

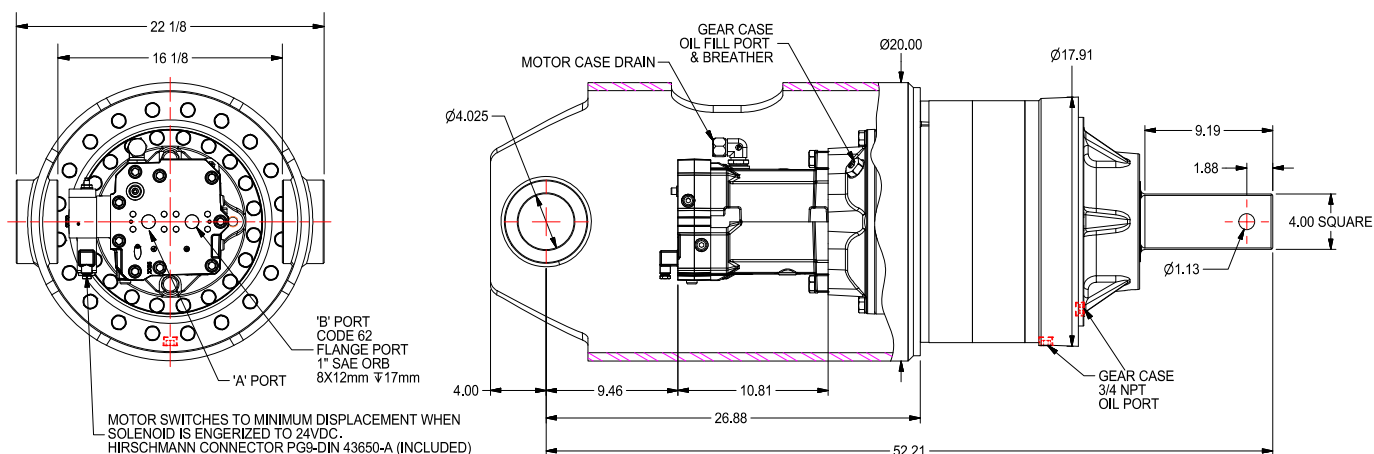


# D440 Series Digger Drive

## 40,000 FT-LB TORQUE

Data Sheet PSD440QD\_5\_17

Eskridge drive heads are ideal for the construction, anchor setting, and utility markets. The D440 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: 81.25:1  
RATED OUTPUT TORQUE: TO 40,000 ft-lb (54,230 N-m)  
SHAFT PULL-OUT: 30,000 lbf (133,450 N)  
PRESSURE LOAD: 45,000 lbf (200,170 N)  
SHAFT RETENTION: LOAD-N-LOCK SHAFT RETENTION  
OIL TYPE: 80W90 EP or GL-5  
OIL CAPACITY: 4.4 gal (16.8L)  
WEIGHT: 1,290 lb (585 kg)  
OUTPUT SHAFT: 4 in (101.6mm) SQUARE  
BAIL BOSS: 4 in (101.6mm)

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



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WEBSITE: [www.eskridgeinc.com](http://www.eskridgeinc.com) • E-MAIL: [sales@eskridgeinc.com](mailto:sales@eskridgeinc.com)

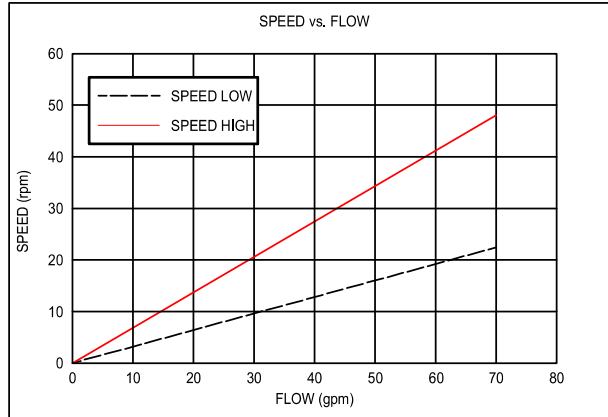
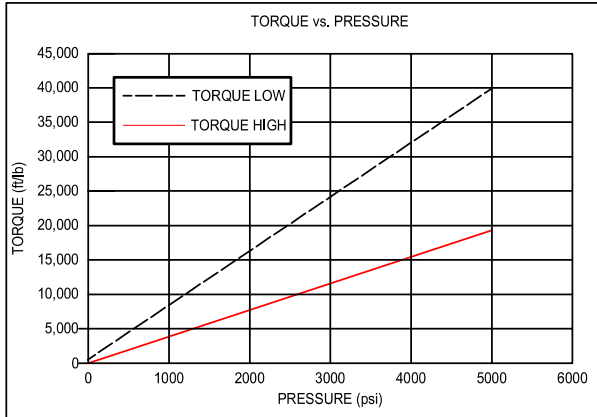


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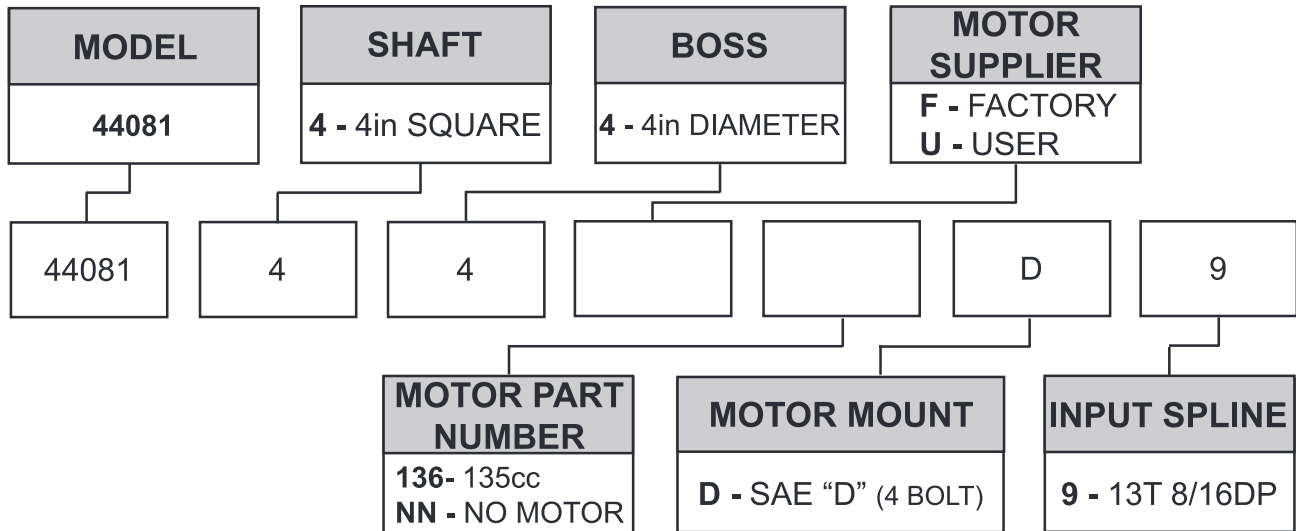
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# Technical Data

MODEL	GEAR RATIO	MOTOR CODE	MOTOR PRESSURE	FLOW	RATED TORQUE / SPEED	
					HIGH SPEED	LOW SPEED
44081	81.25:1	136	5,000 psi (345 bar)	70 gpm (265 l/min)	18,900 ft-lb (25,625 N-m) / 47 rpm	40,000 ft-lb (54,230 N-m) / 23 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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