

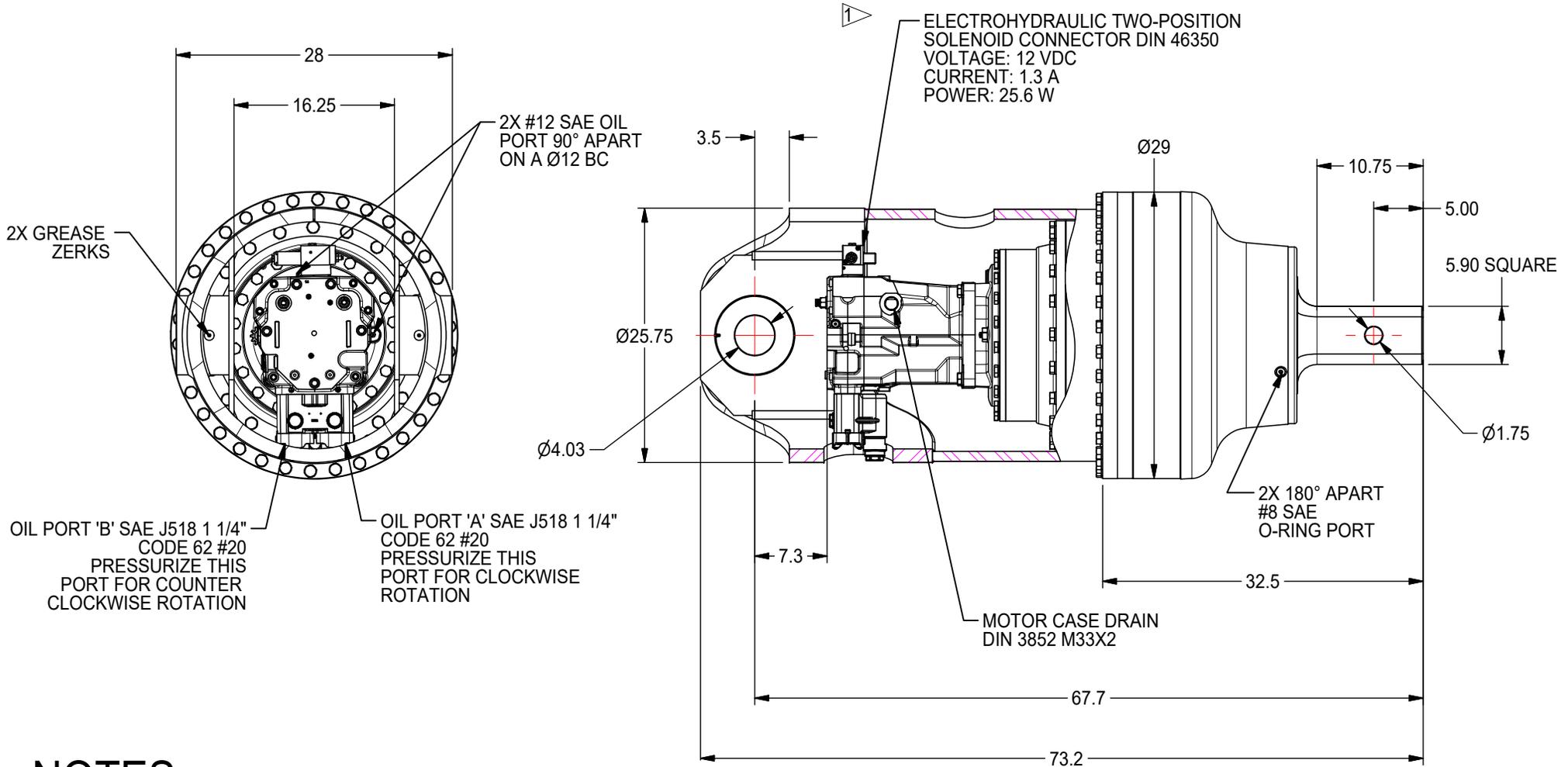


DH200 SERIES DRIVE HEAD

200,000 ft-lb (271,164 N-m) Maximum
Typical Applications: Utility and Construction Industries

(913) 782-1238 (Tel)
(913) 782-4206 (Fax)
Sales@Eskridgeinc.com
www.Eskridgeinc.com
FORM: PSDH200-AA

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NOTES: ▷

1. MOTOR DEFAULTS TO MAXIMUM DISPLACEMENT. ACTIVATE SOLENOID FOR MINIMUM DISPLACEMENT.
2. VALUES ARE SHOWN IN INCHES.



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Performance Ratings

Maximum Intermittent Output Torque: 200,000 ft-lb (271,164 N-m)
Shaft Pressure Load: 125,000 lb (56,700 Kg)
Shaft Pullout Load: 125,000 lb (56,700 Kg)
*Shaft Side loading Not Recommended
Maximum Output Speed at Max. cc: 11 RPM @ 170 GPM
Maximum Output Speed at Min. cc: 12 RPM @ 100 GPM
Maximum Operating Ambient Temperature: 110°F (43°C)
Minimum Operating Ambient Temperature: -20°F (-28°C)

Consult your Eskridge representative to determine ratings for your specific application or configuration

Oil Capacities

DH200
14.8 GALLONS
56 LITERS

ALL UNITS WITH MOTORS SHIPPED WITH OIL
Use EP or API GL-5 Designated Lubricants

Ordering Information

Example Part Number: 200224-64170E5

MODEL	OUTPUT SHAFT	BAIL BOSS	MOTOR SUPPLIER	MOTOR PART NUMBER	OPTIONS
200224	6	4	F	170	BP
200 224:1 GEAR RATIO	6- 5.9" SQUARE	4- Ø4	F- FACTORY U- USER	170- 260CC	BP- Back Spin Protection

Motor Mount Dimensions

PILOT DIMENSIONS	BOLT CIRCLE
SAE 'E' Ø6.501/6.505 ▽.75	4X 3/4-10 UNC-2B ▽1 ON Ø12.500 B.C.

Motor Specifications:

Type: Two Speed Piston Motor
Displacement: 260 CC Maximum, 130 CC Minimum
Maximum Pressure: 5000 PSIG (345 Bar)
Maximum High Speed Flow: 100 GPM (380 LPM)
Maximum Low Speed Flow: 170 GPM (644 LPM)
Motor Case Drain Required
Before Operation the Motor Must be Filled with Hydraulic Oil.
Speed Control: Electro-Hydraulic Solenoid (Energized High Speed)
Safety Control: Anti-Spin Back and Pressure Protection System

Approximate Unit Weight

With Motor: 4055 lb (1840 kg)

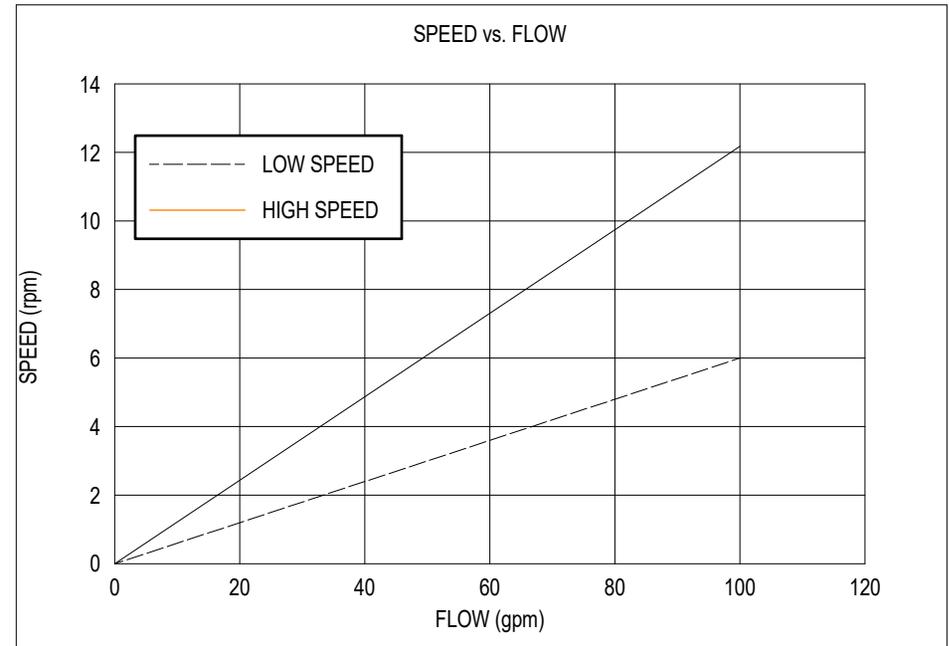
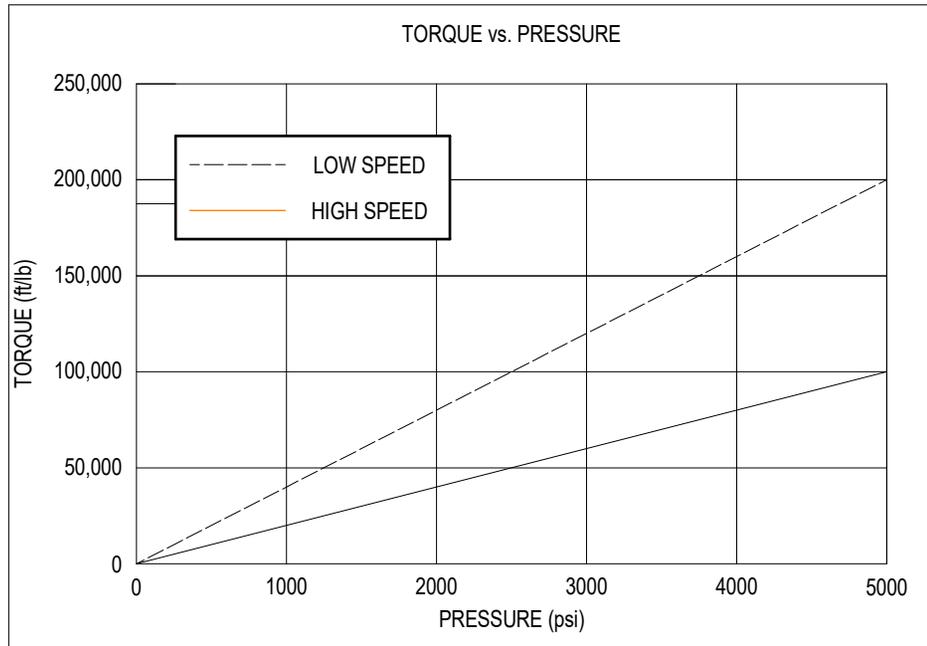


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Torque and Speed Charts:



NOTES:

- * Starting torques are approximately 25% less than running torque.
- * Torque and speed charts are based on analytical calculations that use average gearbox and motor efficiencies.
- * System back pressure will reduce running torque proportionally.
- * Consult Eskridge Representative for Torque and Speed Charts for your specific application.

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