

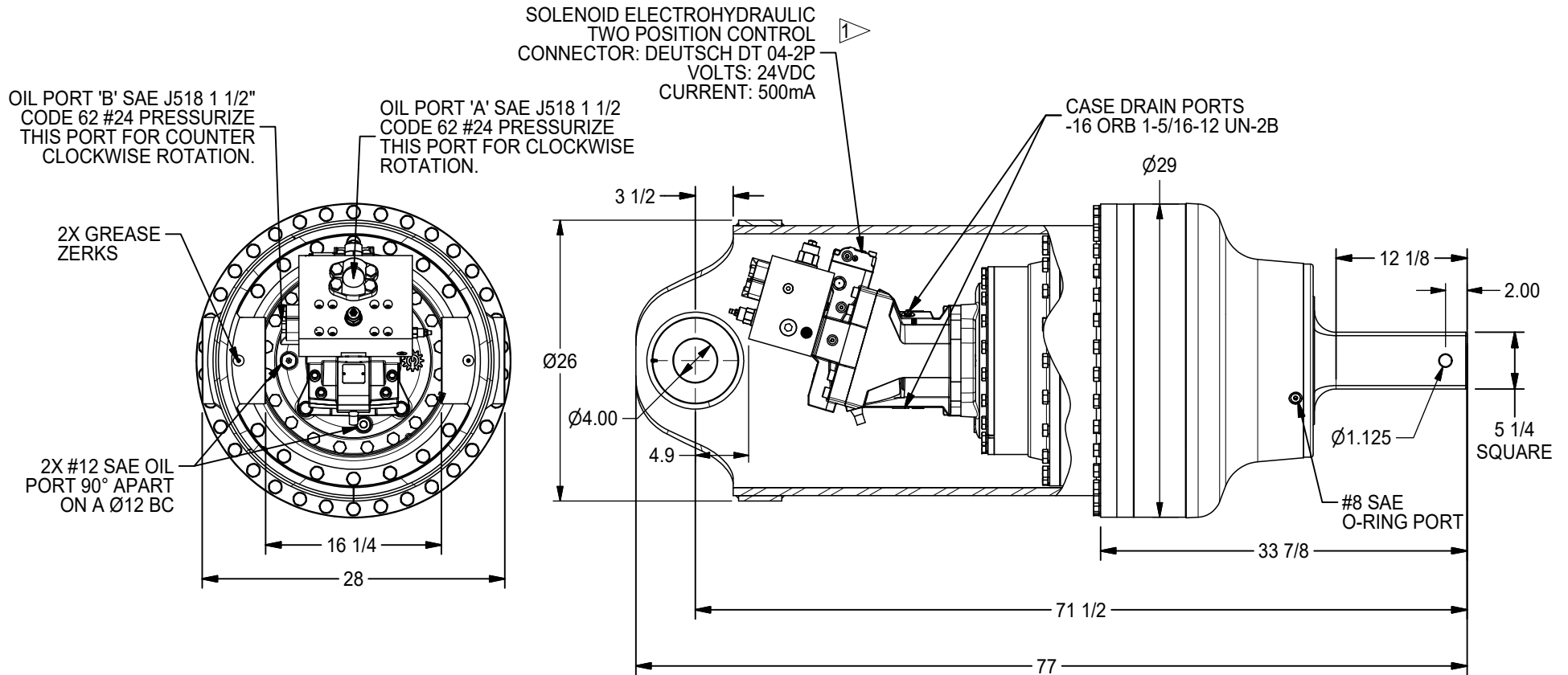


# DH150 SERIES DRIVE HEAD

150,000 ft-lb (203,400 N-m) Maximum  
 Typical Applications: Utility and Construction Industries

(913) 782-1238 (Tel)  
 (913) 782-4206 (Fax)  
[Sales@Eskridgeinc.com](mailto:Sales@Eskridgeinc.com)  
[www.Eskridgeinc.com](http://www.Eskridgeinc.com)  
 FORM: PSDH150-BB

Page 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: 150,000 ft-lb (203,400 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 Input Speed: 3,200 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

DH150
15.5 GALLONS
59 LITERS

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

## 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 Bent Axis Piston Motor  
Displacement: 200 CC Maximum, 107 CC Minimum  
Maximum Pressure: 4900 PSIG (338 Bar)  
Maximum High Speed Flow: 105 GPM (400 LPM)  
Maximum Low Speed Flow: 150 GPM (570 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: 4000 lb (1815 kg)

## Ordering Information

Example Part Number: 150224-54F123BP

MODEL	OUTPUT SHAFT	BAIL BOSS	MOTOR SUPPLIER	MOTOR PART NUMBER	OPTIONS
150224	5	4	F	123	BP
150 224:1 GEAR RATIO	5- 5-1/4" SQUARE	4- Ø4	F- FACTORY U- USER	123- 200CC	BP- Back Spin Protection



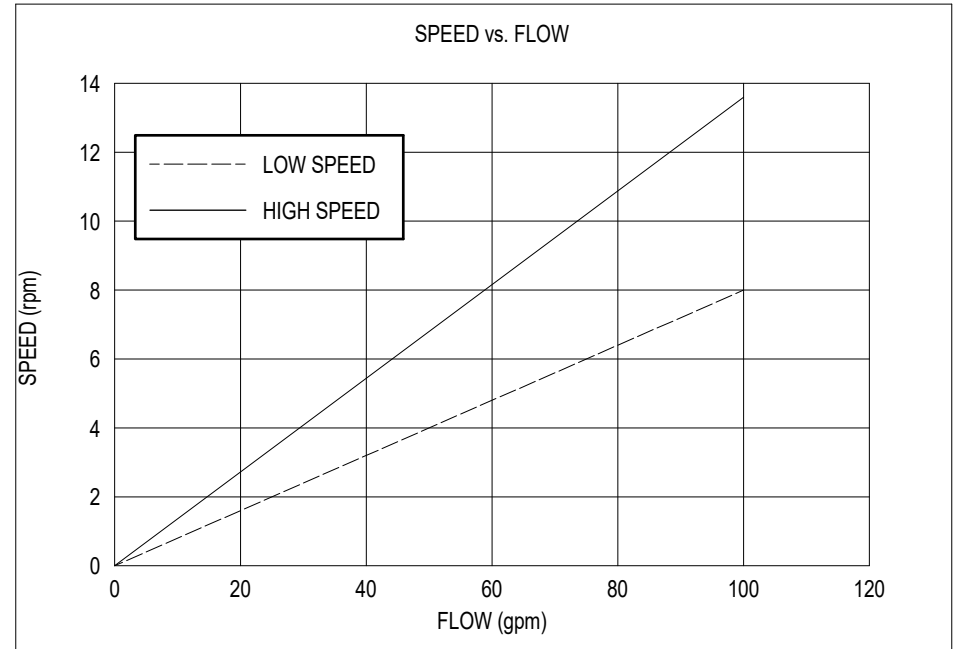
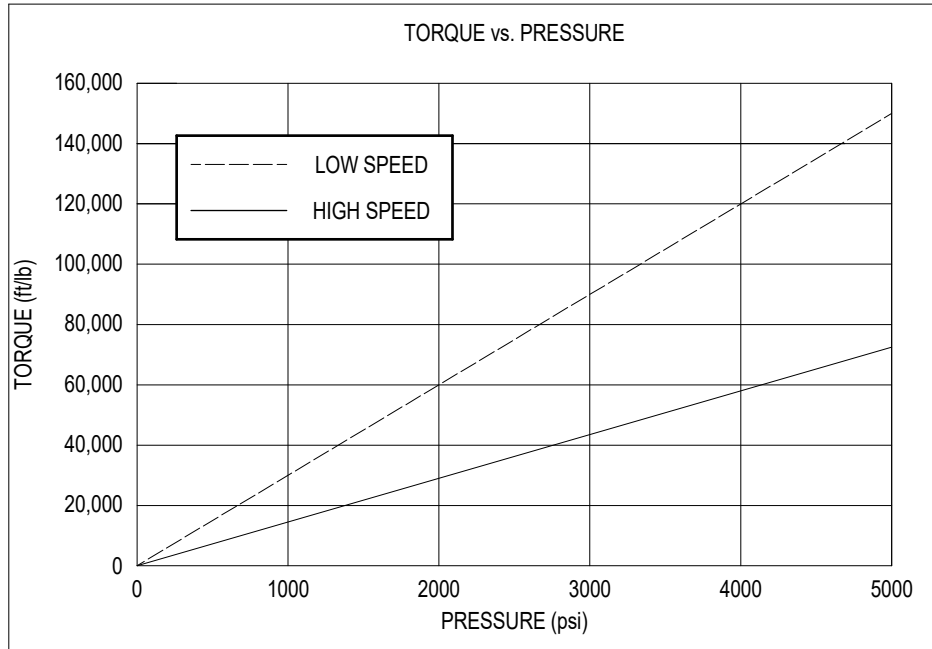
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Page 3 of 3

## 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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