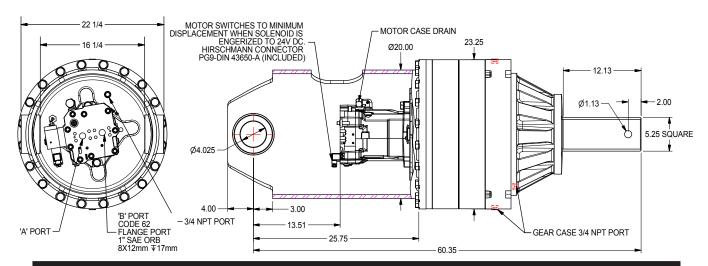


D600 Series Digger Drive 54,000 FT-LB TORQUE

Data Sheet PSD600QD_5_17

Eskridge drive heads are ideal for the construction, anchor setting, and utility markets. The D600 series drive head utilizes a heavy duty three stage planetary gearbox and a Load-N-Lock shaft retention system for extreme duty situations. The drive head uses a highly efficient variable displacement piston motors for maximum speed and torque. Eskridge has over 40 years of experience in the manufacture of DiggerDrives™.



TECHNICAL SPECIFICATIONS

HYDRAULIC MOTOR INFORMATION

DIGGER ROTATION: PRESSURIZE OIL PORT 'A' FOR CW ROTATION

DISPLACEMENT: 135 CC MAXIMUM, 65 CC MINIMUM

MAXIMUM PRESSURE: 5000 PSIG (345 Bar)
MAXIMUM HIGH SPEED FLOW: 70 GPM (265 LPM)
MAXIMUM LOW SPEED FLOW: 125 GPM (473 LPM)

TYPE: TWO SPEED AXIAL PISTON MOTOR

SPEED CONTROL: SOLENOID 24VDC <26W (ENERGIZED HIGH SPEED)

MOTOR CASE: -12 JIC CASE DRAIN REQUIRED MOTOR CASE PRESSURE: 37 PSIG (2.5 Bar) MAX

PLANETARY GEARBOX INFORMATION

RATIO: 110.08:1

RATED OUTPUT TORQUE: TO 54,000 ft-lb (73,210 N-m)

SHAFT PULL-OUT: 50,000 lbf (222,410 N) PRESSURE LOAD: 95,000 lbf (422,580 N)

SHAFT RETENTION: LOAD-N-LOCK SHAFT RETENTION

OIL TYPE: 80W90 EP or GL-5 OIL CAPACITY: 9.5 gal (36L) WEIGHT: 2,050 lb (930 kg)

OUTPUT SHAFT: 5.25 in (133.4mm) SQUARE

BAIL BOSS: 4 in (101.6mm)

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

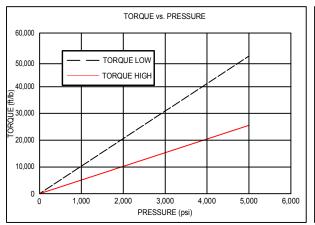


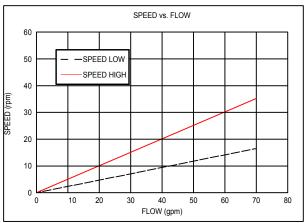
1900 Kansas City Road • Olathe, Kansas 66061 • USA PHONE: (913) 782-1238 • FAX: (913) 782-4206

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

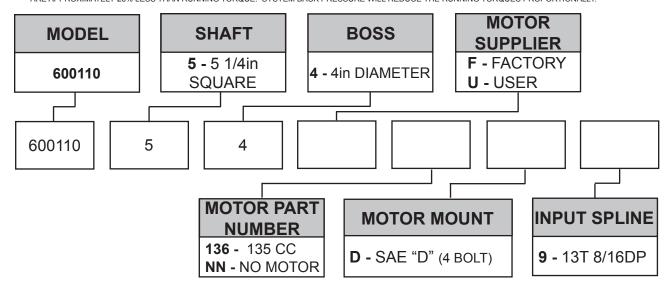
Technical Data

MOE	MODEL	GEAR RATIO	MOTOR CODE	MOTOR PRESSURE	FLOW	RATED TORQUE / SPEED HIGH SPEED LOW SPEED	
600	110	110.08:1	136	5,000 psi (345 bar)	70 gpm (265 l/min)	25,500 ft-lb (34,570 N-m) / 35 rpm	54,000 ft-lb (73,210 N-m) / 17 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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