The unit must, however, be inspected weekly to determine whether additional maintenance is required. Have the hydraulic oil checked each quarter as well.

For longer periods of inactivity, the diesel engine must be started at least once a week and allowed to run idle until it is warmed up properly.

cont'd - power pack maintenance



DRAINING AND FILLING THE HYDRAULIC TANK

- The hydraulic tank can be drained by removing a plug at the bottom of the tank.
- The hydraulic tank can be filled by means of a hand pump. All oil that is pumped to the hydraulic tank goes through the return valve to guarantee that no contaminants enter the hydraulic system. For the precise location of the hydraulic pump, see the parts catalogue.



FILLING VOLUMES

The filling volumes of the engine oil, diesel oil and hydraulic oil can be found in the parts catalogue, the data sheet or the diesel engine manual.



RECOMMENDED FLUIDS

Use under different environmental temperatures

The table below lists the fluids recommended by DCP. The power pack is filled with these fluids when delivered from the factory. During the warranty period, only these fluids must be used.

It is possible to use the power pack under different outdoor temperatures. However, the power pack must then comply with the correct conditions in order to avoid being damaged. When circumstances are not normal, this must be watched carefully. In these events, a different type of oil must be used. Other modifications may also have to be performed for a correct and safe operation of the machines.

Always contact DCP when working in areas with an environmental temperature below -25°C!

Specifications	Physical and Chemical Properties
Physical State	Oily liquid
Colour	Light yellow
Appearance	Bright & clear
Odour	Characteristic
pH	Neutral
Boiling Range, °C	Initial boiling point (oil base) > 200
Melting Point, °C	< -30
Flash Point, °C	246 (ASTM D92, COC)
Autoflammability/Ignition, °C	> 400 (oil base)
Upper Explosion Limit	Not known
Lower Explosion Limit	Not known
Vapour Pressure, 20° C,kPa	< 0.1 (oil base)
Viscosity, Kinematic , 40 °C, mm²/s	Ca. 46
Relative Density, 15 °	0.90-0.92
Water Solubility	Not soluble
Partition Coefficient, n-octano/water	Not known

cont'd - power pack maintenance



HYDRAULIC OIL

New power packs are filled with hydraulic oil Q8 Holbein Eco 46, unless otherwise specified. Always check the label in the power pack for the correct type of oil.

If the use of another type or brand of hydraulic oil is desired, contact DCP.



SEVERE CONDITIONS

- Engine: see the "Operation and Maintenance Manual" of the diesel engine manufacturer
- Hydraulic system: contact DCP.



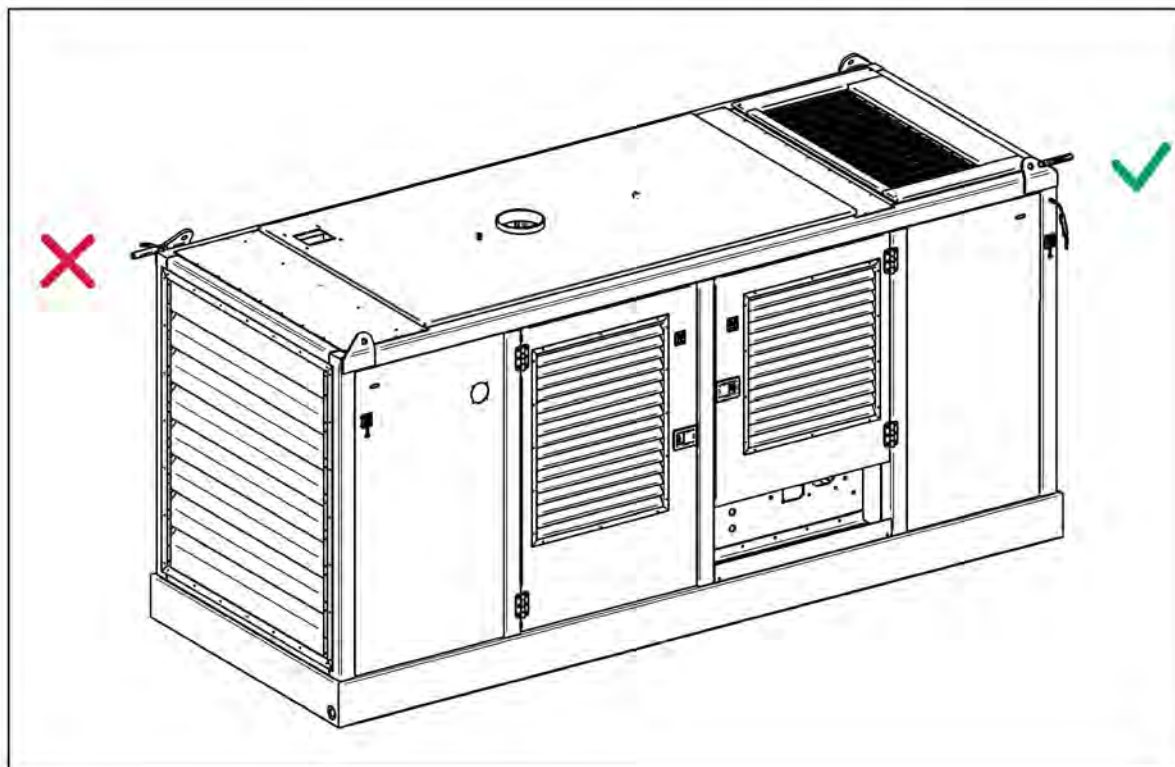
WELDING ON THE POWER PACK

When welding, many types of currents travel from the welding torch to the earthing conductor of the welding unit. This can cause problems in the electronics of the IQAN control system and in the control unit of the diesel engine.

Precautionary measures must therefore be taken before welding.

- The earth switch of the battery package must be turned off.
- The plug of the IQAN unit must be removed, as well as the plug(s) of the expansion modules in the dashboard cabinet.
- The plug of the control unit of the diesel engine must be removed.
- Place the earthing conductor of the welding unit as close to the object to be welded as possible to prevent stray currents (see picture).

Now you can weld safely without affecting the electronics of the power pack. Make sure you work skilfully and that you consider all safety measures.



cont'd - power pack maintenance

Danger

Never weld on the diesel tank in connection with the danger of explosion. The diesel tank is integrated into the tubular frame of the power pack.

Danger

Never weld on the hydraulic tank in connection with the danger of explosion.

The hydraulic tank is coated on the inside. Welding on the tank and the thereby released heat will damage the tank coat paint. The paint is released into the hydraulic system, which could result in pump damage.



FILTERS, BELTS, OTHER WEARING PARTS

For the wearing parts, see the maintenance schedule.



TIGHTENING TORQUES FOR BOLTS

For each bolt on the power pack, there is a specific tightening torque. If one of these bolts is replaced, a tightening torque should be observed for it. Look at the tables for the correct values.

Tightening torques for UNC bolts with coarse thread

Diameter [inch]	Thread [mm]	Tightening torques [Nm]		
		Class	Class	Class
1/4"	1.270	8.8	10.9	12.9
5/16"	1.411	10	14	17
3/8"	1.588	20	30	35
7/16"	1.814	35	55	65
1/2"	1.954	60	85	100
5/8"	2.309	90	130	155
3/4"	2.450	180	250	300
7/8"	2.822	310	435	520
1"	2.822	515	725	865
1 1/4"	3.175	775	1050	1300
1 1/2"	3.628	1500	2150	2600
1 1/2"	4.233	2650	3500	3500

Tightening torques for UNF bolts with fine thread

Diameter [inch]	Thread [mm]	Tightening torques [Nm]		
		class	class	class
1 1/8"x12	2.117	8.8	10.9	12.9
1 1/4"x12	2.117	1250	1700	2050
1 1/4"x12	2.117	1700	2400	2850

Tightening torques for metric bolts with coarse thread

Diameter [mm]	Thread [mm]	Tightening torques [Nm]		
		Class	Class	Class
M6	1.00	8.8	10.9	12.9
M8	1.25	10	14	16
M10	1.50	25	35	40
M12	1.50	45	65	80
M14	1.75	80	110	130
M16	2.00	125	180	210
M18	2.00	200	280	330
M20	2.50	275	390	465
M22	2.50	390	540	650
M24	2.50	520	735	880
M27	3.00	670	940	1125
M30	3.00	965	1350	1600
M33	3.50	1300	1850	2200
M36	3.50	1750	2600	3150
M39	4.00	2300	3350	3500
M39	4.00	2950	3400	3500

Tightening torques for metric bolts with fine thread

Diameter [mm]	Thread [mm]	Tightening torques [Nm]		
		Class	Class	Class
M16	1.50	8.8	10.9	12.9
M20	1.50	220	310	370
M24	1.50	440	620	750
M30	2.00	750	1050	1250
M36	2.00	1503	2100	2500
M36	3.00	2536	3500	3500

Danger

All repair work must be performed by qualified and authorised staff only. All repair work is to be performed while the diesel engine is not running. Make sure that the main switch is turned “off”. Place a warning sign with do not operate at the main switch.



SAFETY

Before beginning with maintenance:

- Stop the machine and allow any oil pressure to depressurise.
- Remove the ignition keys from the ignition.
- Remove the negative pole of the battery before starting work on the electrical system.
- Be careful when using metal tools in the surrounding of the battery (sparks).
- Wear gloves and safety goggles when checking the batteries.
- For repairs to the diesel engine, consult the appended maintenance instructions of the diesel engine manufacturer.

Warning

Most accidents with machines occur during maintenance and during repair activities. For this reason, observe the following safety regulations carefully.

Warning

Hydraulic oil is toxic. Wear safety goggles and gloves.

Warning

Be careful when tracking down leaks if the system is still pressurised. Pressurised oil, water or air can penetrate under the skin and cause injury or infections.

Warning

First aid with battery acid in eyes: Rinse the eyes plentiful with clean water and consult a doctor.

Warning

Battery gas is explosive. Never use a flame when checking the acid level.

Warning

Beware of entrapment when repairing moving parts.

Caution

Always handle heavy parts with a sufficient number of people.



GENERAL

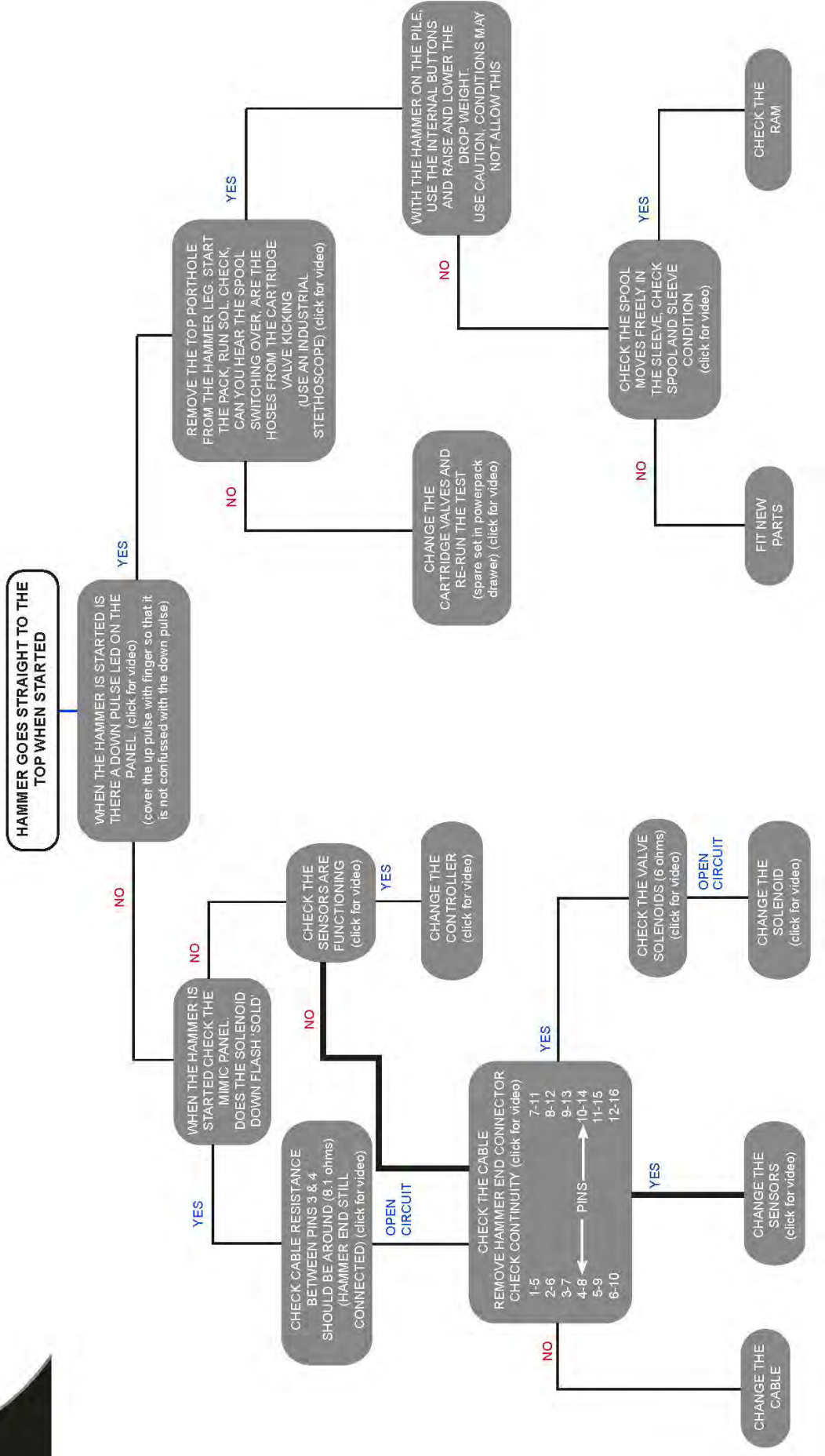
To perform a repair on your system, knowledge of the matters below must be available.

- Mechanical systems
- Hydraulic systems
- Electrical systems



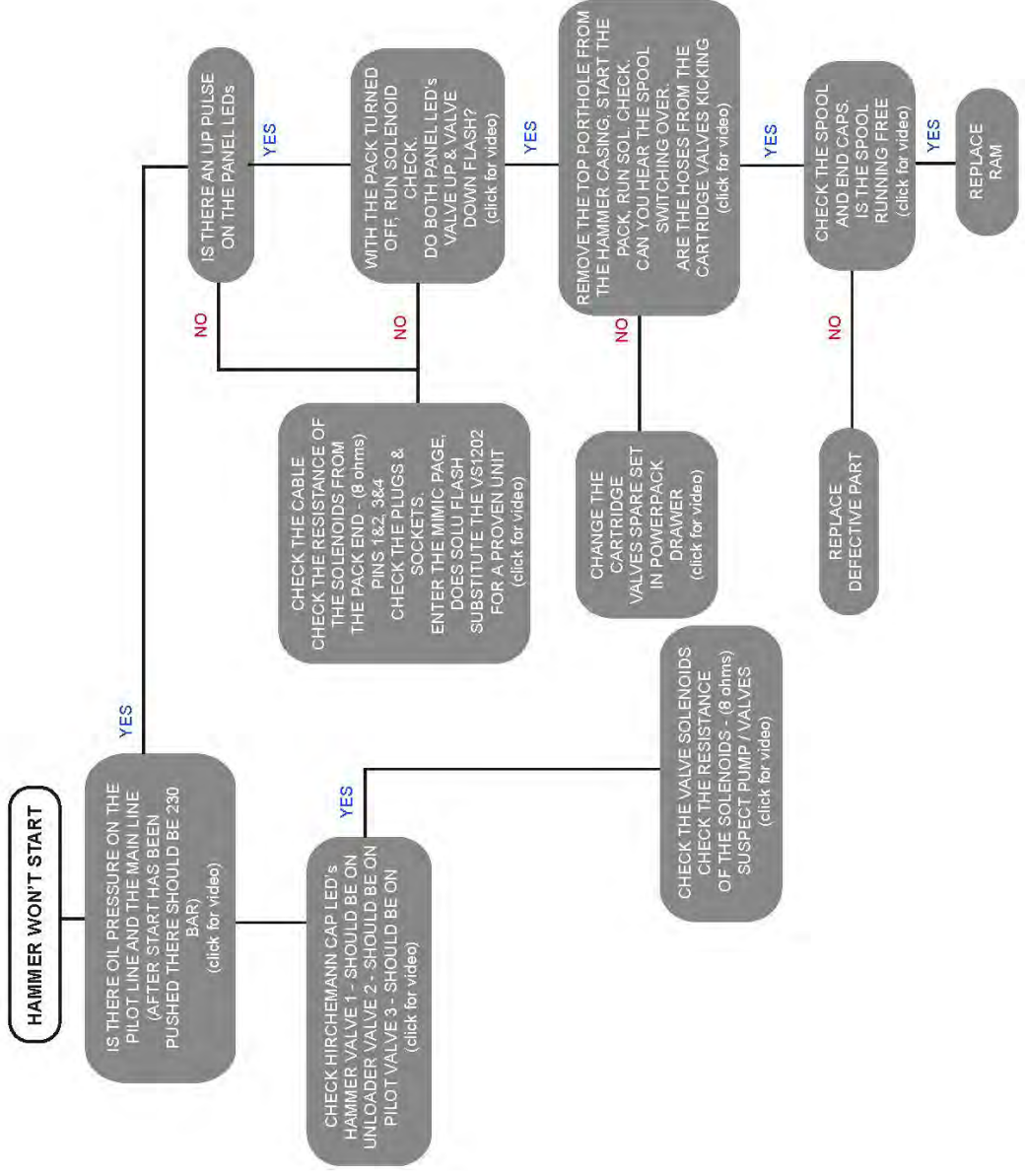
FAULT FINDING CHART FOR ELECTRIC HAMMER

FAULT = HAMMER DOES NOT RUN ASSUMING THAT THE POWER PACK IS DELIVERING OIL (CHECK GAUGES)

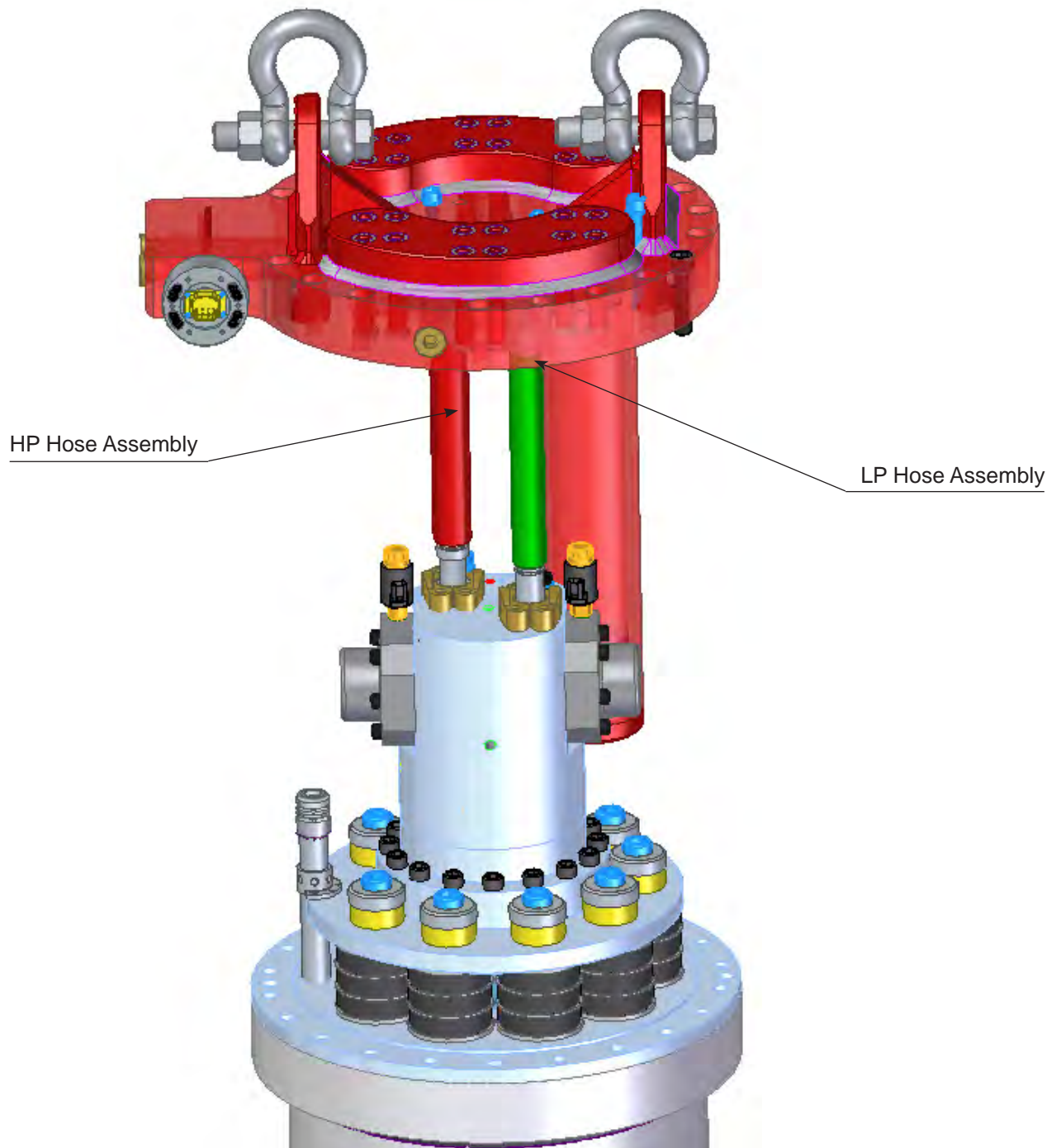




FAULT FINDING CHART FOR ELECTRIC HAMMER



hydraulic hose details for CRH2500



APPENDIX 7.4 150DCP Power Pack - Parts List

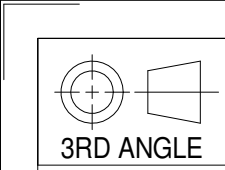
Please refer to Power pack manual for full details

Hydraulic Circuit

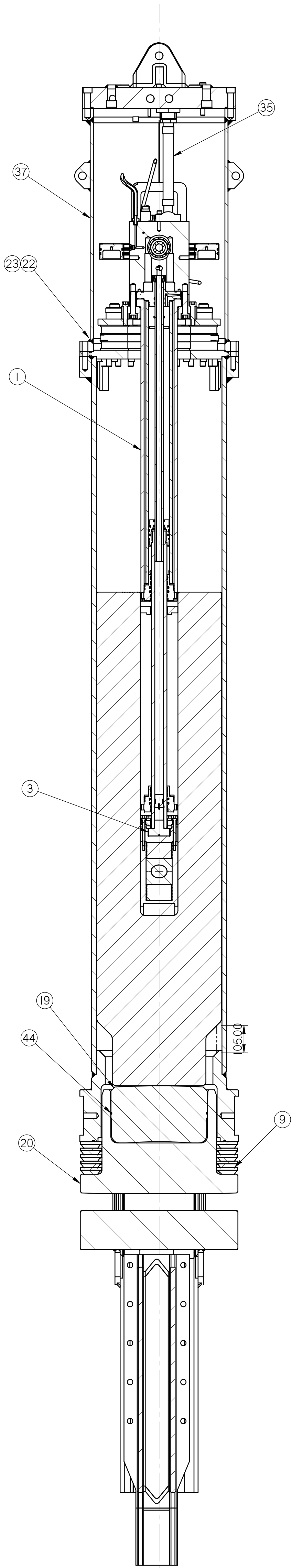
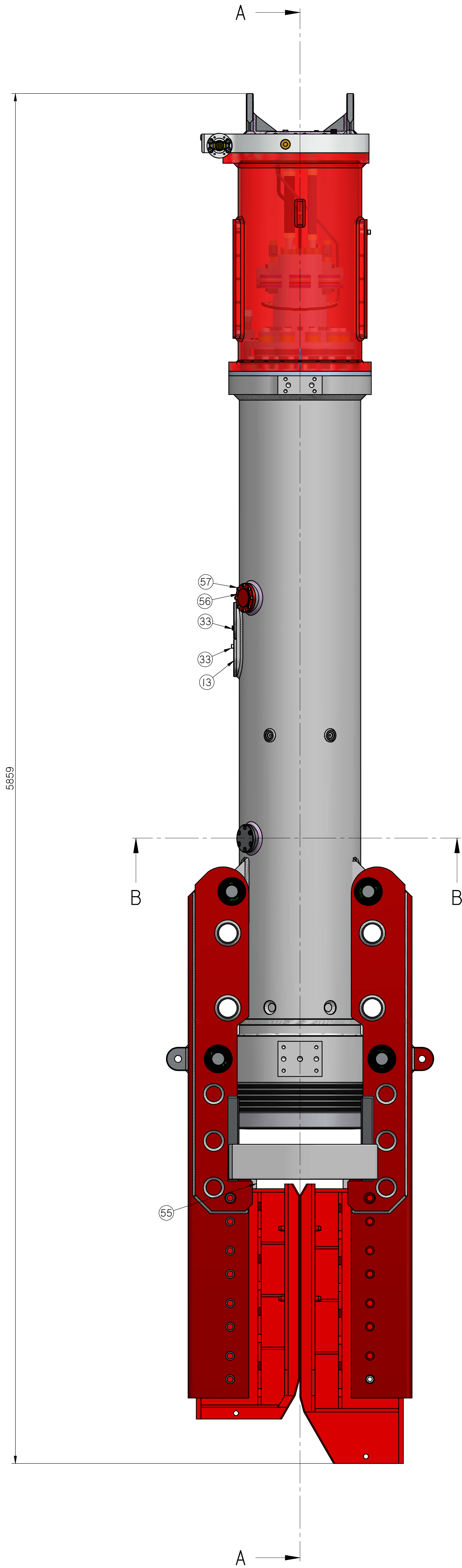
Electrical Circuit

Engine Type

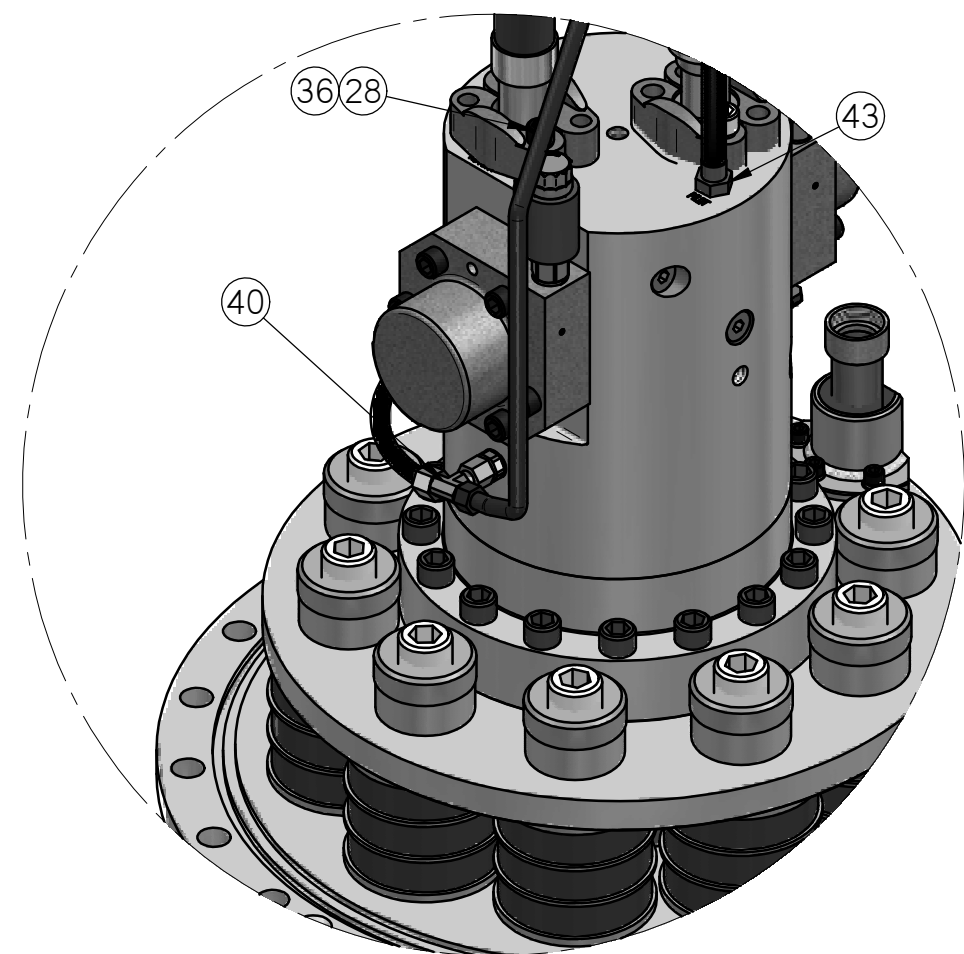
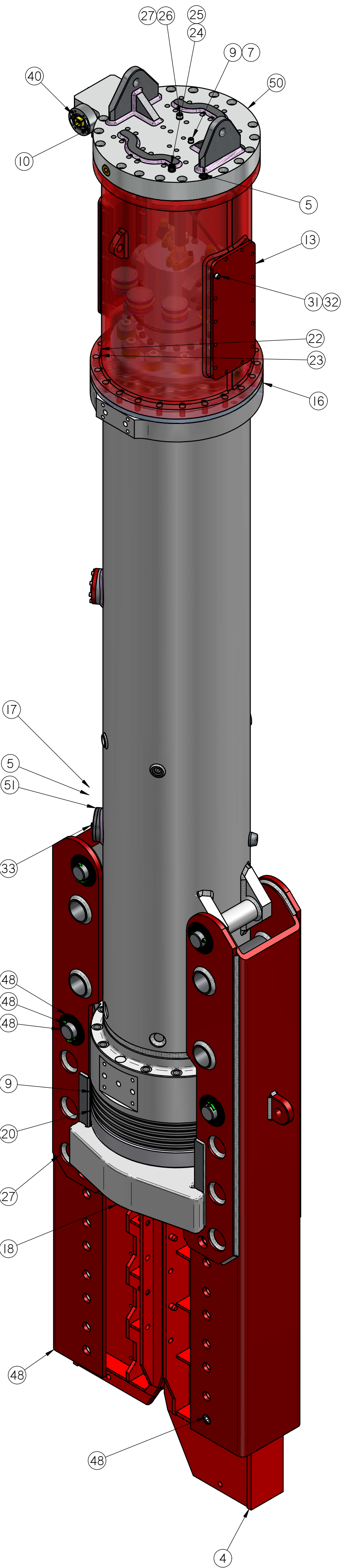
drawings & schematics



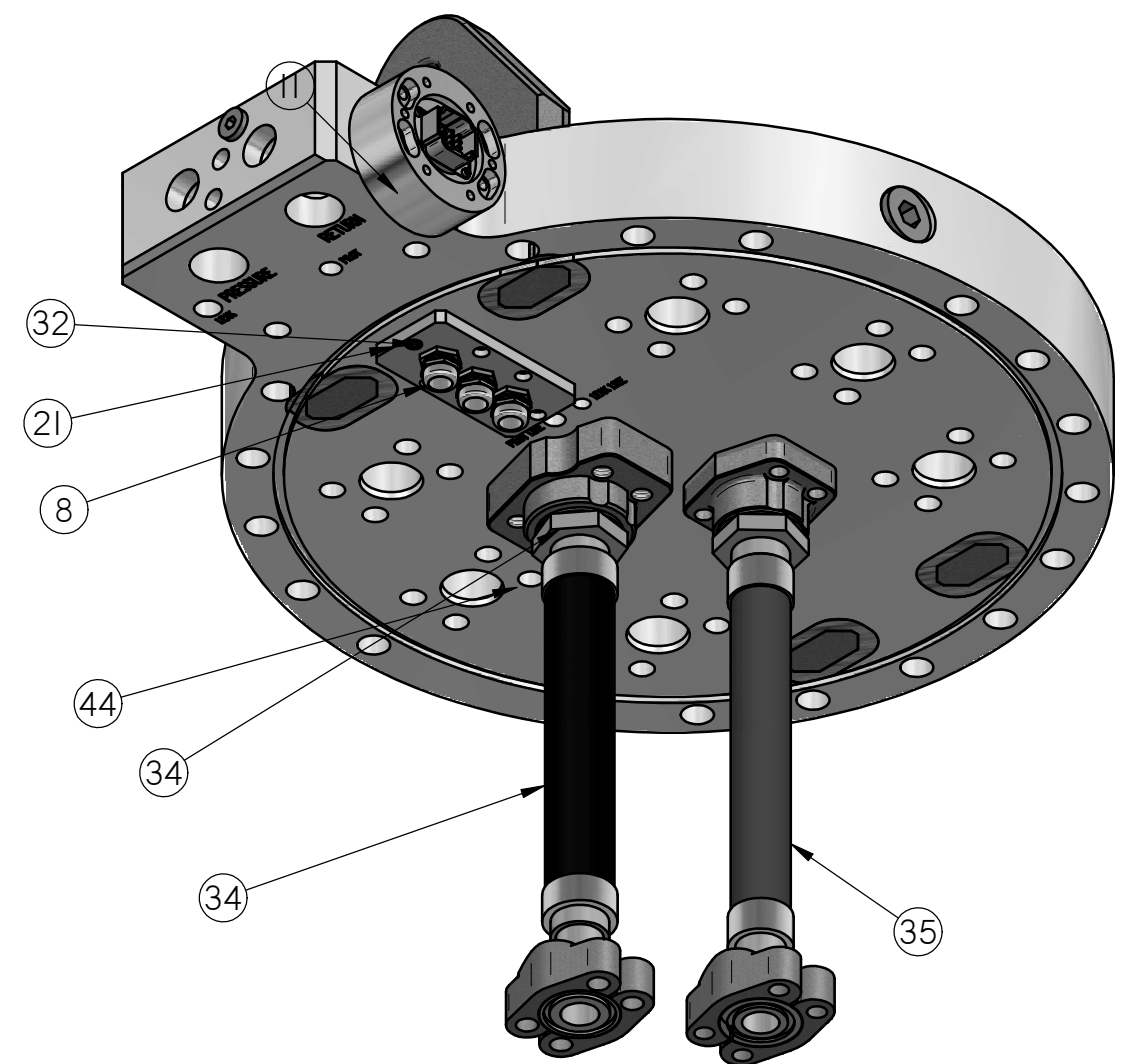
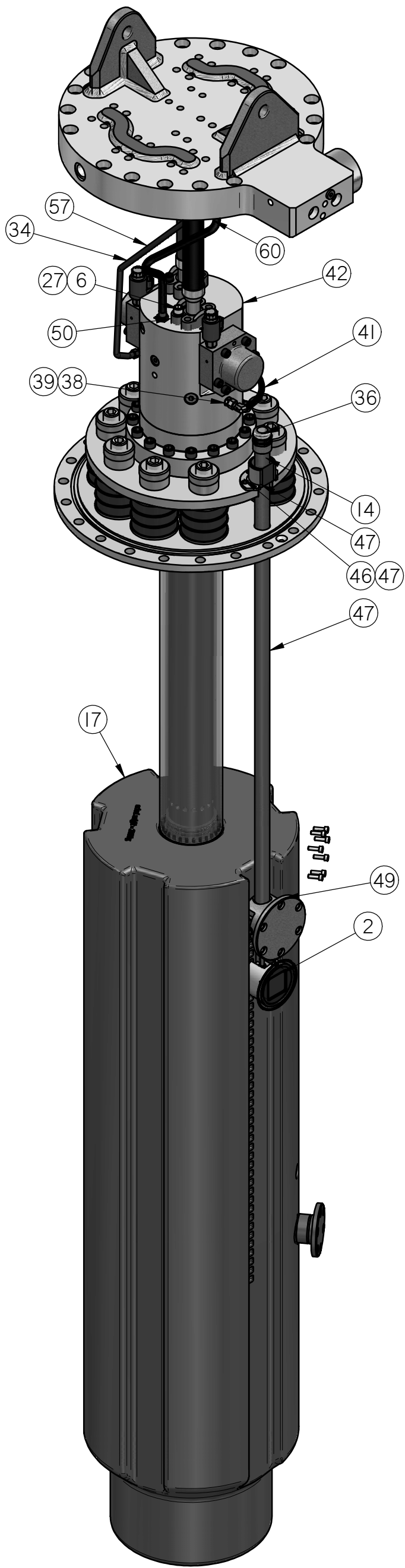
Rev	Cont.	Revision	Date	Intro	Appr. by
A		CORRECTION TO BOM STRUCTURE	23/01/23	SDI	
B		ADDED PIN ACCESS COVER	24/08/23	MB	
C		BOM ALTERATIONS	05/09/23	MB	
D		ADDED MISSING O-RINGS	11/01/24	AB	
E		KINETIC BOM UPDATED. REDRAW REQUIRED FOR ALIGNMENT.	24/07/24	AB	
F		TRANSPORT LOCK REDESIGNED	23/08/24	MB	



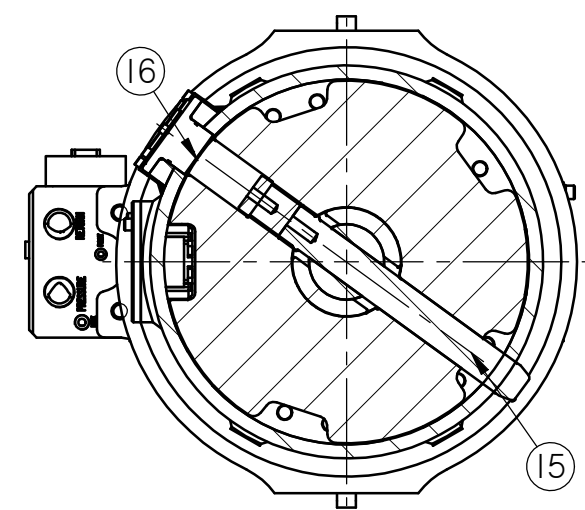
SECTION A-A



VIEW FROM BACK OF VALVE



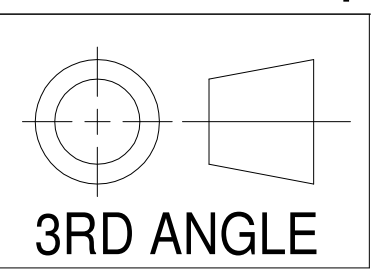
1	1	RAM ASSEMBLY			25-008-00-01
2	1	PROXIMITY MODULE			EQ-131-00-01
3	1	BUFFER ASSEMBLY			SA 25-009-00-01
4	1	LEG INSERTS ASSEMBLY			SA 2-020-00-01E
5	18	SCREW, SOCKET CAP HEAD, M20 x 90, GRADE 12.9	M20 x 90 LG		OM20-090-02
6	4	SOCKET HEAD CAP SCREW			OM14-50-02
7	4	SCREW, SOCKET CAP HEAD, M12 x 80, GRADE 12-9	M12 x 80 LG		OM12-080-02
8	3	CABLE GLAND M20			EO-1082-00-01
9	5	SUSPENSION RINGS			45-024-30-01
10	1	SOCKET HOUSING			25-90-24-01
11	6	ACCUMULATOR			25-048-00-01
12	1	PROXY COVER			25-111-03-01
13	2	ACCESS COVER			25-017-05-01
14	1	RAM CONNECTOR PIN			25-001-01-01
15	1	PIN RETAINER			25-004-07-01
16	1	HAMMER CASING			25-003-00-03E
17	1	DROP WEIGHT			25-001-00-01E
18	1	SPREADER PLATE			2-174-00-01
19	1	MKII Hammer Dolly	ALUM 16	HE30TF	2-006-00-09
20	1	PRIMARY ANVIL	EAST STEEL	BT2	2-005-00-04
21	1	GLAND PLATE COVER			1-018-35-01
22	22	SOCKET HEAD CAP SCREW	12.9	M20 x 100	OM20.000.02
23	61	NORD-LOCK WASHER		M20	OM20.000.27
24	24	SOCKET HEAD CAP SCREW			OM16-110-02
25	24	WASHER, NORDLOC, M16, ZINC PLATED		M16	OM16-000-27
26	4	SOCKET HEAD CAP SCREW			OM14.80.02
27	8	NORDLOC WASHER	M14		OM14.000.27
28	4	SOCKET HEAD CAP SCREW		M12 x 45	OM12.045.02
29	28	SCREW, SOCKET HEAD CAP, M12 x 35, GRADE 12-9		M12 x 35	OM12-035-02
30	36	WASHER, NORD-LOC, M12		M12	OM12-000-27
31	8	SCREW, SOCKET, CAP HEAD, M10 x 25, GRADE 12-9	12.9	M10 x 25 LG	OM10-025-02
32	6	SOCKET HEAD CAP SCREW		M6 x 15 LG	OM06-015-02
33	12	SOCKET HEAD CAP SCREW		M12 x 20	OM12-20-02
34	1	HIGH PRESSURE HOSE ASSEMBLY			25-116-00-01
35	1	LOW PRESSURE HOSE ASSEMBLY			25-115-00-01
36	1	CABLE GLAND	RS COMPONENTS		211-6802
37	1	SKIRT			25-017-00-01
38	2	CHECK VALVE			ABVUN140SF
39	2	1/4" BSP DOWTY WASHER			H00127
40	1	TEE PIECE			H00538
41	1	LEAK LINE SHORT			25-118-00-01
42	1	VALVE ASSEMBLY			25-018-00-01
43	1	3/8 BSP NIPPLE			
44	1	DOLLY O-RING			2-067-00-02
45	3	SOCKET HEAD CAP SCREW		M8	OM08.020.02
46	3	NORD-LOCK WASHER		M8	OM08.000.27
47	1	WIRE GUIDE TUBE			25-031-03-02
48	1	HPH2500 LEG ASSEMBLY	3	1	25-600-00-01
49	1	LOCATION KEY			25-031-00-01
50	1	TOP MANIFOLD			SA 25-090-00-04
51	1	PIN ACCESS COVER			25-003-02-02
52	1	O-RING 94.6 ID x 5.33			25-111-04-01
53	1	O-RING 3 x 116 ID			25-111-05-01
54	1	O-RING 3 x104 ID			25-031-06-01
55	2	BUFFER BLOCK			2-040-00-01
56	1	DROP WEIGHT TRANSPORT LOCK			25-003-01-02
57	8	SOCKET HEAD CAP SCREW		M8 X 25 LG	OM8-025-02
58	1	O-RING 88 x 3			25-003-10-01



SECTION B-B
SHOWING RAM CONNECTOR PIN

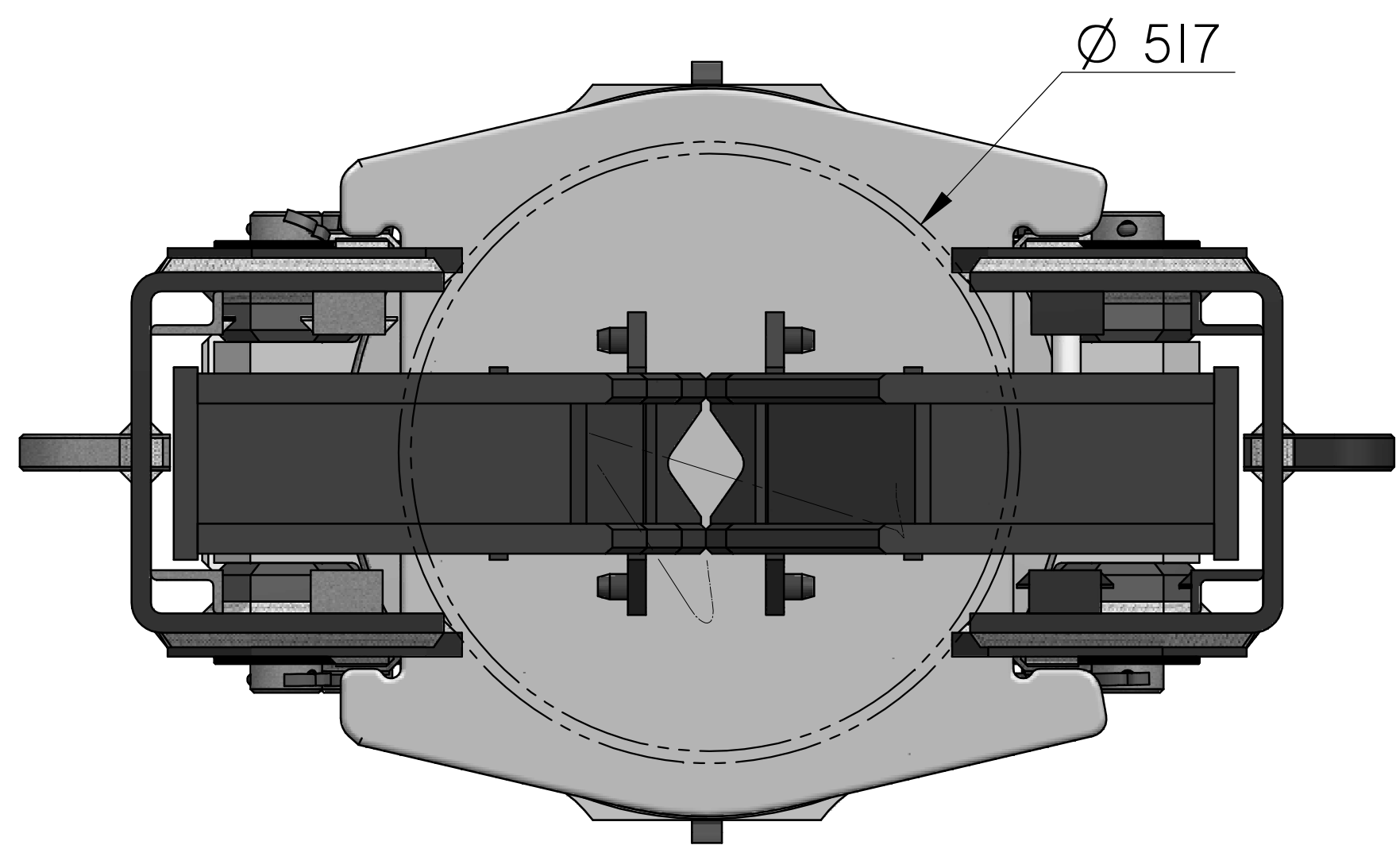
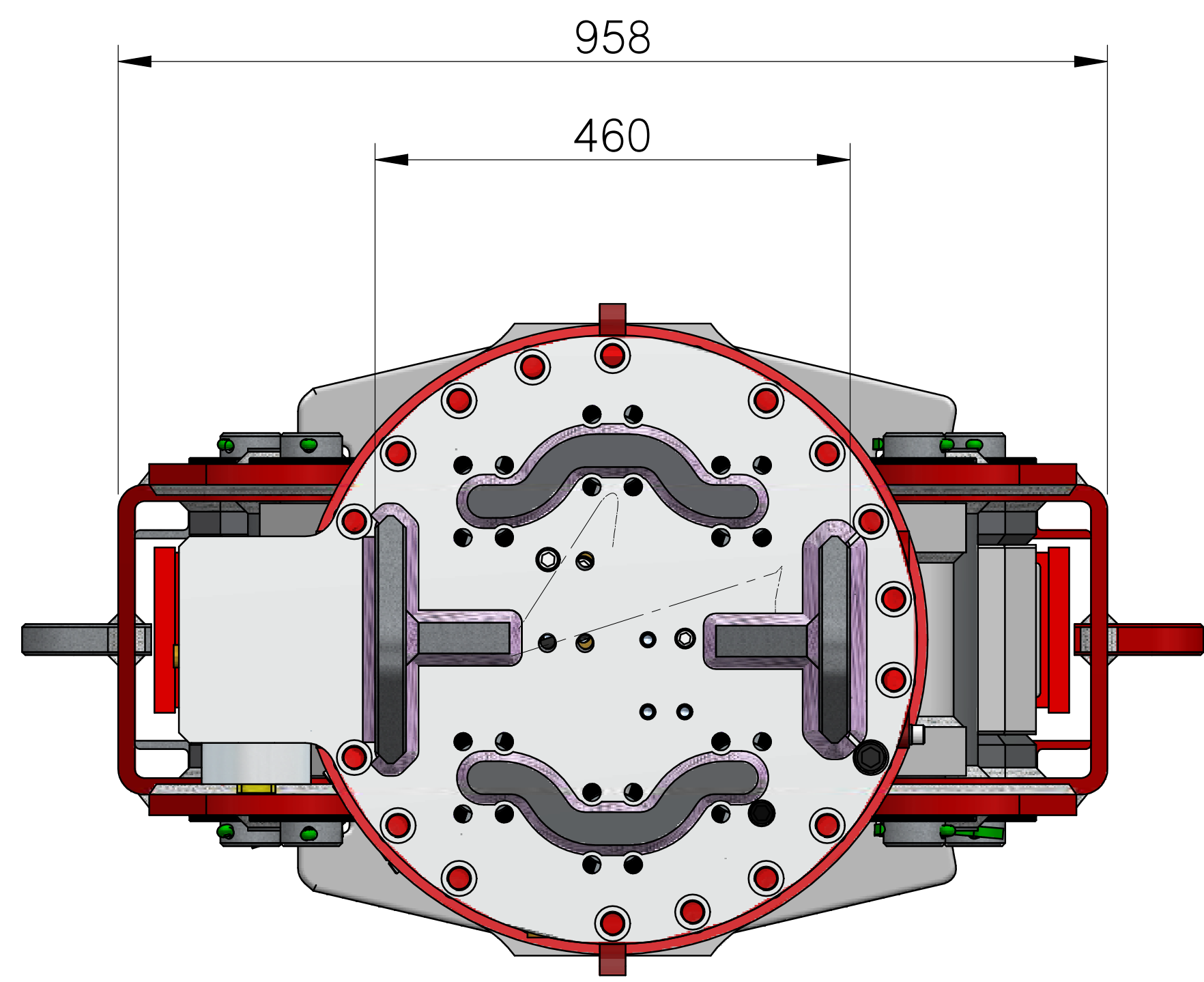
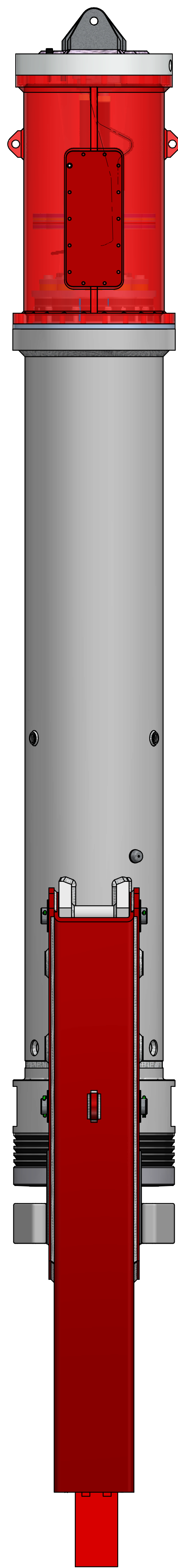
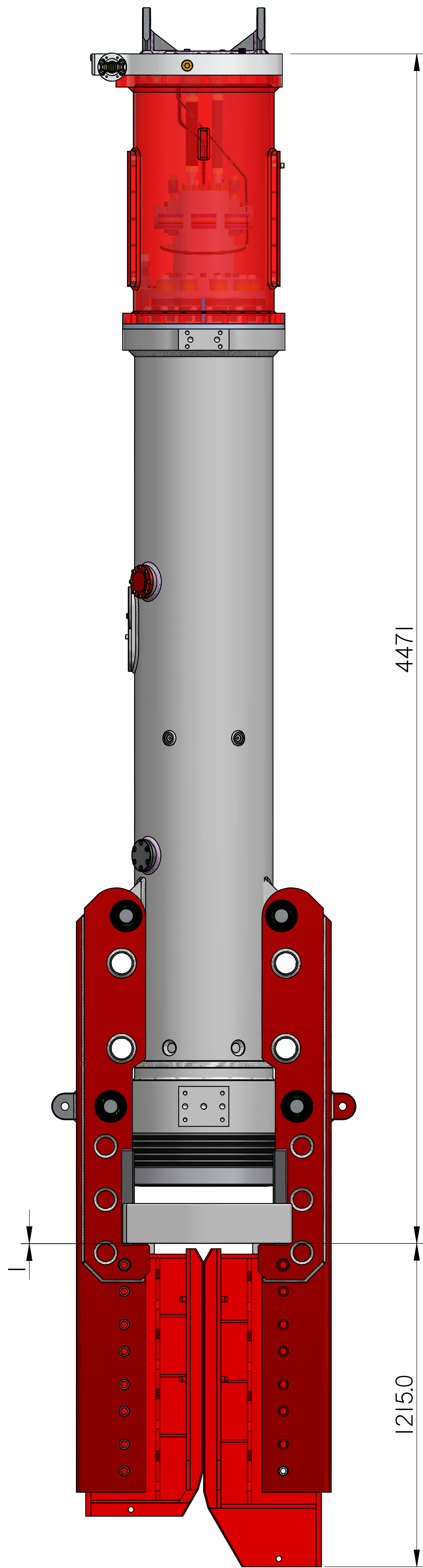
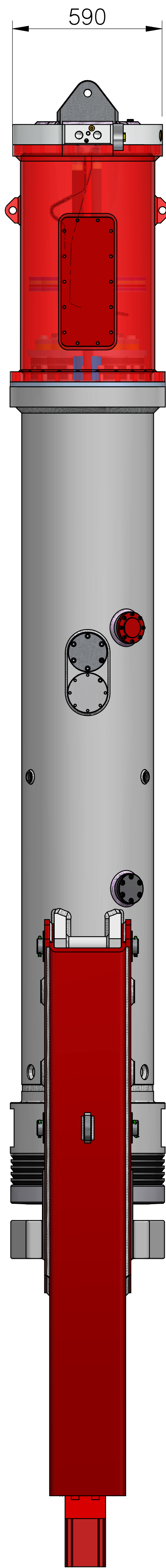
SURFACE FINISH	MACHINING TOLERANCES
UNLESS STATED OTHERWISE	UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N8	X, X+/- 0.25
▽ FINE MACHINE N8	X, X+/- 0.05
▽ GRIND N6	ANGLES +/- 0.9
	DIMENSIONS IN MILLIMETERS

Ref. no.	Unit	Part name	Material	Dimension	Remark
Design by	Drawn by	Copied	Checked	Standard	Approved
SDC	SDC	NO	NO	NO	NO
Dawson Construction Plant Ltd.		HPH2500 HYDRAULIC HAMMER		File	Date
25-000-00-01					05/04/2017



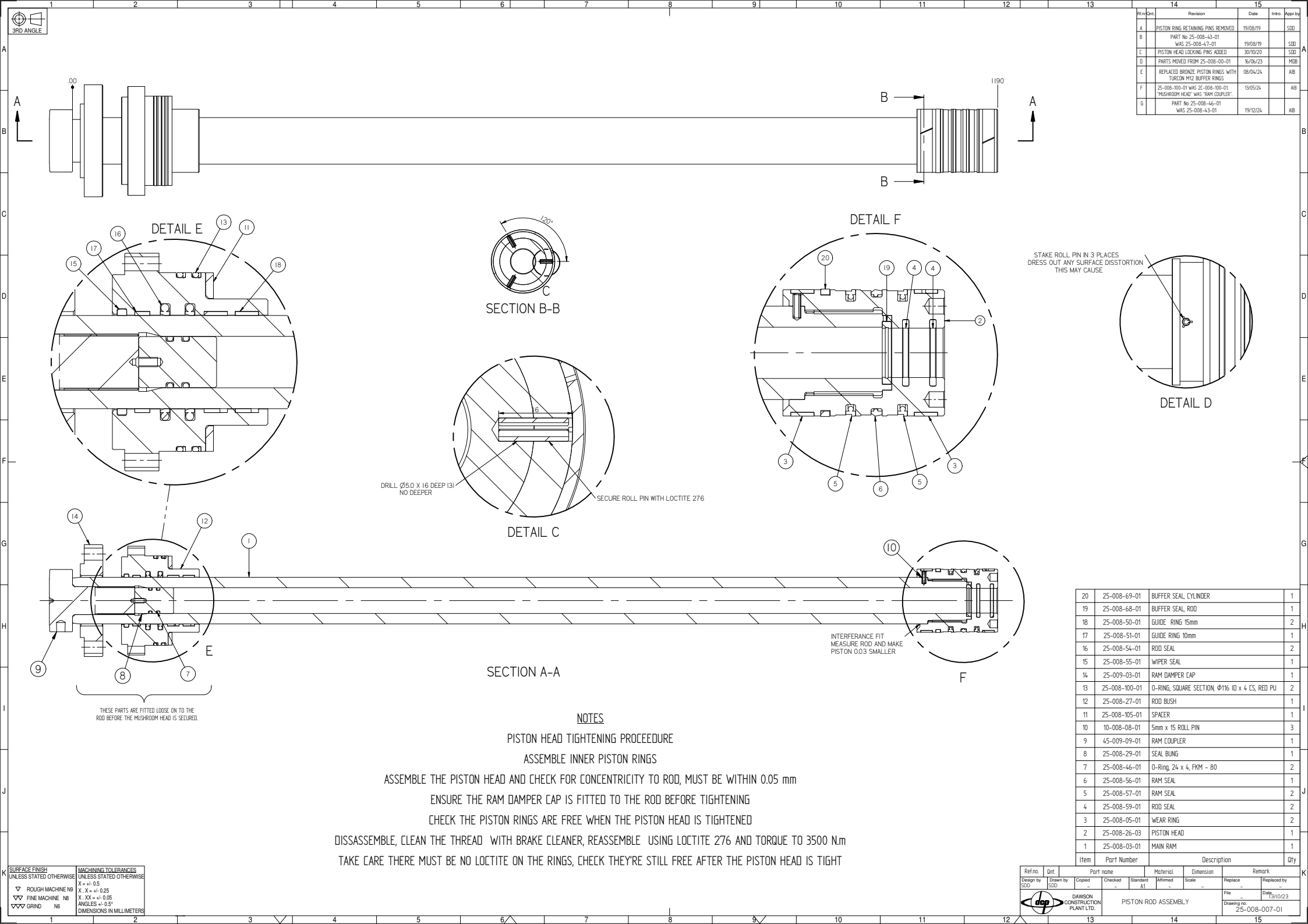
3RD ANGLE

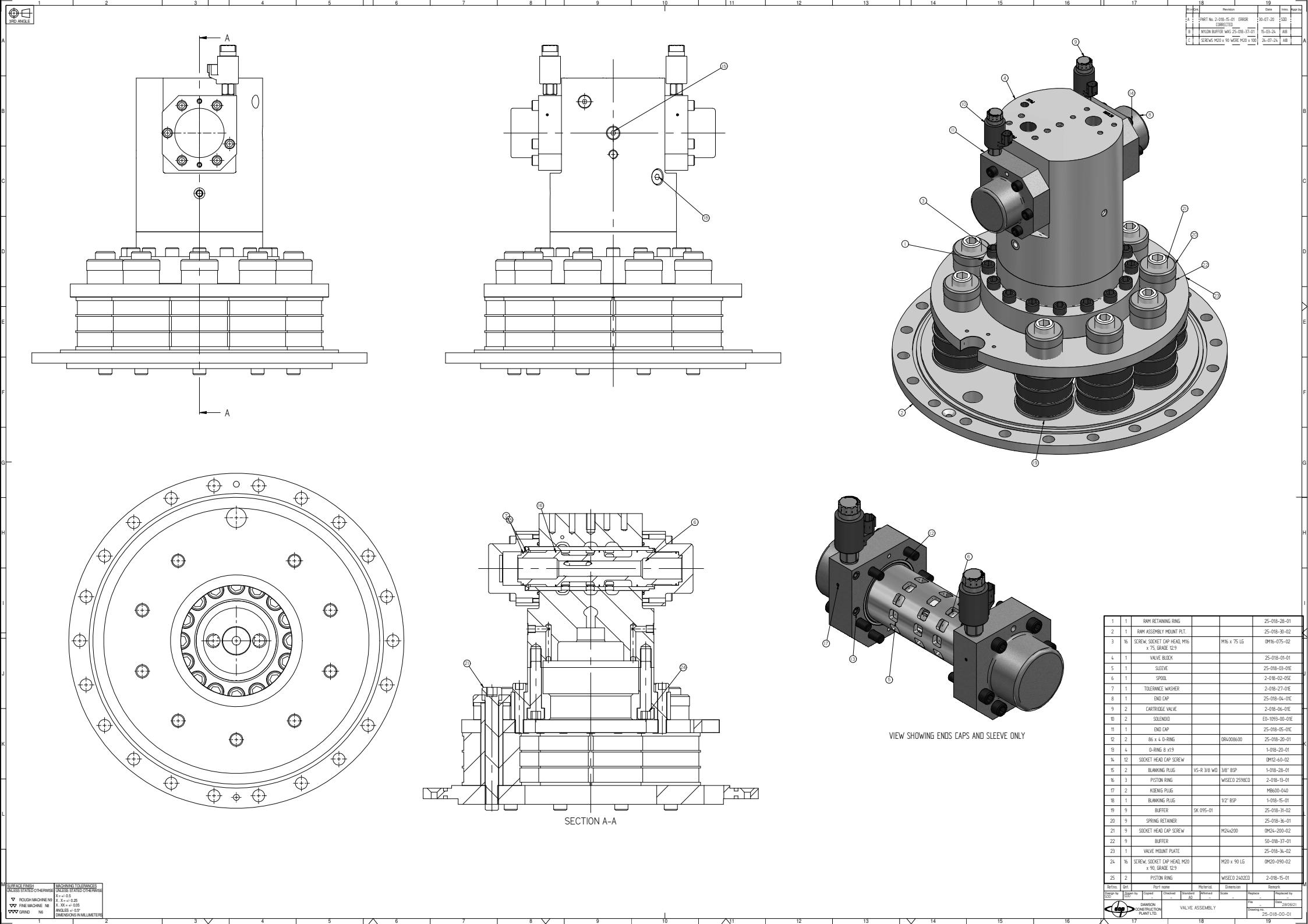
Ref.nr	Qnt.	Revision	Date	Intro.	Appr.by
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SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

Ref.no.	Qnt.	Part name	Material	Dimension	Remark
Design by SDD	Drawn by SDD	Copied -	Checked -	Standard A2	Affirmed -
				Scale -	Replace -
					Replaced by -
					Date 05/04/2017
					Drawing no. 25-000-00-01



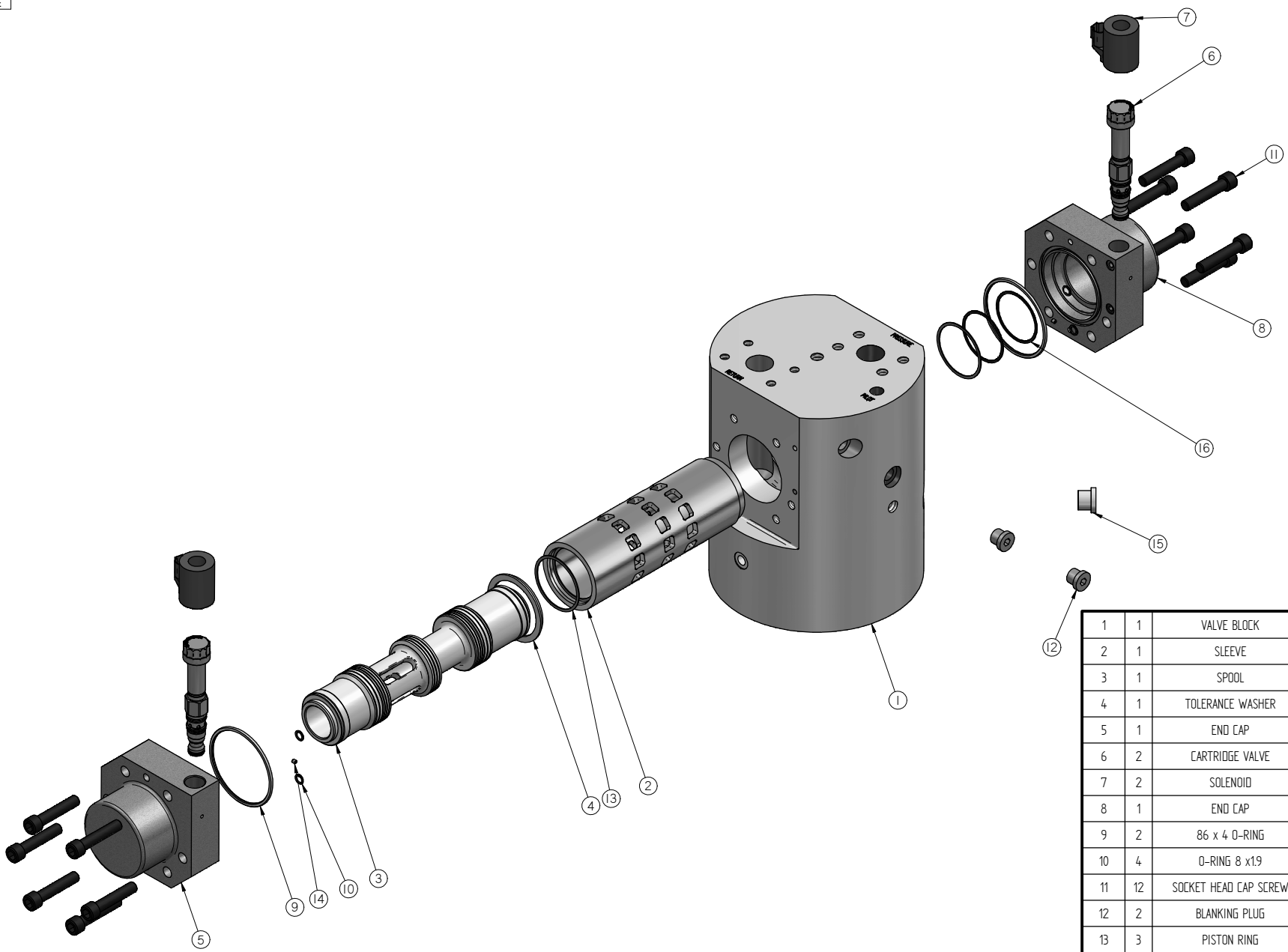


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4	25-018-00-01	25-07-20	SDI	
5	25-018-00-01	25-07-20	SDI	
6	25-018-00-01	25-07-20	SDI	
7	25-018-00-01	25-07-20	SDI	
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12	25-018-00-01	25-07-20	SDI	
13	25-018-00-01	25-07-20	SDI	
14	25-018-00-01	25-07-20	SDI	
15	25-018-00-01	25-07-20	SDI	
16	25-018-00-01	25-07-20	SDI	
17	25-018-00-01	25-07-20	SDI	
18	25-018-00-01	25-07-20	SDI	
19	25-018-00-01	25-07-20	SDI	
20	25-018-00-01	25-07-20	SDI	
21	25-018-00-01	25-07-20	SDI	
22	25-018-00-01	25-07-20	SDI	
23	25-018-00-01	25-07-20	SDI	
24	25-018-00-01	25-07-20	SDI	
25	25-018-00-01	25-07-20	SDI	

Surface Finish	Machining Tolerances
UNLESS STATED OTHERWISE	UNLESS STATED OTHERWISE
ROUGH MACHINE FIN	0.05
FINE MACHINE FIN	0.025
GRIND	0.01



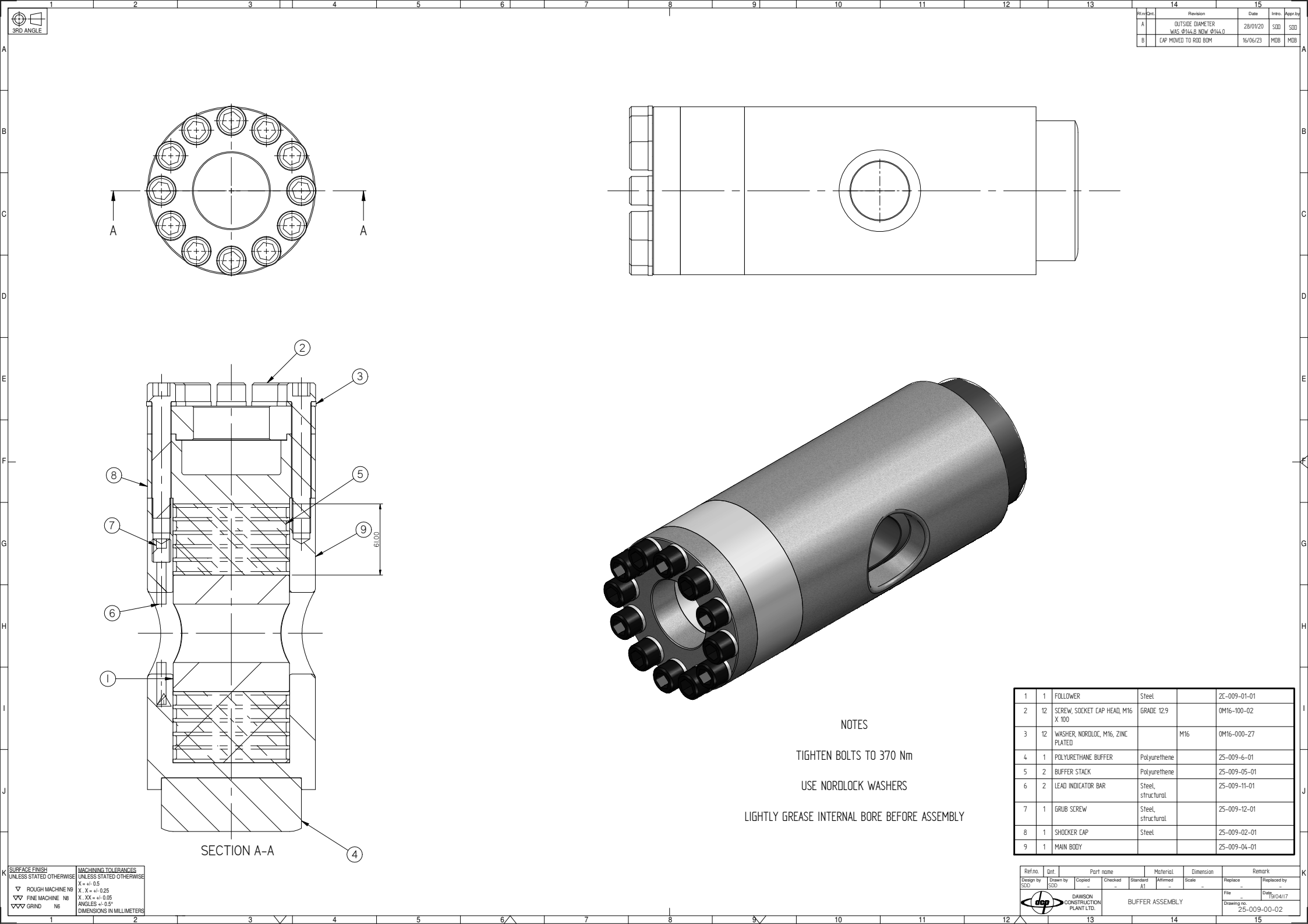
Rev.	Qnt.	Revision	Date	Intro.	Appr. by
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B		NYLON BUFFER WAS 25-018-37-01	15-03-24	AIB	

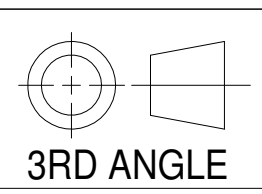


1	1	VALVE BLOCK			25-018-01-01
2	1	SLEEVE			25-018-03-01E
3	1	SPOOL			2-018-02-05E
4	1	TOLERANCE WASHER			2-018-27-01E
5	1	END CAP			25-018-04-01C
6	2	CARTRIDGE VALVE			2-018-06-01E
7	2	SOLENOID			E0-1093-00-01E
8	1	END CAP			25-018-05-01C
9	2	86 x 4 O-RING		DR4008600	25-018-20-01
10	4	O-RING 8 x1.9			1-018-20-01
11	12	SOCKET HEAD CAP SCREW			QM12-60-02
12	2	BLANKING PLUG	VS-R 3/8 WD	3/8" BSP	1-018-28-01
13	3	PISTON RING		WISECO 2598CD	2-018-13-01
14	2	KOENIG PLUG			MB600-040
15	1	BLANKING PLUG		1/2" BSP	1-018-15-01
16	2	PISTON RING		WISECO 2402CD	2-018-15-01

SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

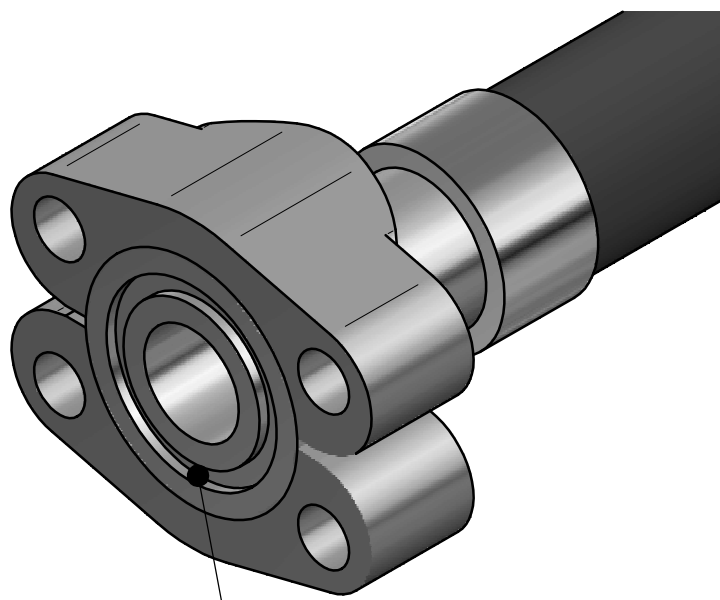
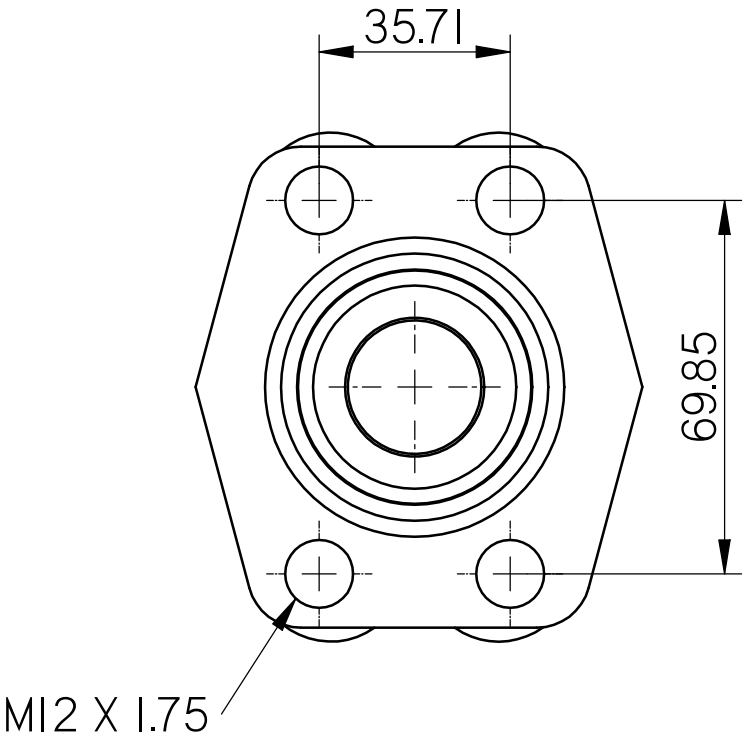
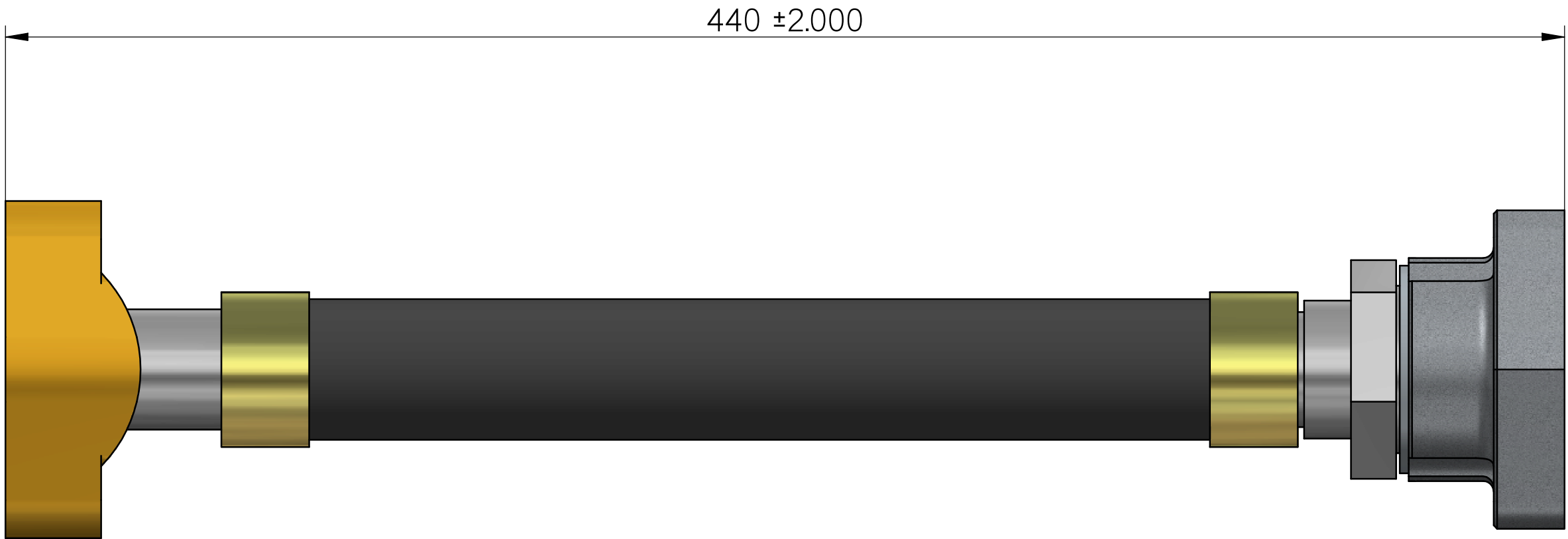
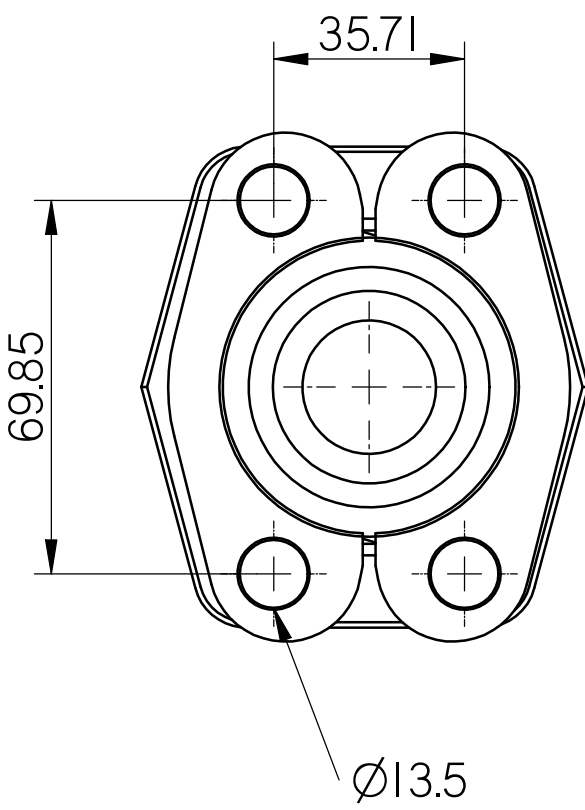
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DAWSON CONSTRUCTION PLANT LTD.			VALVE ASSEMBLY		File - Date 28/06/21
					Drawing no. 25-018-00-01



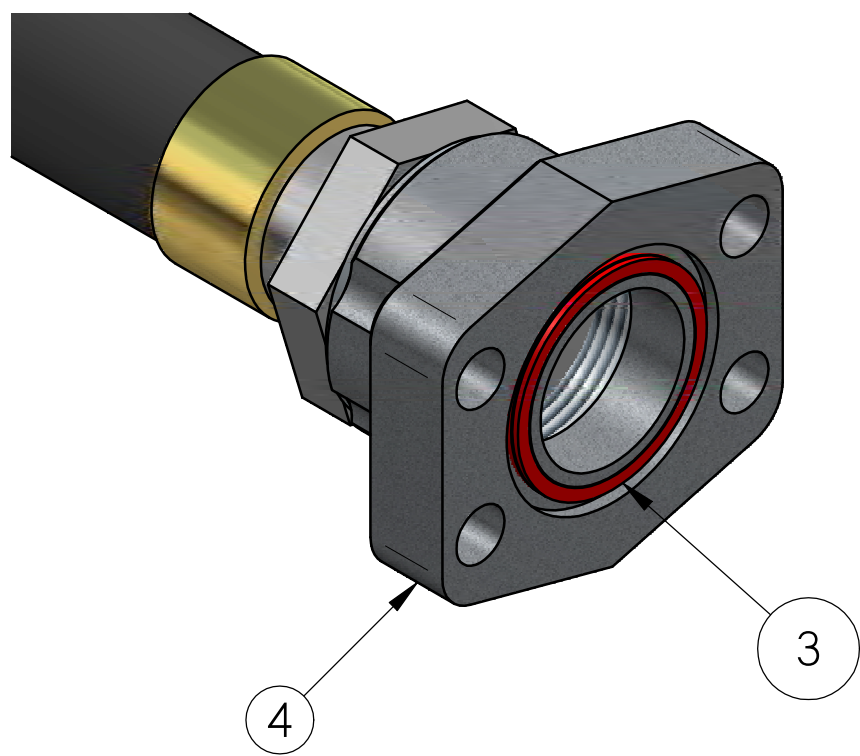


Rev.nr	Qnt.	Revision	Date	Intro.	Appr.by
A		CHANGED O-RING PART NUMBER	24/02/22	MDB	
B		AMENDED SPLIT FLANGE PART NO.	02/03/22	AIB	AIB

LOW PRESSURE HOSE



THE O-RING POSITIONED THIS END
IS SUPPLIED WITH THE HOSE
25-116-04-01



NOTE
THE STANDARD 1.5" SAE FLANGE (STAUFF BAS 305-G)
HAS BEEN MODIFIED TO INCLUDE 48 x 4 SQUARE SECTION PU. O-RING

5	1	RETURN HOSE 2SN-15			25-115-04-01
4	1	SAE 3000-1-5	BAS-305-G	STAUFF	25-115-01-01
3	1	44 x 4 O-RING			25-008-42-01
2	1	SAE 1.5 DB-305	DB-305	STAUFF	H00552
1	1	DOWTY WASHER			1-102-06-01

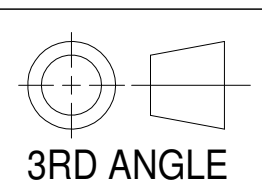
SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

Ref.no.	Qnt.	Part name	Material	Dimension	Remark
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Scale -		Replace -		Replaced by -	
Sheet 1 of 1		Date 23/06/2017		Drawing no. 25-115-00-01	

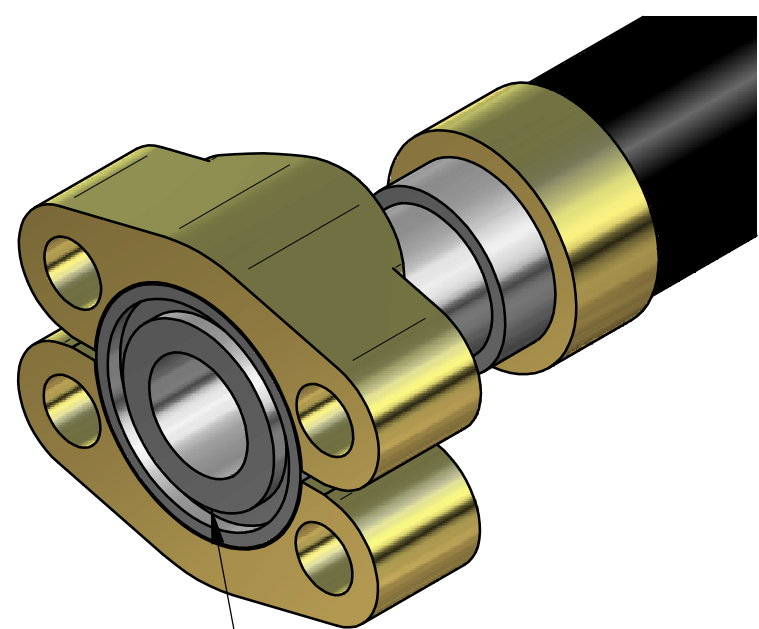
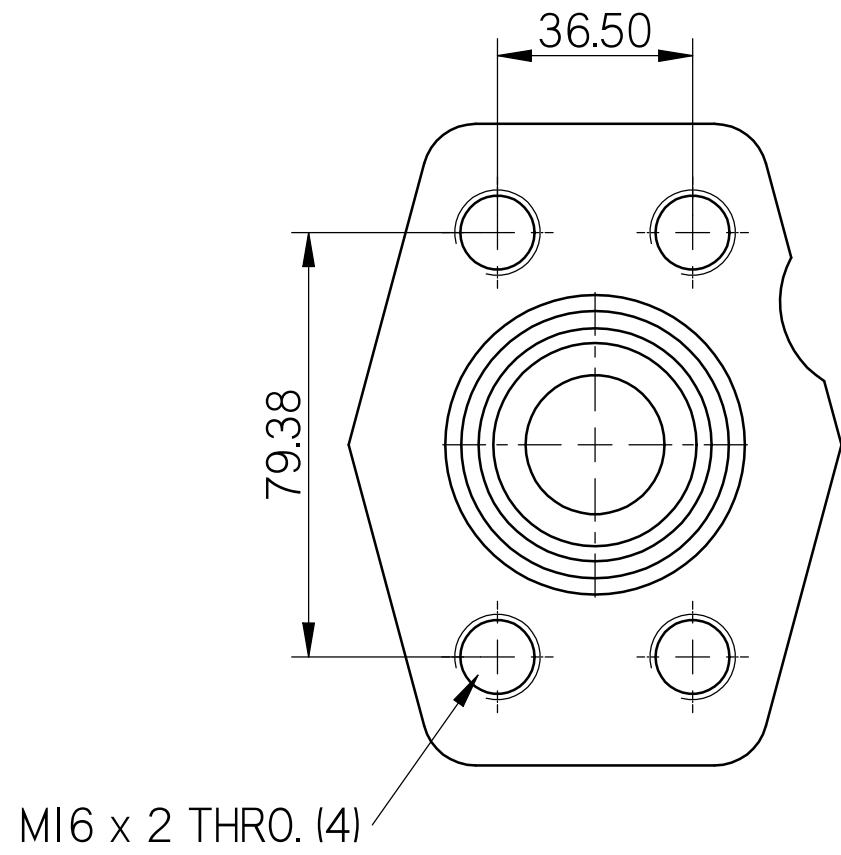
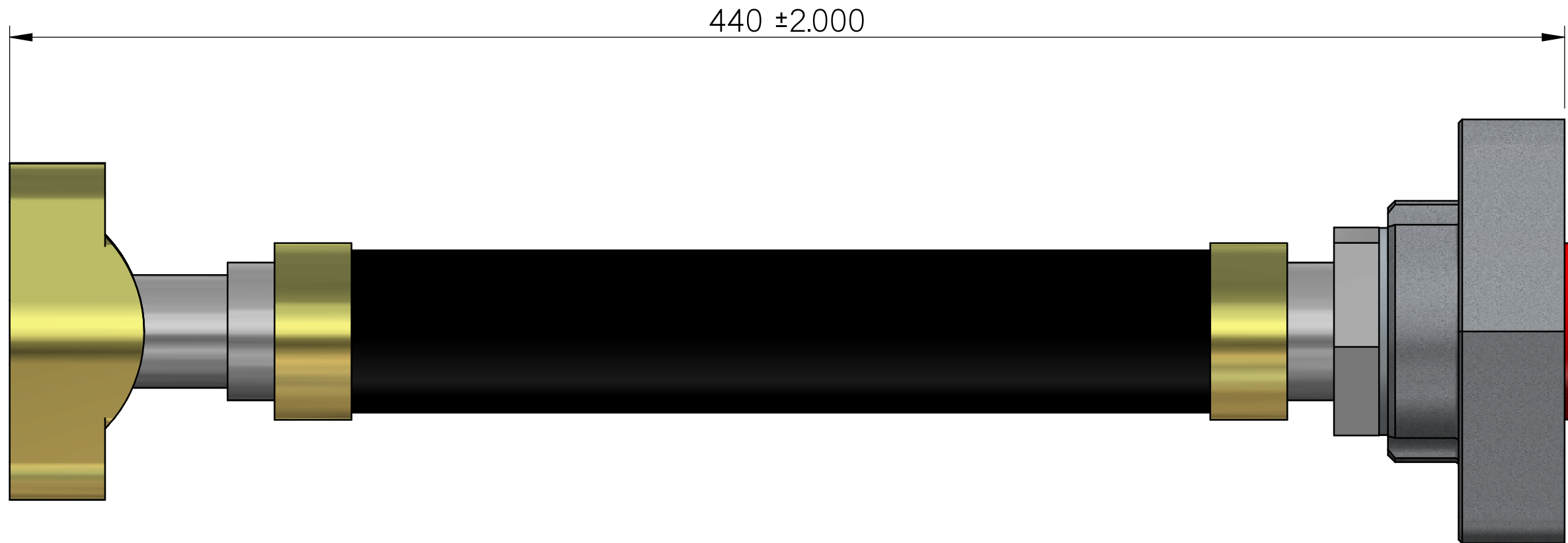
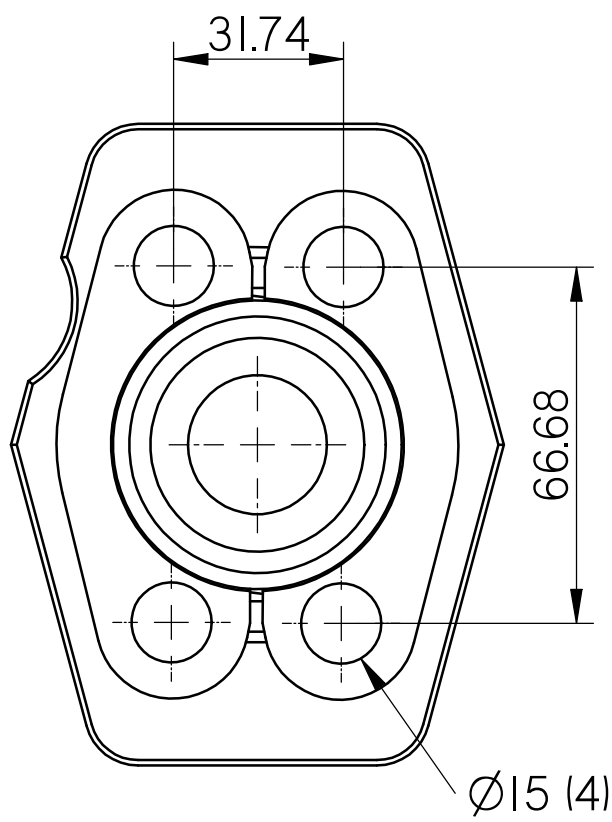


DAWSON
CONSTRUCTION
PLANT LTD.

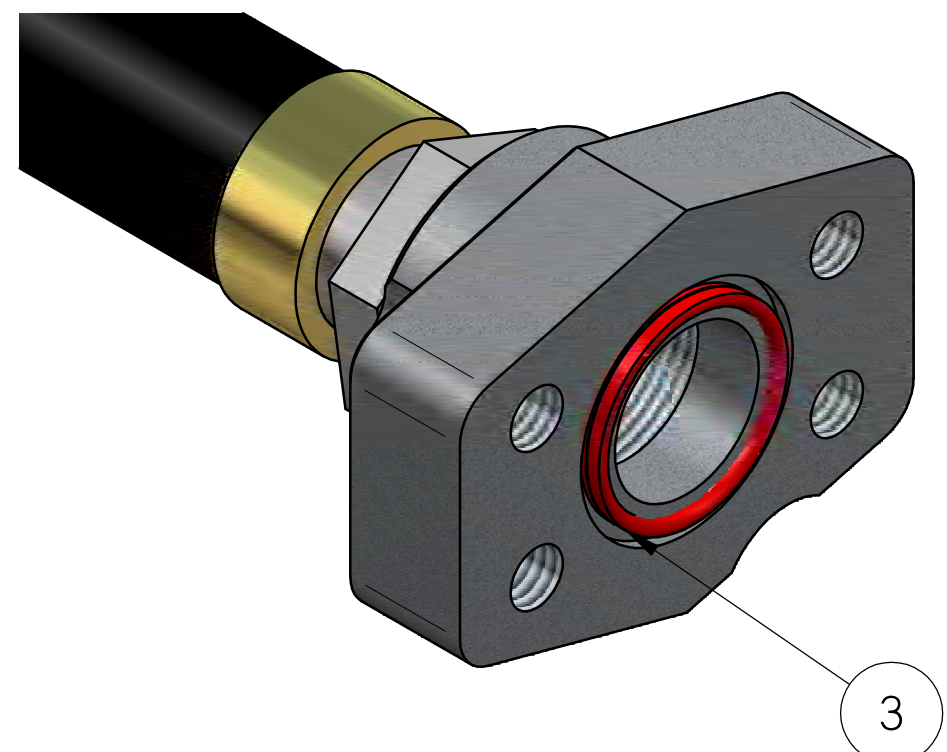
LOW PRESSURE HOSE ASSEMBLY



Ref.nr	Qnt.	Revision	Date	Intro.	Appr.by
A		CHANGED O-RING PART NUMBER	24/02/22	MDB	
B		AMENDED SPLIT FLANGE PART NO.	02/03/22	AIB	AIB



THE O-RING POSITIONED THIS END
IS SUPPLIED WITH THE HOSE
25-116-04-01



NOTE
THE STANDARD 1.5" SAE FLANGE (STAUFF BAS 605-G)
HAS BEEN MODIFIED TO INCLUDE 48 x 4 SQUARE SECTION PU. O-RING
AND CLEARANCE FOR PILOT LINE FITTING

5	1	PRESSURE HOSE 4SH 1.250"			25-116-04-01
4	1	THREADED SAE FLANGE	BAS-605-G	STAUFF	25-116-01-01
3	1	44 x 4 O-RING			25-008-42-01
2	1	SAE 1.25	DB-604-M14	STAUFF	1-111-21-01
1	1	1-1/4" DOWTY WASHER			1-102-03-01

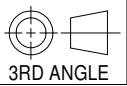
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▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

Ref.no.	Qnt.	Part name	Material	Dimension	Remark
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					Replaced by -
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					Date 30/10/2018
					Drawing no. 25-116-00-01

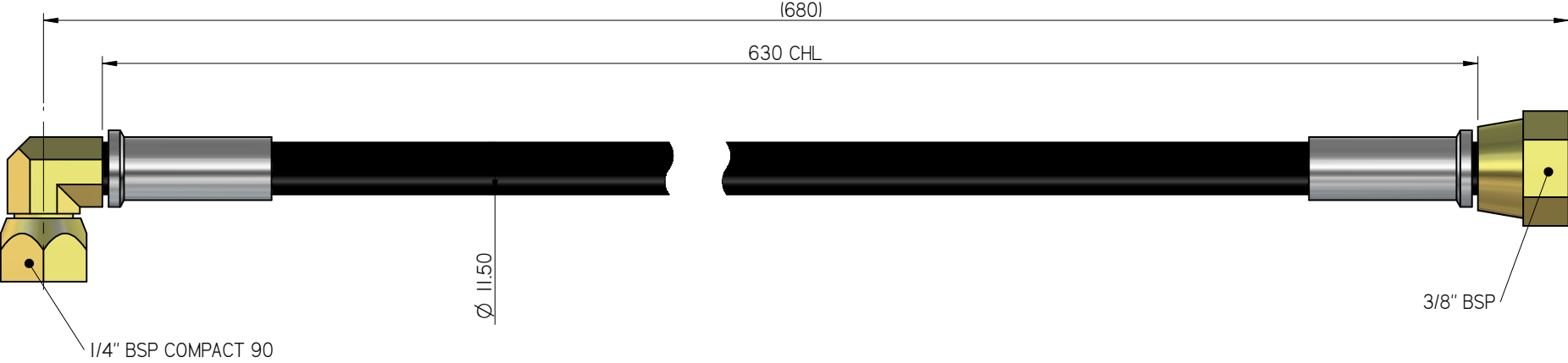


DAWSON
CONSTRUCTION
PLANT LTD.

HIGH PRESSURE HOSE ASSEMBLY



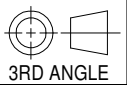
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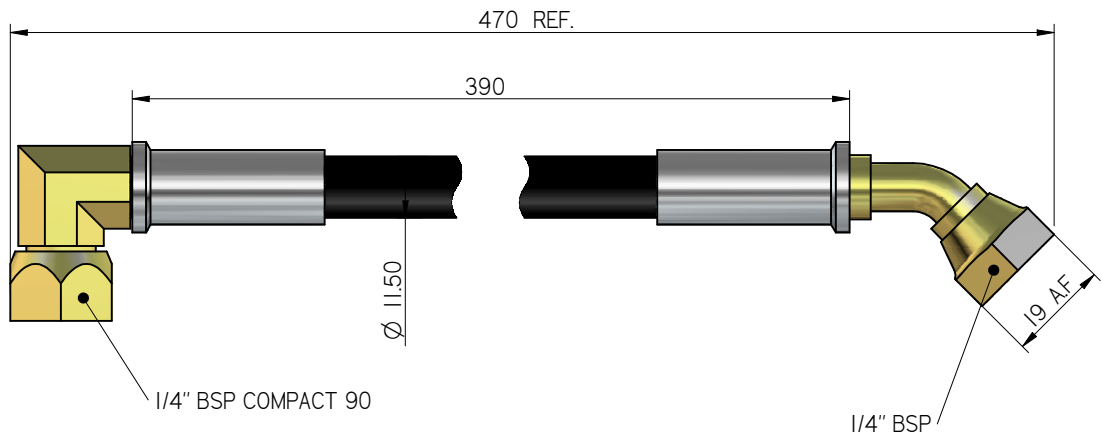
LEAK LINE HOSE, LONG
100-R7 1/4

SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

Ref.no.	Qnt.	Part name	Material	Dimension	Remark
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DAWSON CONSTRUCTION PLANT LTD.					Scale -
LEAK LINE LONG					Replace -
					Replaced by -
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					Drawing no. 25-117-00-01



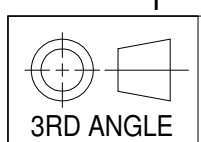
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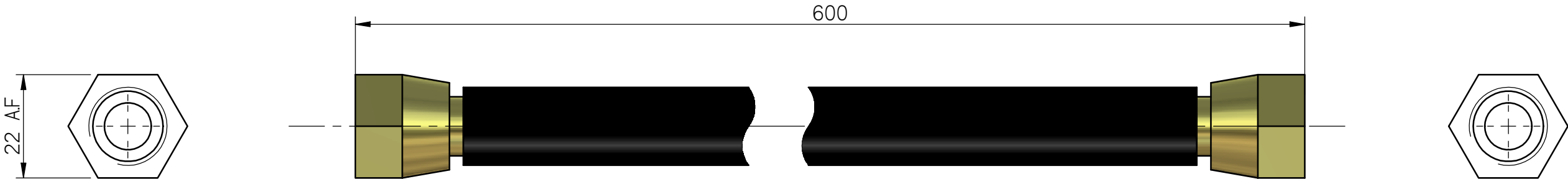
LEAK LINE HOSE, SHORT
100-R7 $\frac{1}{4}$ "

SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

Ref.no.	Qnt.	Part name	Material	Dimension	Remark
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DAWSON CONSTRUCTION PLANT LTD.					Scale -
LEAK LINE SHORT					Replace -
					Replaced by -
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Rf.nr	Qnt.	Revision	Date	Intro.	Appr.by
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
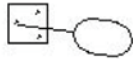
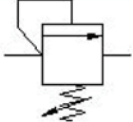
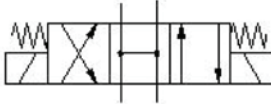
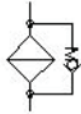
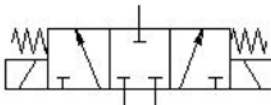

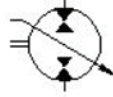


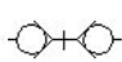
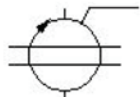

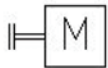











PILOT LINE HOSE
2SN-KDN10 $\frac{3}{8}$ "
 $\frac{3}{8}$ " BSP FEMALE BOTH ENDS

SURFACE FINISH UNLESS STATED OTHERWISE	MACHINING TOLERANCES UNLESS STATED OTHERWISE
▽ ROUGH MACHINE N9	X = +/- 0.5
▽▽ FINE MACHINE N8	X . X = +/- 0.25
▽▽▽ GRIND N6	X . XX = +/- 0.05
	ANGLES +/- 0.5°
	DIMENSIONS IN MILLIMETERS

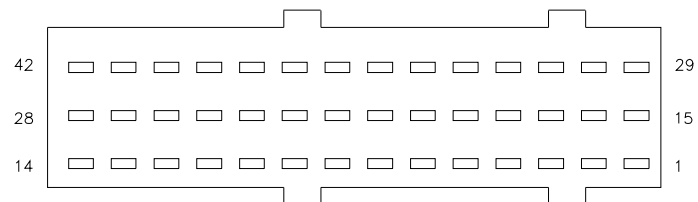
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 DAWSON CONSTRUCTION PLANT LTD.			PILOT LINE HOSE				File -	Date 05/03/2020
							Drawing no. 25-119-00-01	

hydraulic diagram symbols

	Pump		Level switch
	Pressure relief valve		4/3 Directional control valve
	Filter with bypass		Shuttle valve
	Motor		Main pump
	Oil cooler		Actuator
	Quick connecting coupling		Swivel connection
	Accumulator		Heating motor
			Drain oil
	Check valve		Pilot operated check valve
	Pressure switch		Pressure gauge
	Flexible hoses		Cylinder
	Tank air breather		Temperature switch

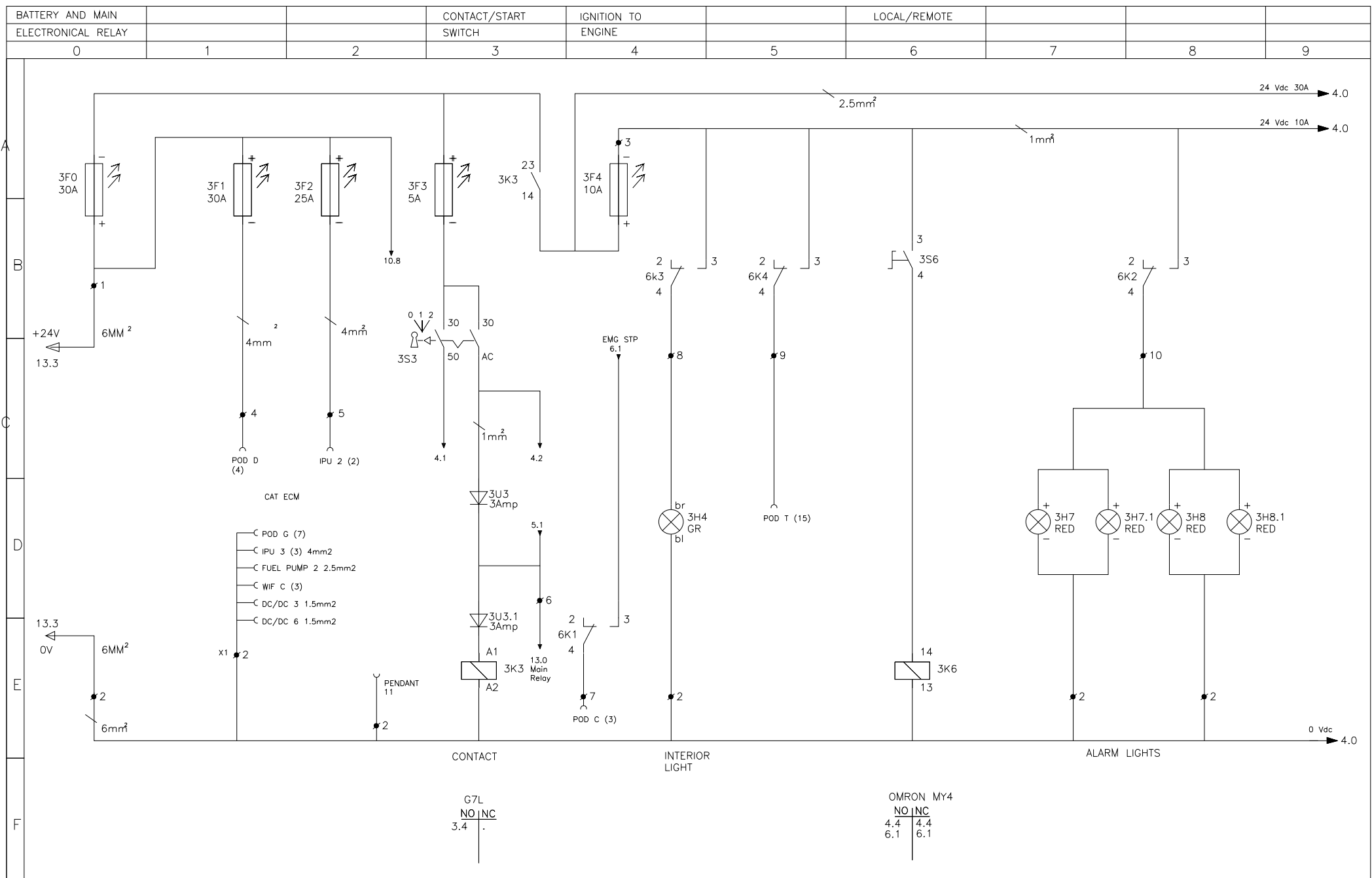
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PAGE	DESCRIPTION	REVISION	PAGE	DESCRIPTION	REVISION
1	MAIN PAGE	—	—	—	—
2	INDEX PAGE	—	—	—	—
3	WIRING PAGE	—	—	—	—
4	WIRING PAGE	—	—	—	—
5	WIRING PAGE	—	—	—	—
6	WIRING PAGE	—	—	—	—
7	WIRING PAGE	—	—	—	—
8	WIRING PAGE	—	—	—	—
9	WIRING PAGE	—	—	—	—
10	WIRING PAGE	—	—	—	—
11	BLANK PAGE	—	—	—	—
12	BLANK PAGE	—	—	—	—
13	MAIN POWER CABLES PAGE	—	—	—	—

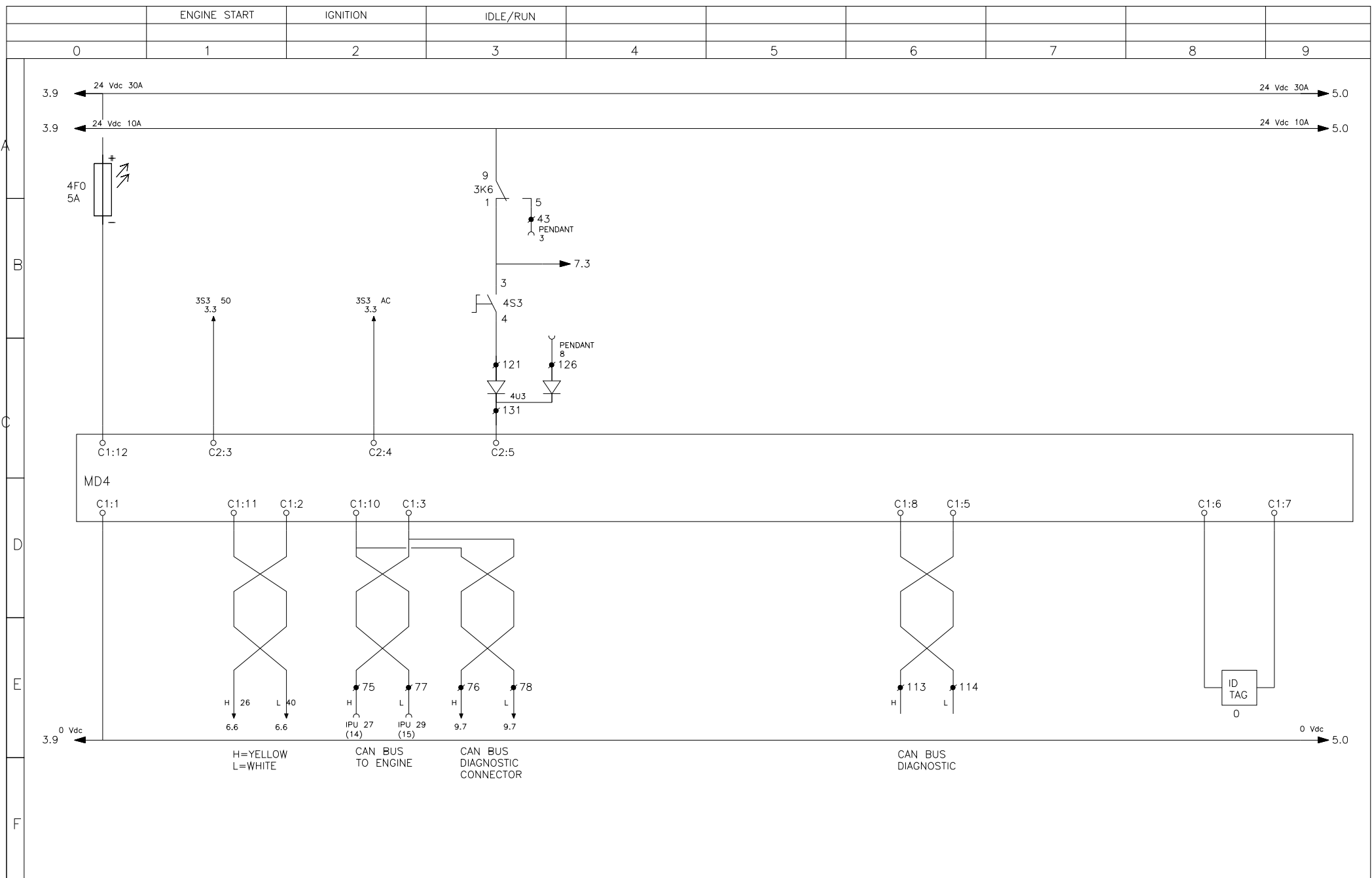


CONNECTOR PIN NUMBERS XA MODULE

Rev	Date	Page /description	By	 PILING & VIBRO EQUIPMENT Dieseko Group BV Lelystraat 49, 3364 AH Slidrecht, The Netherlands Tel.: +31 (0)184-410333 Fax: +31 (0)184-411386		POWER UNIT SERIAL NUMBER: 150DCP001		CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E	
—	—	—	—			REMARKS: 150DCP JCB		DRAWN BY: ES		DATE: 09-2019	
—	—	—	—	info@pve-holland.com	www.pve-holland.com	WIRING DIAGRAM		PAGE NUMBER: 2/13			



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-	-	-	-		REMARKS: 150DCP JCB				
-	-	-	-		WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 3/13	
-	-	-	-						
-	-	-	-						



Rev	Date	Page /description	By
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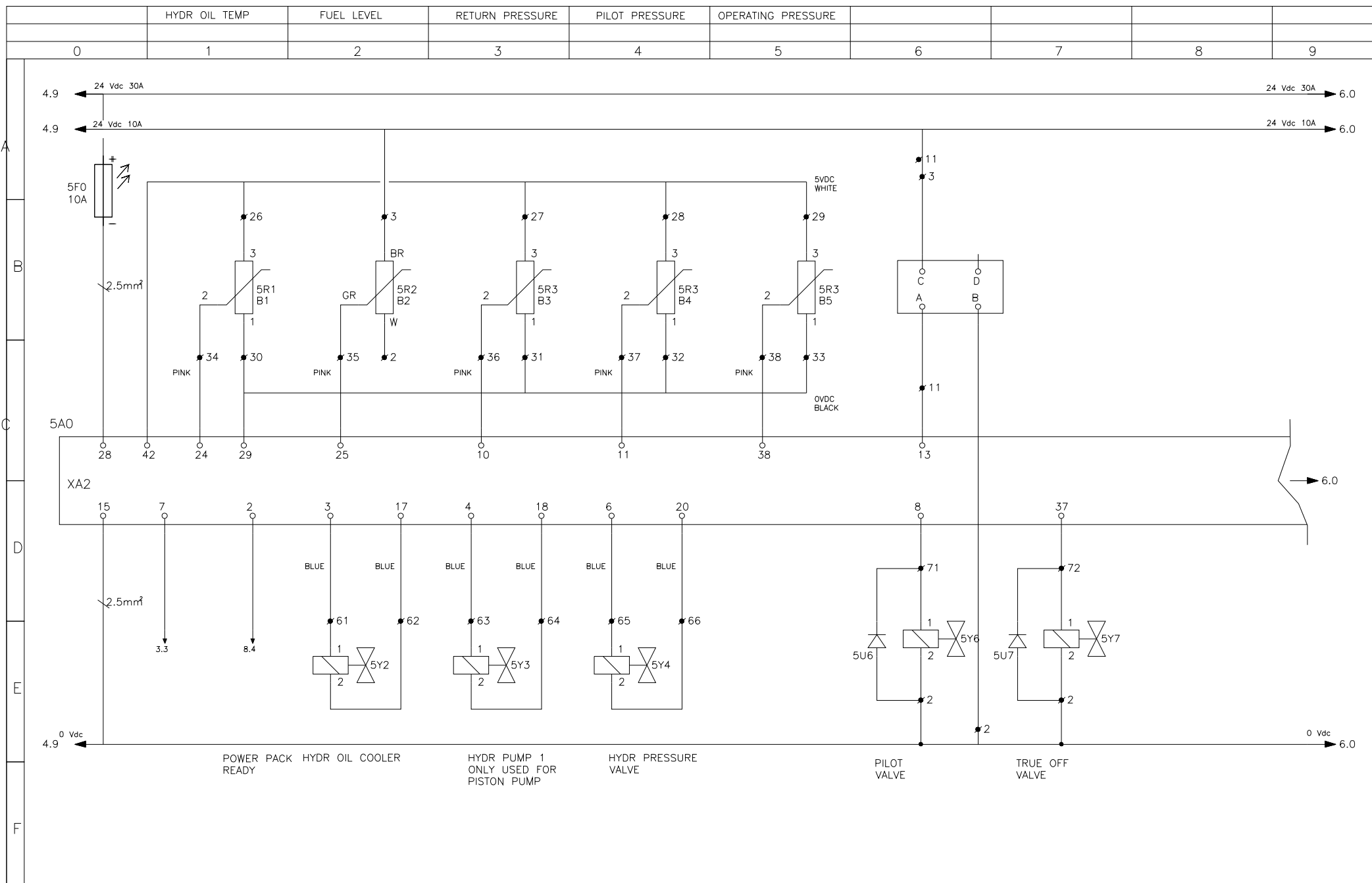
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Lelystraat 49,
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The Netherlands
Tel.: +31 (0)184-410333
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POWER UNIT SERIAL NUMBER: 150DCP001	CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E
	REMARKS: 150DCP JCB		
WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 4/13



Rev	Date	Page /description	By
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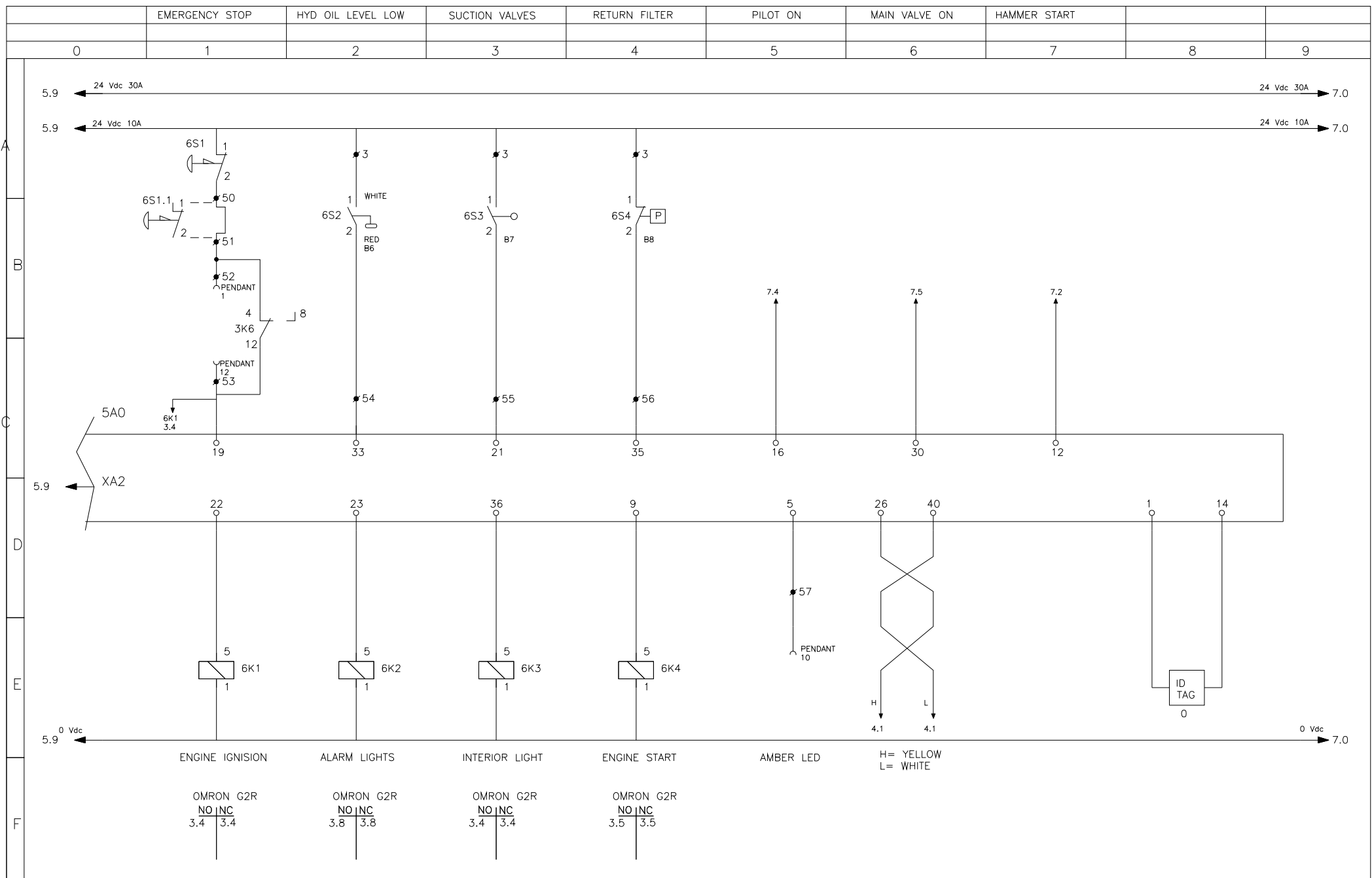
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The Netherlands
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Fax: +31 (0)184-411386

POWER UNIT SERIAL NUMBER: 150DCP001	CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E
	REMARKS: 150DCP JCB		
WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 5/13



Rev	Date	Page /description	By
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Lelystraat 49,
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The Netherlands
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Fax: +31 (0)184-411386

POWER UNIT
SERIAL NUMBER:
150DCP001
WIRING DIAGRAM

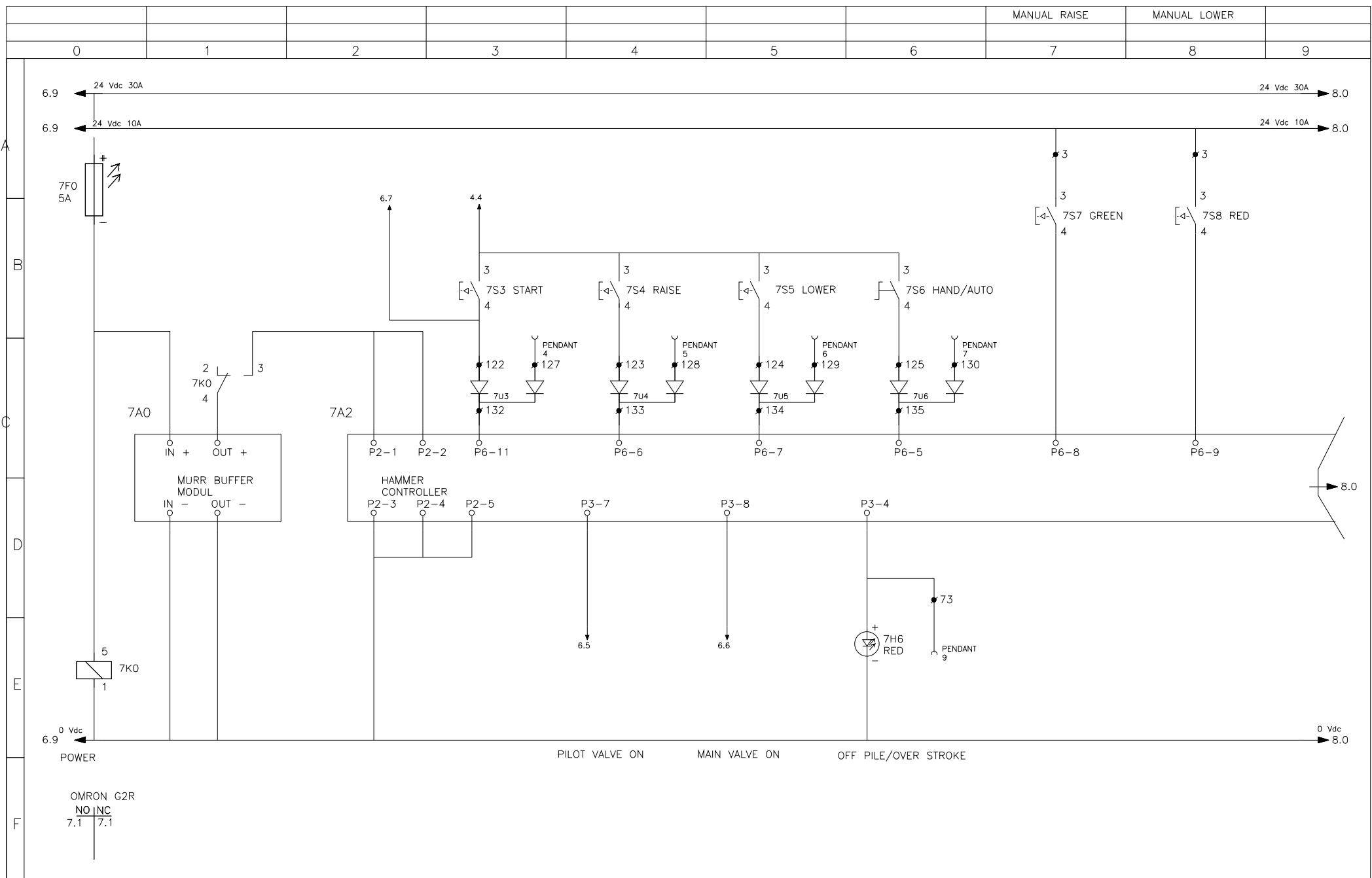
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DATE: 09-2019

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150DCP001-E

PAGE NUMBER: 6/13



Rev	Date	Page /description	By
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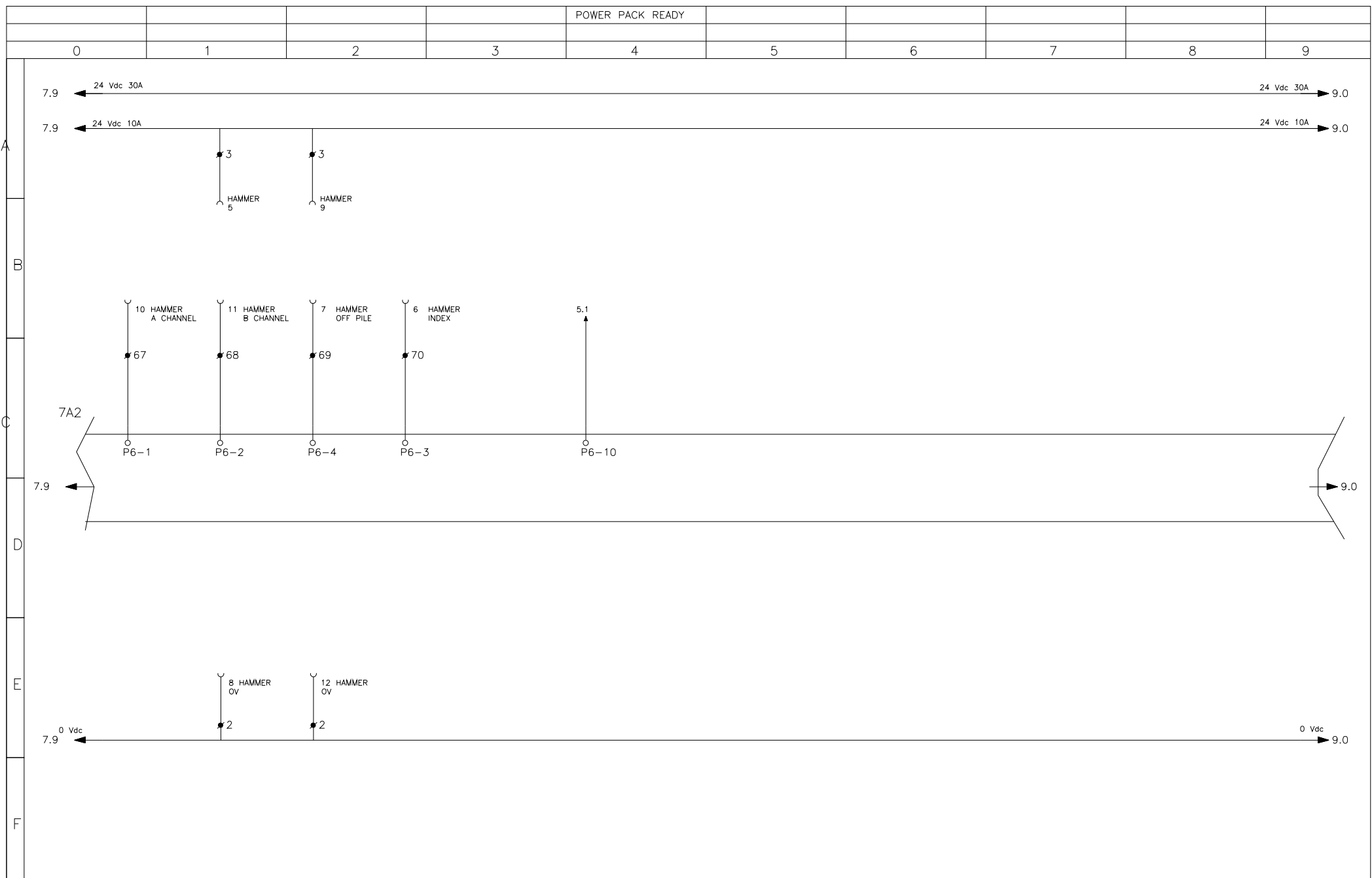
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Lelystraat 49,
3364 AH Sliedrecht,
The Netherlands
Tel.: +31 (0)184-410333
Fax: +31 (0)184-411386

POWER UNIT SERIAL NUMBER: 150DCP001	CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E
	REMARKS: 150DCP JCB		
WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 7/13



Rev	Date	Page /description	By
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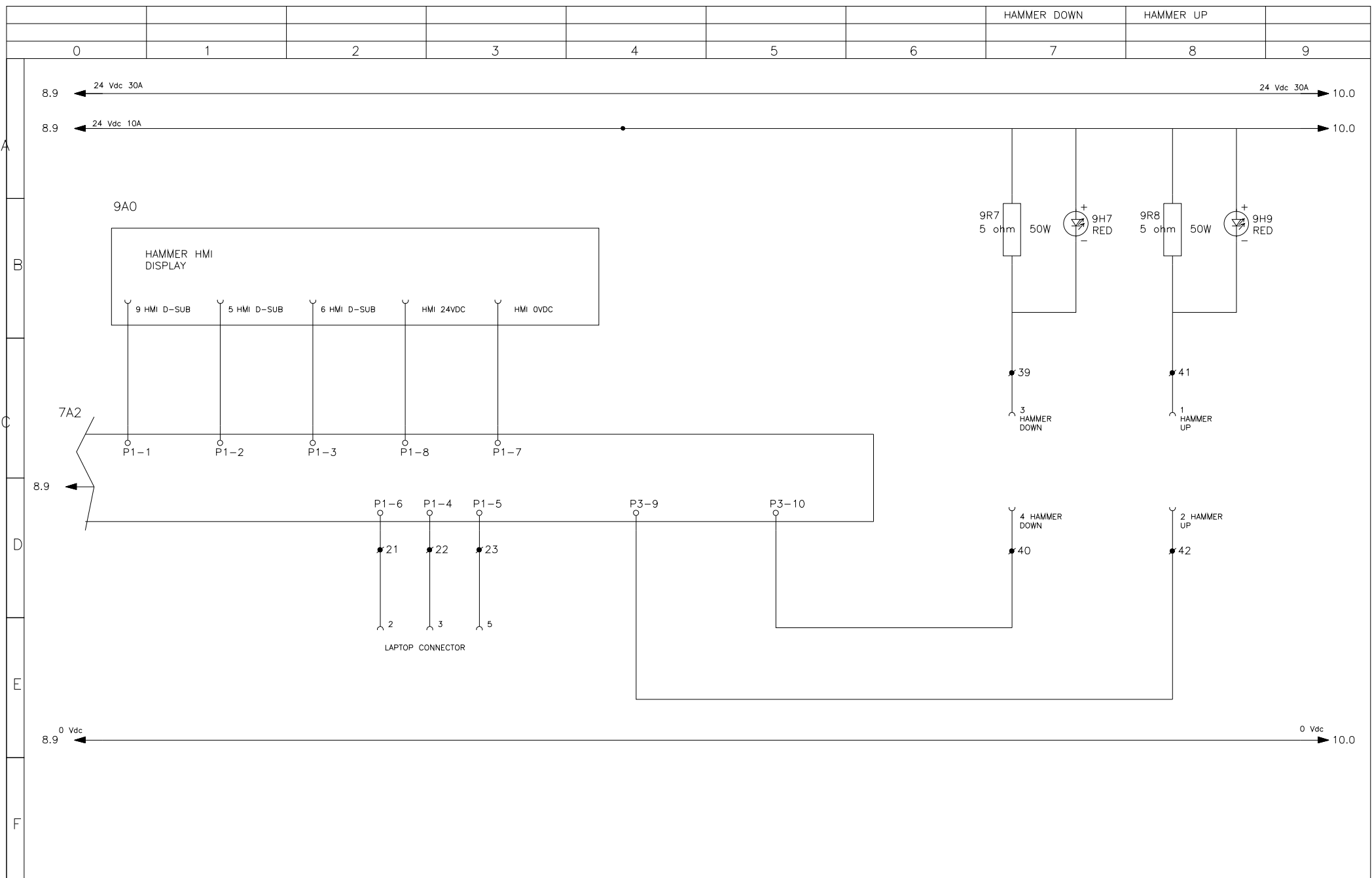
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Lelystraat 49,
3364 AH Sliedrecht,
The Netherlands
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Fax: +31 (0)184-411386

POWER UNIT SERIAL NUMBER: 150DCP001	CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E
	REMARKS: 150DCP JCB		
WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 8/13



Rev	Date	Page /description	By
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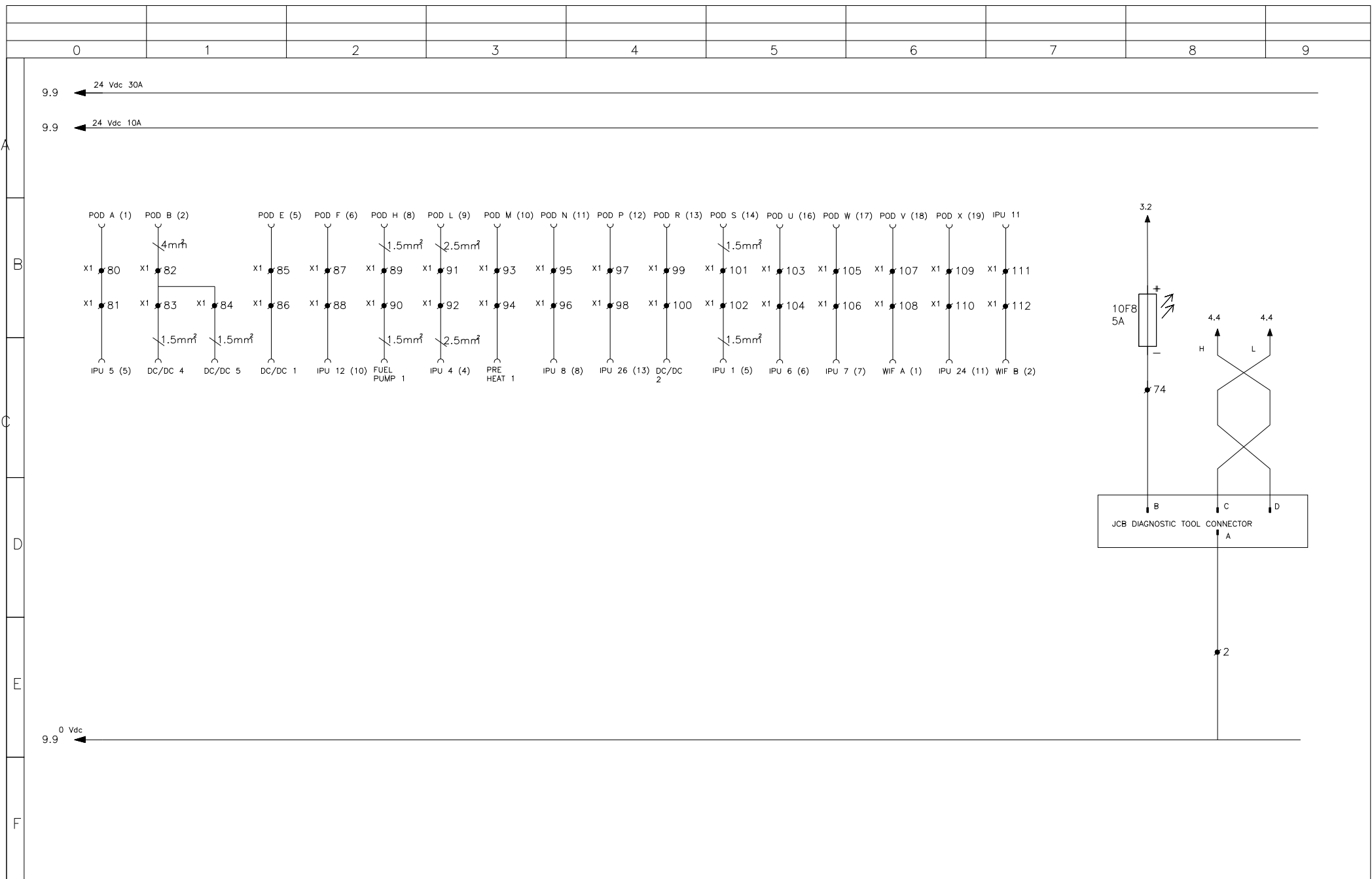
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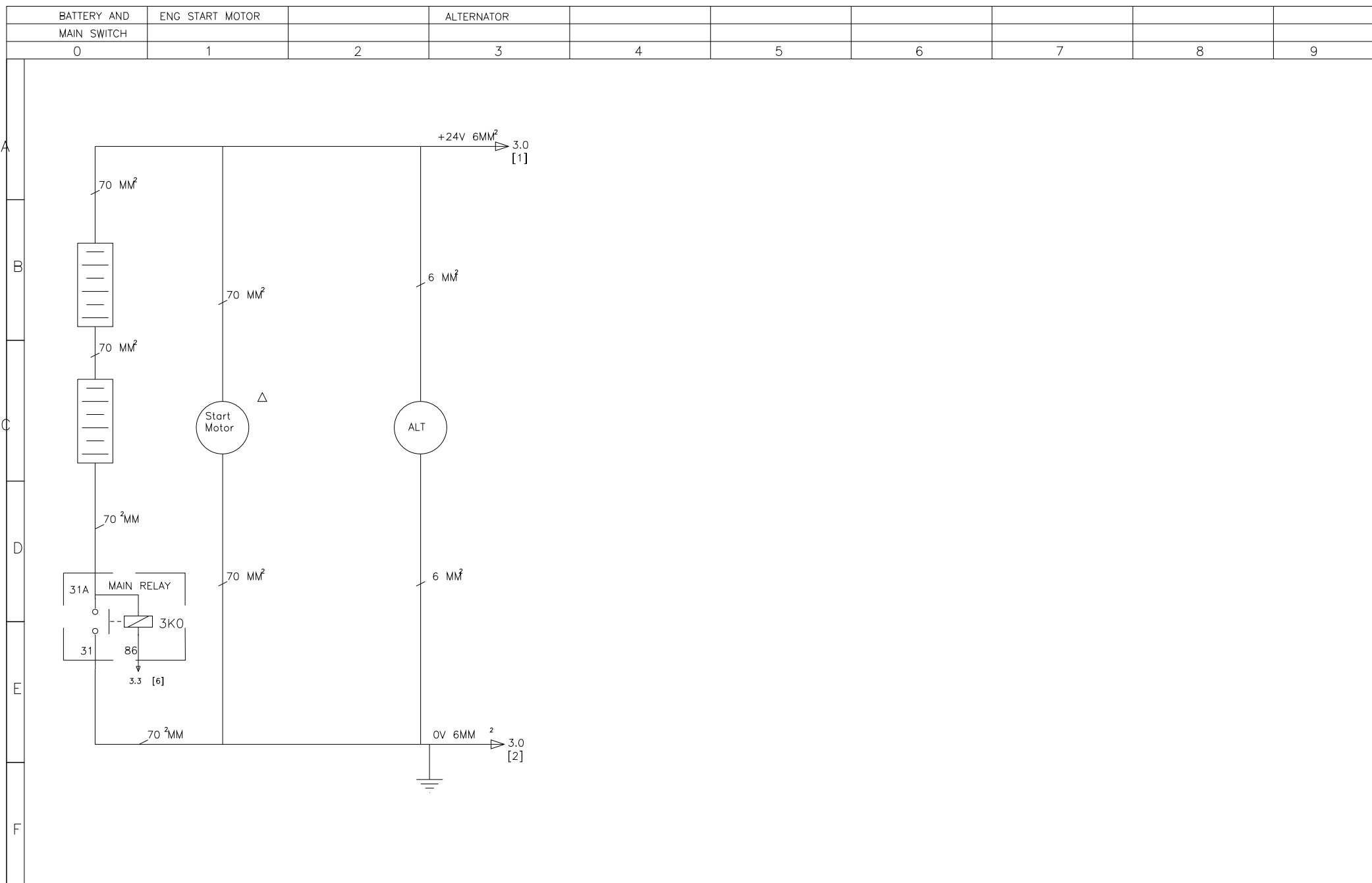
www.pve-holland.com

Dieseko Group BV
Lelystraat 49,
3364 AH Sliedrecht,
The Netherlands
Tel.: +31 (0)184-410333
Fax: +31 (0)184-411386

POWER UNIT SERIAL NUMBER: 150DCP001	CLIENT: DAWSON		DRAWING NUMBER: 150DCP001-E
	REMARKS: 150DCP JCB		
WIRING DIAGRAM	DRAWN BY: ES	DATE: 09-2019	PAGE NUMBER: 9/13



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appendix A - CRH2500 tool kit

Part Description	Qty	Part No.
3mm Allen Key	1	065
4mm Allen Key	1	066
5mm Allen Key	1	067
6mm Allen Key	1	068
8mm Allen Key	1	2-150-01-01
12mm Allen Key	1	2-150-02-01
14mm Allen Key	1	2-150-03-01
17mm Allen Key	1	070
19mm Allen Key - long series	1	1-150-02-01
19mm Combination Spanner	1	1-150-12-01
22mm Combination Spanner	1	1-150-27-01
18" Adjustable Spanner	1	1-150-09-01
Soft Hammer	1	1-150-24-01
Grease Gun	1	1-150-25-01
Gas Filling Apparatus	1	1-070-00-03

HPH1200

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	640	6.2	4629	17	29	38	45	50	55	59	62	65	67		
115	710	6.9	5135	19	32	42	50	56	61	65	69	72	75		
110	780	7.6	5641	20	35	46	55	61	67	72	76	79	82		
105	850	8.3	6148	22	38	50	59	67	73	78	82	86	89		
100	930	9.1	6726	24	42	55	65	73	80	85	90	94	98		
95	1000	9.8	7233	26	45	59	70	79	86	92	97	101	105		
90	1070	10.4	7739	28	48	63	75	84	92	98	104	108	112		
85	1140	11.1	8245	30	51	67	80	90	98	105	110	115	120		
80	1210	11.8	8751	32	54	71	85	95	104	111	117	122	127		

HPH1800

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	1005	9.8	7269	26	45	59	70	79	86	92	97	102	106		
115	1119	10.9	8093	29	50	66	78	88	96	103	108	113	117		
110	1233	12.0	8918	32	55	73	86	97	106	113	119	125	129		
105	1347	13.2	9742	35	61	80	94	106	116	124	131	136	141		
100	1458	14.2	10545	38	66	86	102	115	125	134	141	148	153		
95	1567	15.3	11334	41	71	93	110	123	135	144	152	159	165		
90	1680	16.4	12151	44	76	99	118	132	144	154	163	170	176		
85	1797	17.6	12997	47	81	106	126	141	154	165	174	182	189		
80	1910	18.7	13815	51	87	114	135	152	165	177	186	194	202		

HPH2400

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	998	9.7	7218	26	45	59	70	79	86	92	97	101	105		
115	1166	11.4	8433	31	52	69	82	92	100	107	113	118	122		
110	1333	13.0	9641	35	60	79	93	105	115	122	129	135	140		
105	1496	14.6	10820	39	67	88	105	118	129	137	145	151	157		
100	1668	16.3	12064	44	75	99	117	131	143	153	162	169	175		
95	1832	17.9	13250	48	82	108	128	144	157	168	178	185	192		
90	1996	19.5	14437	52	90	118	140	157	171	183	193	202	210		
85	2167	21.2	15673	57	98	128	152	171	186	199	210	219	228		
80	2335	22.8	16889	61	105	138	163	184	201	215	226	236	245		
78	2402	23.5	17373	63	108	142	168	189	206	221	233	243	252		

CRH2500

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	1045	10	7558	27	47	62	73	82	90	96	101	106	110		
115	1238	12	8954	32	56	73	87	97	106	114	120	125	130		
110	1431	14	10350	38	64	85	100	113	123	131	139	145	150		
105	1622	16	11732	43	73	96	114	128	139	149	157	164	170		
100	1817	18	13142	48	82	107	127	143	156	167	176	184	191		
95	2013	20	14560	53	91	119	141	159	173	185	195	204	211		
90	2200	22	15913	58	99	130	154	173	189	202	213	223	231		
85	2396	24	17330	63	108	141	168	189	206	220	232	243	252		
80	2579	25	18654	68	116	152	181	203	222	237	250	261	271		

HPH6500

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	2500	24.5	18082	65	113	148	175	197	215	230	243	254	264		
116	2900	28.4	20975	76	131	172	204	229	250	267	282	295	305		
112	3300	32.3	23868	87	149	195	232	261	285	305	321	335	347		
108	3700	36.2	26762	97	167	219	260	293	319	341	360	375	390		
104	4100	40.2	29655	108	185	243	288	324	354	378	399	416	432		
100	4500	44.1	32548	118	204	266	316	355	388	415	437	457	475		
96	4900	48	35441	129	221	291	345	387	423	452	476	498	516		
92	5300	51.9	38334	139	239	314	372	418	455	487	515	537	557		
88	5700	55.8	41228	150	257	337	399	449	490	525	553	578	599		
84	6100	59.8	44121	160	275	361	427	481	525	561	592	618	642		
80	6500	63.7	47014	171	293	385	455	513	559	598	631	659	684		

CRH5000

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	2049	20	14820	54	92	121	143	161	176	188	199	207	215		
115	2427	24	17555	64	109	143	170	191	208	223	235	246	255		
110	2806	28	20296	74	126	166	196	221	241	258	272	284	295		
105	3181	31	23008	83	143	188	223	250	273	292	308	322	334		
100	3562	35	25764	93	160	210	249	280	306	327	345	361	374		
95	3947	39	28549	104	178	233	276	311	339	363	383	400	414		
90	4314	42	31203	113	194	255	302	340	371	396	418	437	453		
85	4697	46	33973	123	211	277	329	370	403	431	455	476	493		
80	5076	50	36715	133	228	300	355	400	436	466	492	514	533		

CRH10000

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes												
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20	22	24	25
120	4078	40	29502	108	186	243	289	325	354	379	400	417	433	446	458	464
115	4894	48	35402	128	220	288	342	384	419	448	473	494	512	528	543	549
110	5608	55	40565	148	254	333	395	444	485	518	547	571	592	611	627	635
105	6424	63	46466	168	288	378	448	503	549	587	620	647	671	692	711	719
100	7138	70	51629	188	322	423	501	564	615	658	694	725	751	775	796	805
95	7953	78	57529	208	357	468	555	624	681	728	769	803	833	859	882	892
90	8667	85	62692	228	392	514	609	685	748	799	843	881	914	942	967	979
85	9483	93	68593	249	426	559	663	746	814	870	918	959	995	1026	1053	1066
80	10197	100	73756	269	460	604	716	806	879	940	992	1036	1074	1108	1138	1151

HPH15000

Blow Rate b.p.m.	Impact Energy			Bearing Capacity at Final Set (blows/25mm) - tonnes											
	kgm	kNm	ft lb	2	4	6	8	10	12	14	16	18	20		
120	6220	61	44991	162	278	365	433	487	531	568	599	626	649		
115	7341	72	53104	192	329	432	512	577	629	673	710	741	769		
110	8463	83	61217	222	381	500	592	666	727	778	820	857	889		
105	9585	94	69330	252	432	566	671	755	824	881	929	971	1007		
100	10707	105	77443	282	483	634	752	846	922	986	1041	1087	1127		
95	11930	117	86294	312	535	702	833	937	1022	1093	1153	1204	1249		
90	13052	128	94407	343	587	771	914	1028	1121	1199	1265	1322	1371		
85	14174	139	102520	373	639	839	995	1119	1221	1305	1377	1438	1492		
80	15397	151	111371	403	691	907	1075	1209	1319	1410	1488	1554	1612		



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DAWSON CONSTRUCTION PLANT LTD.
CHESNEY WOLD,
BLEAK HALL
MILTON KEYNES
MK6 1NE, ENGLAND
TEL: +44 (0) 1908 240300
FAX: +44 (0) 1908 240222
EMAIL: DAWSON@DCPUK.COM

