

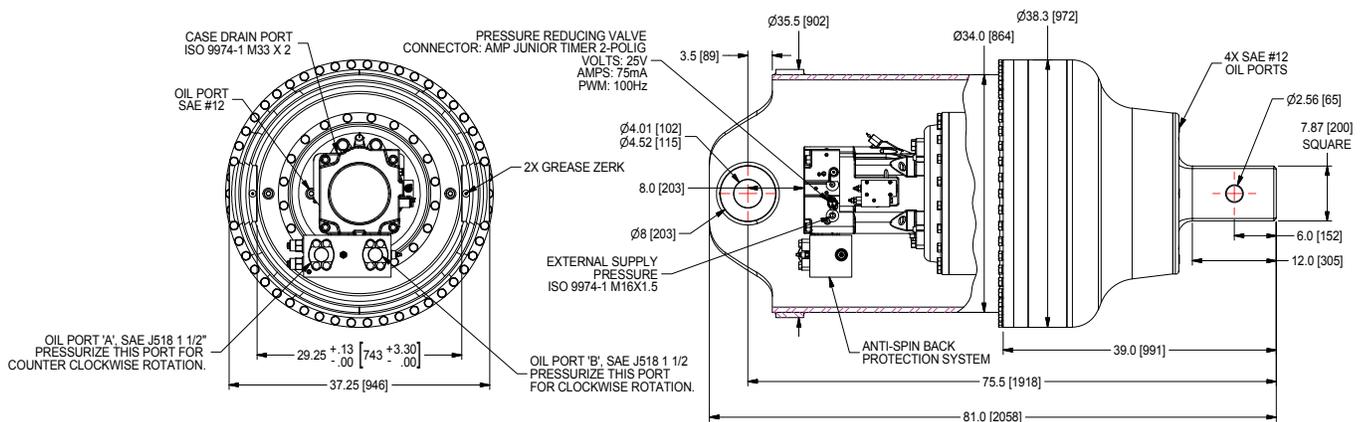


DH375 Series Anchor Drive

375,000 FT-LB TORQUE

Data Sheet PSDDH375QA_09_14

The DH375 is ideal for the construction, anchor setting, and utility digger markets. The DH series drive head utilizes a heavy duty three stage planetary gearbox with a patented Load-N-Lock shaft retention system for extreme duty situations. These drive heads use highly efficient variable speed piston motors for maximum speed and torque using today's excavator capabilities. Eskridge has over 40 years of experience in the manufacture of DiggerDrives™.



TECHNICAL SPECIFICATIONS

HYDRAULIC MOTOR INFORMATION

PART NUMBER: 01-304-1040
DISPLACEMENT: 355 CC MAXIMUM, 150 CC MINIMUM
MAXIMUM PRESSURE: 4700 PSIG (324 Bar)
MAXIMUM HIGH SPEED FLOW: 130 GPM (490 LPM)
MAXIMUM LOW SPEED FLOW: 225 GPM (850 LPM)
TYPE: TWO SPEED AXIAL PISTON MOTOR
SPEED CONTROL: ELECTRO-HYDRAULIC SOLENOID (ENERGIZED HIGH SPEED)
SUPPLY PRESSURE: REQUIRES 300-700 PSI TO SHIFT INTO HIGH SPEED
SAFETY CONTROL: ANTI-SPIN BACK AND PRESSURE PROTECTION SYSTEM
MOTOR CASE: CASE DRAIN REQUIRED

PLANETARY GEARBOX INFORMATION

RATIO: 334:1
RATED OUTPUT TORQUE: TO 375,000 ft-lb (508,000 N-m)
SHAFT PULL-OUT: 275,000 lbf (1,223,000 N)
PRESSURE LOAD: 275,000 lbf (1,223,000 N)
SHAFT RETENTION: PATENTED LOAD-N-LOCK SHAFT RETENTION
OIL TYPE: 80W90 EP or GL-5
OIL CAPACITY: 23 gal (87 L)
WEIGHT: 6,300 lb (2860 kg)
BAIL PIN: REQUIRES A HIGH ALLOY HEAT TREATED PIN

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



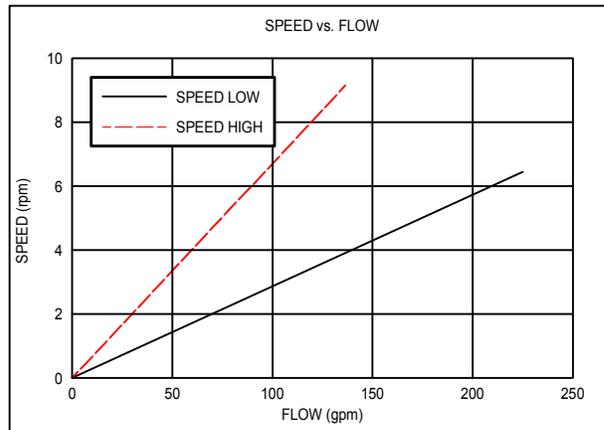
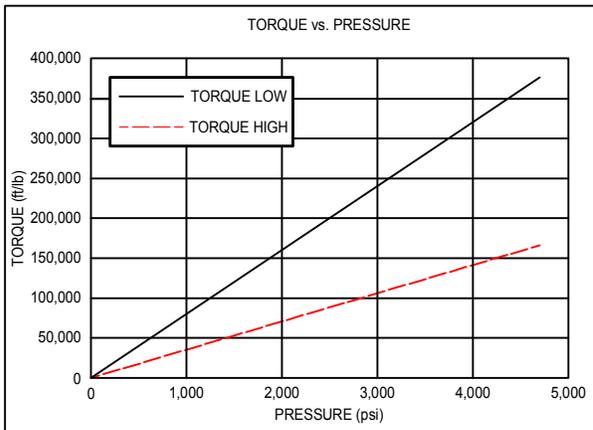
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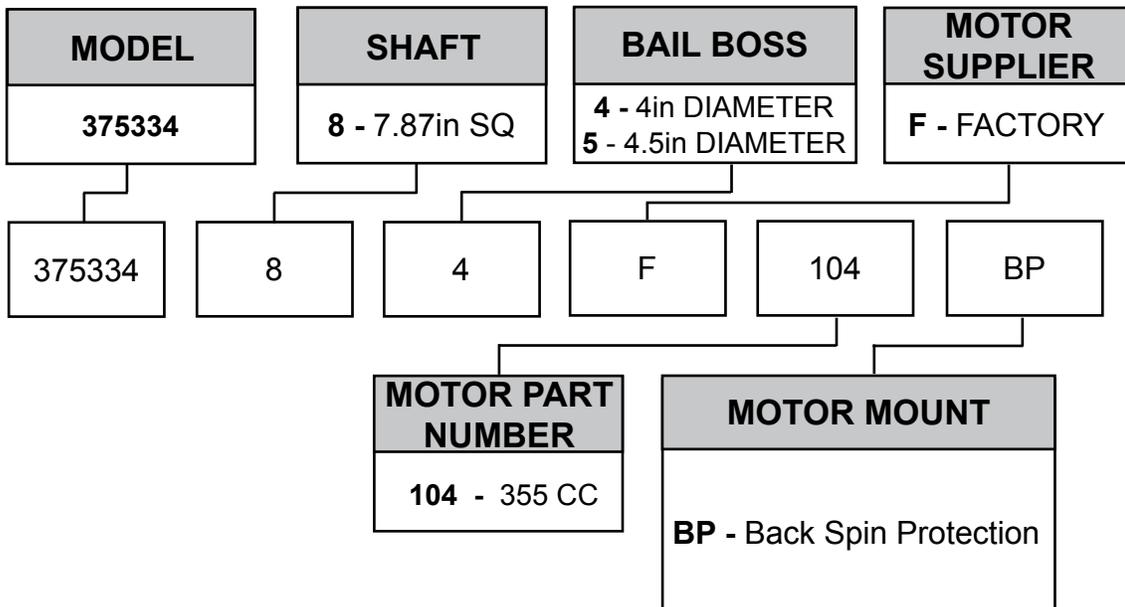
WEBSITE: www.eskridgeinc.com • E-MAIL: sales@eskridgeinc.com

Technical Data

MODEL	GEAR RATIO	MOTOR CODE	MOTOR PRESSURE	FLOW	RATED TORQUE / SPEED	
					HIGH SPEED	LOW SPEED
375334	334:1	104	4,700 psi (324 bar)	50 gpm (189 l/min)	169,000 ft-lb (229,000 N-m)/1.5rpm	375,000 ft-lb (508,000 N-m)/3.5rpm
375334	334:1	104	4,700 psi (324 bar)	100 gpm (378 l/min)	169,000 ft-lb (229,000 N-m) / 3 rpm	375,000 ft-lb (508,000 N-m) / 7 rpm



TORQUE AND SPEED CHARTS ARE BASED ON ANALYTICAL CALCULATIONS THAT USE AVERAGE GEARBOX AND MOTOR EFFICIENCIES. STARTING TORQUES ARE APPROXIMATELY 25% LESS THAN RUNNING TORQUE. SYSTEM BACK PRESSURE WILL REDUCE THE RUNNING TORQUES PROPORTIONALLY.



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