

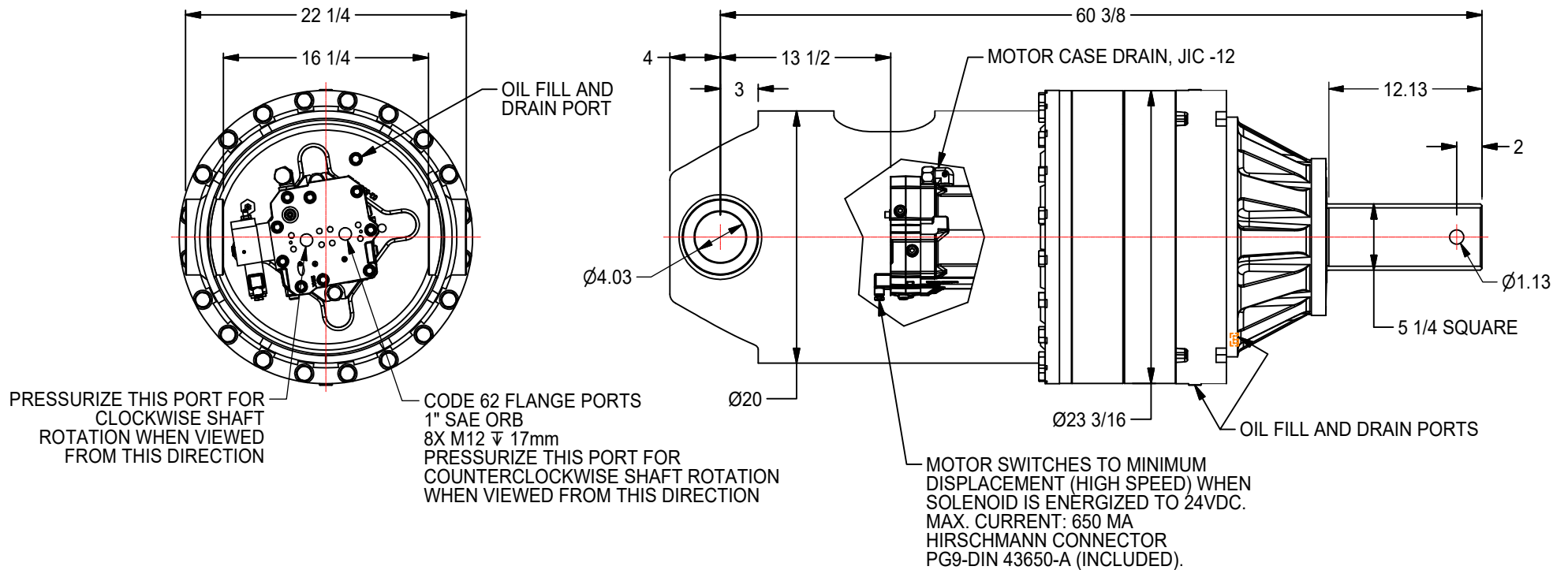


600 SERIES DRIVE HEAD

54,000 ft-lb (73,214 N-m) Maximum
Typical Applications: Utility and Construction Industries

(913) 782-1238 (Tel)
(913) 782-4206 (Fax)
Sales@Eskridgeinc.com
www.Eskridgeinc.com
FORM: PSD600AA

SHEET 1 OF 3



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: 54,000 ft-lb (73,214 N-m)
Shaft Pressure Load: 95,000 lb (43,090 Kg)
Shaft Pullout Load: 50,000 lb (22,680 Kg)
*Shaft Side loading Not Recommended
Maximum Input Speed: 4,000 rpm
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

600110
9.5 GAL
36 LITERS

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

Motor Mount Dimensions

PILOT DIMENSIONS	BOLT CIRCLE
SAE 'D' Ø6.000/6.004 ∇ .62	4X 3/4-10 UNC-2B ∇ 1 ON Ø9.000 B.C.

Motor Specifications:

Type: Two Speed Axial Piston Motor
Displacement: 8.27 cid (135.6 cc) Maximum, 3.97 cid (65 cc) Minimum
Maximum System Pressure: 5,000 psi (345 bar)
Maximum High Speed Flow: 70 gpm (265 lpm)
Maximum Low Speed Flow: 125 gpm (473 lpm)
Speed Control: 24 VDC > 26 W, 650 mA Max. Solenoid (Energized High Speed)
Motor Case Pressure: 37 psi (2.5 bar) Maximum
Case Drain Required
Motor Must Be Filled With Hydraulic Oil Before Operation

Approximate Unit Weight

With Motor: 1,900 lb (860 kg)

Ordering Information

Example Part Number: 600110-54F136D9

MODEL	OUTPUT SHAFT	BOSS	MOTOR SUPPLIER	MOTOR	MOTOR MOUNT	INPUT SPLINE
600110	5	4	F	136	D	9
600110 - 110.08:1 GEAR RATIO	5 - 5-1/4 SQUARE	4 - Ø4	F - FACTORY U - USER	136 - 8.27 CID NN - NO MOTOR	D - SAE 'D' (4-BOLT)	9 - 13T 8/16 DP



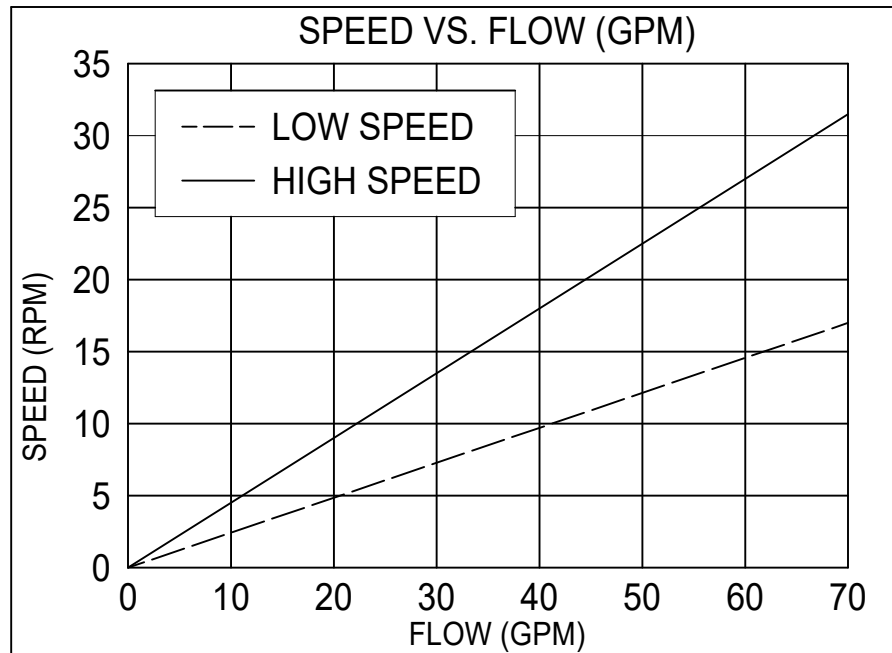
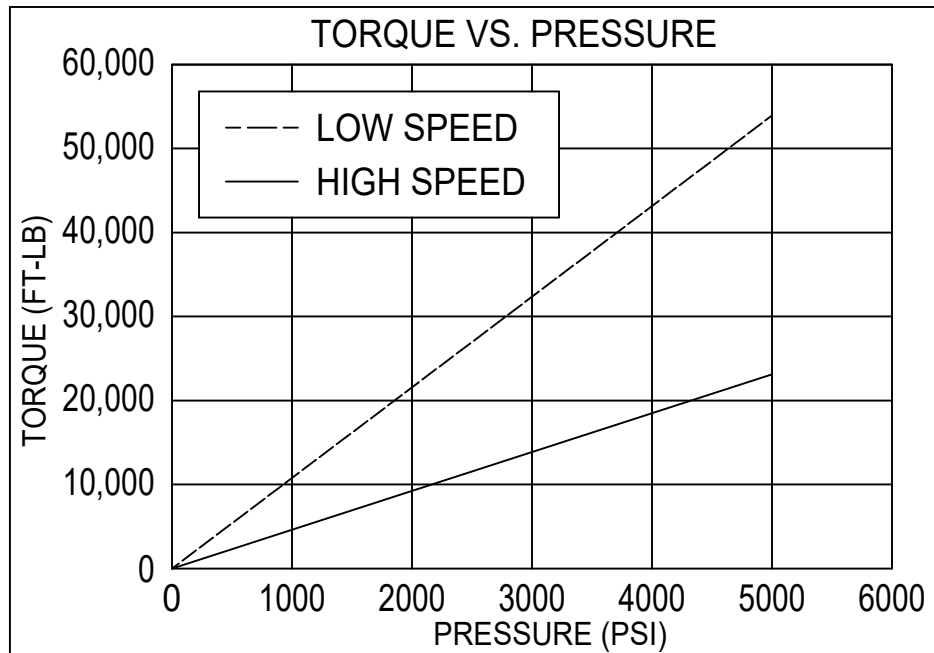
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Torque and Speed Charts:



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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