

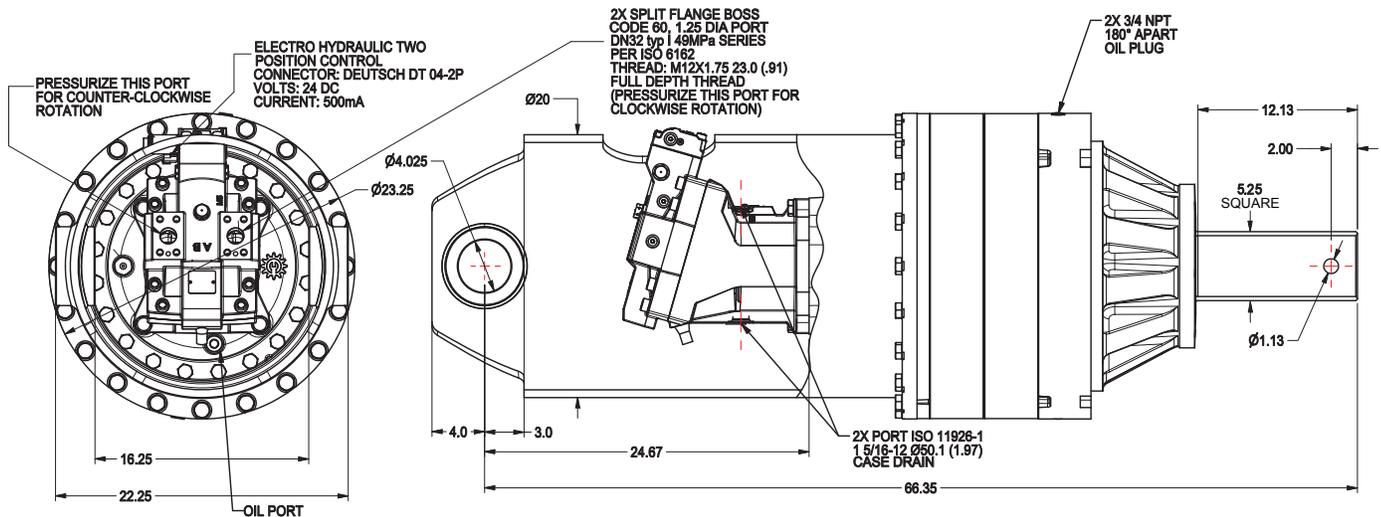


D1400 Series Digger Drive

115,000 FT-LB TORQUE

Data Sheet PSD1400QD_08_16

SERIES D1400 HEAVY DUTY PLANETARY DRIVE IS IDEAL FOR THE CONSTRUCTION, ANCHOR SETTING, AND UTILITY DIGGER MARKETS. THIS DIGGER DRIVE IS AVAILABLE IN A SINGLE RATIO AND CAN BE PURCHASED WITH OR WITHOUT A MOTOR. ESKRIDGE HAS OVER 40 YEARS OF EXPERIENCE IN THE MANUFACTURE OF DIGGER AND ANCHOR DRIVES.



TECHNICAL SPECIFICATIONS

HYDRAULIC MOTOR INFORMATION

PART NUMBER: 01-304-1200
DISPLACEMENT: 212 CC MAXIMUM, 75 CC MINIMUM
MAXIMUM PRESSURE: 5000 PSIG (345 Bar)
MAXIMUM HIGH SPEED FLOW: 76 GPM (288 LPM)
MAXIMUM LOW SPEED FLOW: 150 GPM (570 LPM)
TYPE: TWO SPEED AXIAL PISTON MOTOR
SPEED CONTROL: ELECTRO-HYDRAULIC SOLENOID (ENERGIZED LOW SPEED)
MOTOR CASE: CASE DRAIN REQUIRED

PLANETARY GEARBOX INFORMATION

RATIO: 155:1
RATED OUTPUT TORQUE: TO 115,000 ft-lb (156,000 N-m)
SHAFT PULL-OUT: 50,000 lbf (222,000 N)
PRESSURE LOAD: 95,000 lbf (423,000 N)
SHAFT RETENTION: PATENTED LOAD-N-LOCK SHAFT RETENTION
OIL TYPE: 80W90 EP or GL-5
OIL CAPACITY: 10.25gal (39 L)
WEIGHT: 2,100 lb (950 kg)
SHAFT: SIDE LOADING NOT RECOMMENDED
BAIL PIN: REQUIRES A HIGH ALLOY HEAT TREATED PIN
OUTPUT SHAFT: 5 1/4 SQUARE
BAIL BOSS: 4.00 IN

For more information regarding Planetary Diggerdrives and other innovative products, feel free to contact us at:



1900 Kansas City Road • Olathe, Kansas 66061 • USA

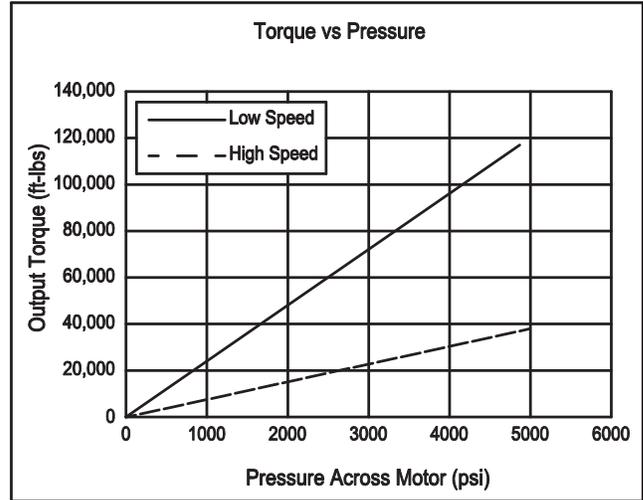
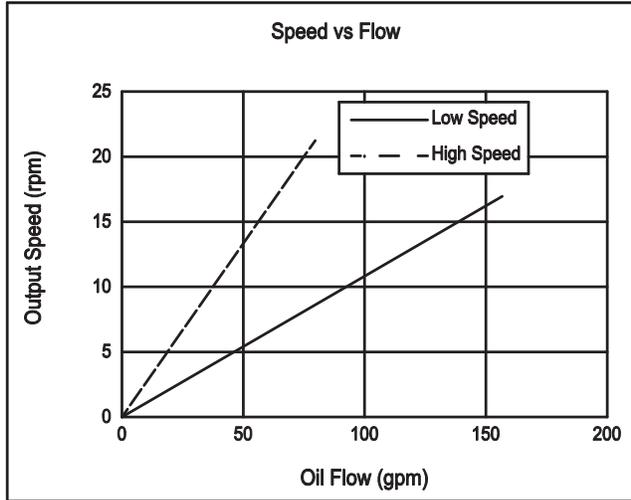
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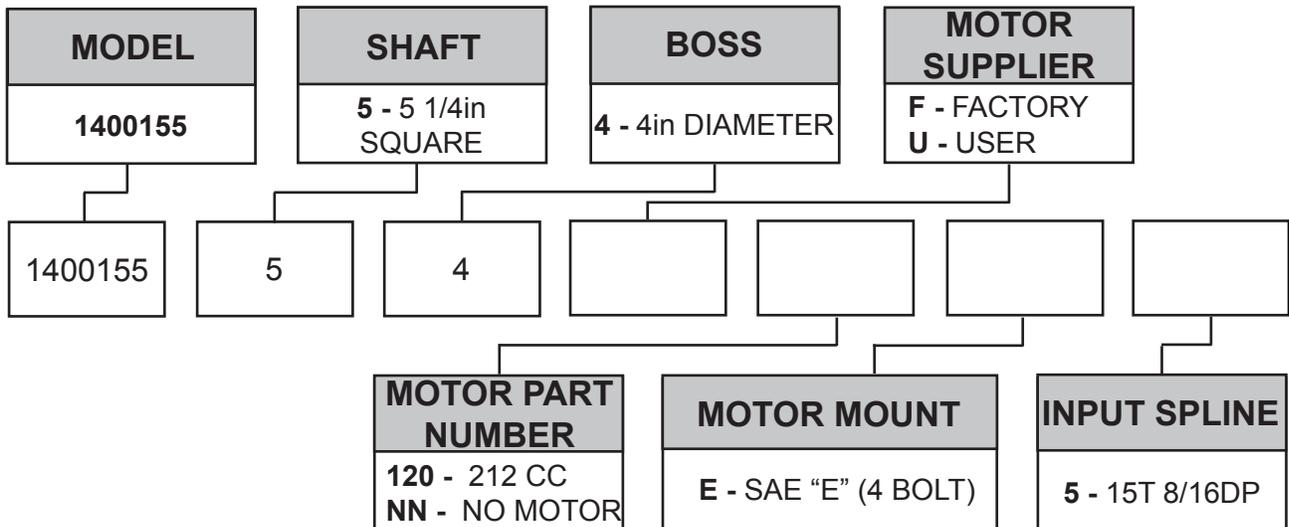
Technical Data

| MODEL | GEAR RATIO | MOTOR CODE | MOTOR PRESSURE | FLOW | RATED TORQUE / SPEED | |
|---------|------------|------------|------------------------|-----------------------|------------------------------------|---|
| | | | | | HIGH SPEED | LOW SPEED |
| 1400155 | 155.4:1 | 120 | 5,000 psi (345 bar) | 60 gpm (227 l/min) | 39,500 ft-lb (53,550 N-m) / 17 rpm | 115,000* ft-lb (155,920 N-m) / 7 rpm |

*MAXIMUM INTERMITTENT VALUE.



TORQUE AND SPEED CHARTS ARE BASED ON ANALYTICAL CALCULATIONS USING GEARBOX AND MOTOR EFFICIENCIES. SPEED VS. FLOW CHART SPECIFIES MAXIMUM FLOW AND SPEED VALUES FOR THE DRIVE. STARTING TORQUES ARE APPROXIMATELY 25% LESS THAN RUNNING TORQUE. SYSTEM BACK PRESSURE WILL REDUCE THE RUNNING TORQUES PROPORTIONALLY.



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