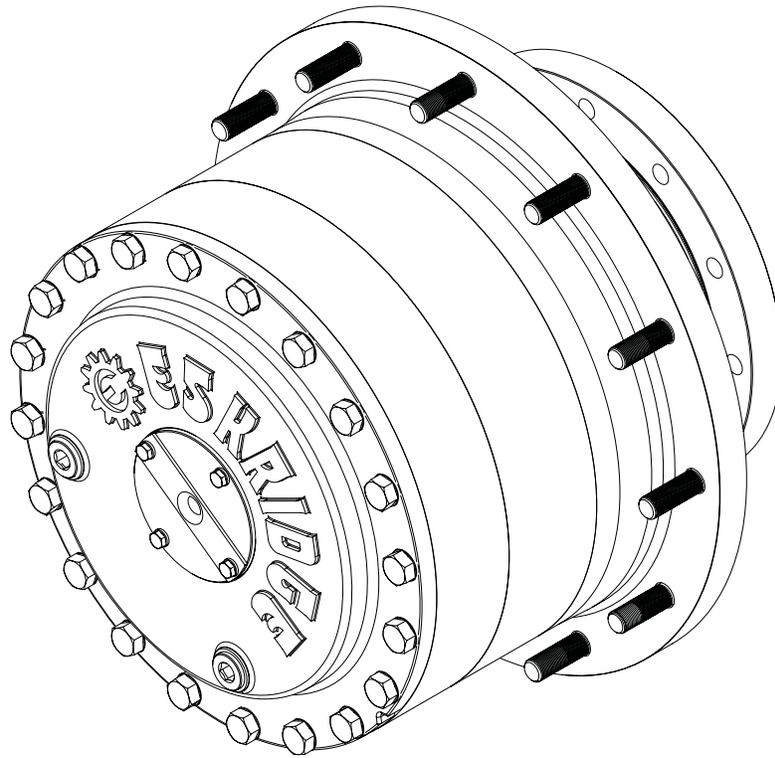


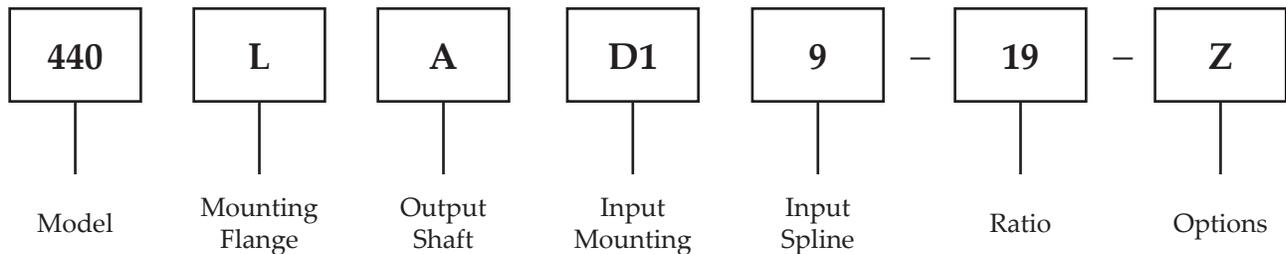


ESKRIDGE

440 WHEEL DRIVE SERVICE AND REPAIR MANUAL



Example Part Number



THIS SERVICE MANUAL IS EFFECTIVE
FROM: S/N 65479, JULY 2005
TO: CURRENT
REF: SM440LW2-AB

440 WHEEL DRIVE SERVICE MANUAL

DOUBLE STAGE PLANETARY GEAR DRIVE

This manual will assist in disassembly and assembly of major components for all Model 440 Planetary Gear Drives, including single and double planetary models. Item numbers, indicated in parentheses throughout this manual, refer to the Eskridge Model 440 exploded parts breakdown drawings. Individual customer specifications (mounting case, output shaft, brake assembly, etc.) may vary from exploded drawing and standard part numbers shown. If applicable, refer to customer drawing for details.

LUBRICATION & MAINTENANCE

Change the oil after the first 50 hours of operation. Oil should be changed at 500 hour intervals thereafter. Use a GL-5 grade EP 80/90 gear oil (EP = “Extreme Pressure”). The gear drive should be partially disassembled to inspect gears and bearings at 1000 hour intervals.

If your unit was specified “shaft up” or with a “-Z” option, a grease zerk was provided in the base housing. For shaft-up operation, the output bearing will not run in oil and must be grease lubricated. Use a lithium based or general purpose bearing grease sparingly every 50 operating hours or at regular maintenance intervals. Over-greasing the output bearing tends to fill the housing with grease and thicken the oil.

<u>Operating Position</u>	<u>Oil Capacity</u>	<u>Oil Level</u>
Horizontal Shaft	8 quarts / 7.6 liters	To horizontal centerline of gear drive
Vertical Shaft (Pinion Up)	14 quarts / 13.3 liters	To midway on upper/secondary gear set
Vertical Shaft (Pinion Down)	11 quarts / 10.4 liters	To midway on upper/primary gear set



WARNING: While working on this equipment, use safe lifting procedures, wear adequate clothing and wear hearing, eye and respiratory protection.

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Unit Disassembly Procedure

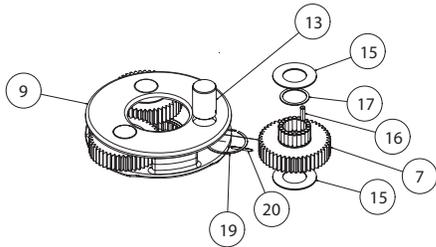
- 1) Scribe a diagonal line across the outside of the unit from the cover **(3)** to the base **(1)** before disassembly to aid in the proper positioning of pieces during reassembly. If unit is equipped with disconnect option, the shaft return spring **(D8)** should be removed at this time.
- 2) Remove magnetic drain plugs **(36)** and drain oil from unit. The oil will drain out faster and more completely if warm.
- 3) Remove the twenty hex-head capscrews **(34)** and lockwashers **(35)**.
- 4) Remove the cover **(3)***, thrust bearing **(31)**, and input gear **(11)**. Inspect o-ring **(33)**; discard if damaged or deformed.

***NOTE: If unit is equipped with disconnect option, Items D1–D7 must be removed in conjunction with the cover (3).**

- 5) Lift the primary planet carrier assembly out of the unit **(includes Items 7, 9, 10, 13, 15, 16, 17, 19, 20 & 32)**.
- 6) Remove the input transmission shaft **(40)**.
- 7) Remove the primary ring gear **(5)**. Inspect second O-ring **(33)**; as before, discard if damaged.
- 8) Using a screwdriver, seal pick or similar tool remove the retaining ring **(18)**, which retains the secondary planet carrier to the output shaft. The retainer can be left in the carrier but must be removed from the groove.
- 9) With a suitable lifting apparatus and a hoist, lift the secondary planetary assembly out of the unit **(includes Items 6, 8, 12, 14, 16, 17, 18 & 20)**.
- 10) Remove secondary ring gear **(4)**. Inspect third O-ring **(33)**; as before, discard if damaged or deformed.
- 11) The unit is now disassembled into subassemblies. The area(s) requiring repair should be identified by thorough inspection of the individual components after they have been cleaned and dried.

Primary Planet Carrier Subassembly

(Items 7, 9, 10, 13, 15, 16, 17, 19 & 20)



Disassembly

Rotate planet gears (7) to check for abnormal noise or roughness in bearings (16). If further inspection or replacement is required, proceed as follows.

- 1) Use a small screwdriver, seal pick or similar tool to remove the retaining ring (19) from sun (10). Leave retaining ring in carrier, but out of groove, and slide sun out of carrier (9).
- 2) Drive roll pins (20) completely into the planet shafts (13).
- 3) Slide planet shafts (13) out of carrier (9).
- 4) Remove planet gears (7), washers (15), rollers (16) and spacer (17) from carrier (9).
- 5) Inspect the planet gear (7), bearing bore and planet shaft (13) and rollers (16). Check for spalling, bruising or other damage. Replace components as necessary; rollers should be replaced only as a set of 20.
- 6) Remove roll pins (20) from primary planet shafts (13) using a 3/16 inch pin punch.

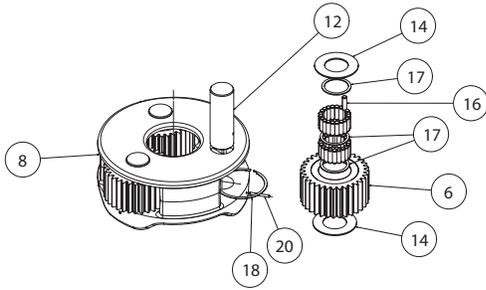
Reassembly

- 1) Rebuild primary planet carrier assembly in reverse order using any needed new parts.
- 2) Insert the sun gear (10) in the splines of the carrier (9).
- 3) Install the retaining ring (19) into the corresponding groove of the sun gear (10).
- 4) Install rollers in gear as follows:
 - a) Set planet washer (15) on work table with planet gear (7) on top of it. Center the planet washer to the planet gear as closely as possible.
 - b) Center the planet shaft (13) in the planet gear (7) bearing bore.
 - c) Begin placing rollers (16) around the shaft (13). There should be clearance for the last roller to slide in. Be sure to install 20 rollers in each planet gear (7).
 - d) Place spacer washer (17) onto planet shaft.
 - e) Place a washer over the gear (15) onto the shaft (13).
 - f) Carefully slide the assembly off the table, holding the lower planet washer (13) and planet gear (7).
 - g) Slide the planet shaft (13) out of the assembly and slide the assembly into the carrier.

- h) Align the planet gear/bearing assembly inside the carrier and install the planet shaft through the entire assembly.
- 5) Planet shafts (13) should be installed with the chamfered end of the 3/16 inch hole towards the outside diameter of the carrier (9); this will aid in alignment of holes while inserting roll pins (20).
- 6) Drive roll pin (20) into the carrier hole and into the planet shaft to retain the parts. Repeat for remaining planet gears.

Secondary Planet Carrier Subassembly

(Items 6, 8, 12, 14, 17, 16, 18 & 20)



Disassembly

Rotate planet gears (6) to check for abnormal noise or roughness in bearings (16). If further inspection or replacement is required, proceed as follows.

- 1) Drive roll pins (20) completely into the planet shafts (12).
- 2) Slide planet shafts (12) out of carrier (8).
- 3) Remove planet gears (6), washers (14), spacers (17) and rollers (16) from carrier (8).
- 4) Inspect the planet gear (6), bearing bore and planet shaft (12) and rollers (16). Check for spalling, bruising or other damage. Replace components as necessary; rollers should be replaced only as a set of 40 (2 rows of 20).
- 5) Remove roll pins (20) from secondary planet shafts (12) using a 3/16 inch pin punch.

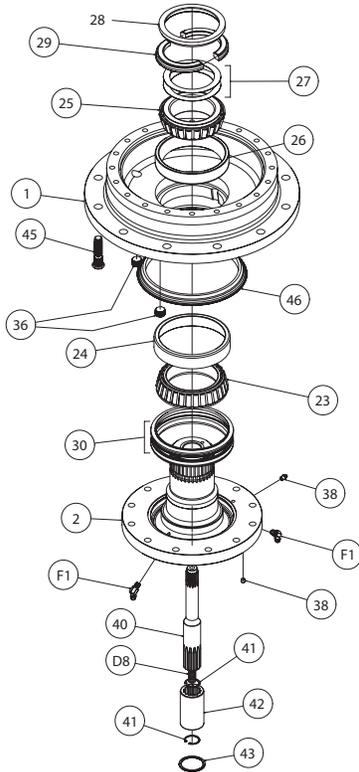
Reassembly

- 1) Rebuild secondary planet carrier assembly in reverse order using any needed new parts.
- 2) Place the spiral-wound retaining ring (18), with the depression positioned at the center of the carrier (8) in preparation for installation onto the output shaft (2).
- 3) Install rollers in gear as follows:
 - a) Set planet washer (14) on work table with planet gear (6) on top of it. Center the planet washer and the planet gear as closely as possible.
 - b) Center the planet shaft (12) in the planet gear (6) bearing bore.
 - c) Slide a spacer (17) over the planet shaft.
 - d) Begin placing rollers (16) around the shaft (12). There should be clearance for the last roller to slide in. Be sure to install 20 rollers per row in the planet gear (6).
 - e) Slide a spacer (17) over the first row of rollers (16).
 - f) Place a second row of rollers (16) around the planet shaft (12) as before.
 - g) Slide a spacer (17) over the second row of rollers (16).
 - h) Place a washer (14) over the gear (6) onto the shaft (12).
 - i) Carefully slide the assembly off the table, holding the lower planet washer (14) and planet gear (6).

- j) Slide the planet shaft (12) out of the assembly and slide the assembly into the carrier (8).
 - k) Align the planet gear/bearing assembly inside the carrier and install the planet shaft through the entire assembly.
- 4) Planet shafts (12) should be installed with the chamfered end of the 3/16 inch hole towards the outside diameter of the carrier (8). This will aid in alignment of holes while inserting roll pins (20).
 - 5) Drive roll pin (20) through the carrier hole and into the planet shaft to retain the parts. Repeat for the other planet gears.

Base Subassembly

(Items 1, 2, 23, 24, 25, 26, 27, 28, 29, 30, 36, 38, 39, 40, 41, 42, 43, 45 & 46)



Disassembly & Reassembly

- 1) Remove the lock ring (28) using a heel bar or puller; if using a heel bar, be sure not to pry against the cage of the inner output shaft bearing (25). Remove the split ring segments (29) and shims (27).

Caution: The shaft is no longer retained, care should be taken to avoid personal injury. Care should also be taken not to damage it when pressed through base.

Output Shaft Removal

Disassembly

Note: Removing the shaft from the base assembly damages the shaft seal and the seal will need to be replaced.

- 1) Base (1) should be set pinion side down, as shown, on a plate or table. Press output shaft out bottom of base by applying a load to top end (internal end) of shaft until it passes through inner shaft bearing cone (25). (Inspect shaft and base halves of metal face seal (30). Replace if worn excessively. See Page 8 for seal inspection and installation procedure.)

NOTE: Removal of the spindle half of the seal is best done with the outer bearing cone removed.

- 2) A gear puller may be used to remove the outer bearing cone (23) from the shaft (2). If reusing old bearing cone, do not pull on or damage roller cage.
- 3) Inspect inner and outer bearing cups (26 & 24). If cups are damaged, drive them out using a brass drift and utilizing the bearing knock-out notches in the base (1)

Reassembly

- 1) Clean all foreign material from magnetic oil plug (38) located on the side of the base (1).
- 2) Place shaft on table, output side down.
- 3) Press outer bearing cone (23) (large end down as shown) onto the shaft until it seats against the shoulder.
- 4) Apply a layer of lithium or general purpose bearing grease to the roller contact surface of outer bearing (23).

Note: Press bearing cone onto output shaft by pressing on inner race only. DO NOT press on roller cage, as it may damage bearing.

- 5) Wipe the face of each seal using a lint-free wipe. No particles of any kind are permissible on the sealing surfaces. (Even a hair can hold the seal surfaces apart and cause a leak.) Apply a thin film of oil on the entire seal face of one or both seals using a clean finger or lint-free applicator. Oil must not contact surfaces other than the sealing faces. (See Page 8 for seal inspection and installation procedure.)
- 6) Place dust boot (46) on the base. Apply a thin layer of lithium or general purpose bearing grease to the lip.

NOTE: The outer bearing cone may interfere slightly with the case half of the metal face seal; this is normal and should not harm the seal.

- 7) Place the base onto the shaft.
- 8) Apply a layer of lithium or general purpose bearing grease to the roller contact surface of the inner cup (26). Press the inner bearing cone (25) (large end up as shown) onto the shaft (2) until it is seated against inner bearing cup (26).

- 9) Proper output shaft preload should provide a rolling torque that varies between 50 to 300 in-lb. The bearing preload should be tailored to your application: a low-speed application may require a high pre-load, high-speed applications usually benefit from low pre-load. Adding shims (27) will increase the pre-load on the bearing set. Determine your pre-load requirement and install shims to obtain this pre-load. Install the Load-N-Lock™ segments (29) over the shims (27) and into the groove in the shaft (2). Finally, install the lock ring (28) over the segments (29).

All subassembly service or repairs should be complete at this time. Continue to Unit Assembly to complete unit buildup.

Unit Assembly

- 1) When all subassemblies are complete, the unit is ready to be assembled.
- 2) Install the secondary carrier assembly onto the output shaft; align the splines of the carrier (8) with the splines of the shaft (2) and slide the carrier onto the shaft.
- 3) Install the retaining ring (18) onto the groove of the shaft (2), using a spiraling motion.
- 4) Lubricate o-ring (33) and install on the pilot of the secondary ring gear (4).

Caution: Hold ring gear by outside or use lifting device to prevent injury.

- 5) Align gear teeth of ring gear (4) with the gear teeth of the planet gears (6) and place on base. Now align mounting holes of ring gear with holes in base. Use the scribed line made during disassembly for reference.
- 6) Install the input transmission shaft (40).
- 7) Lubricate o-ring (33) and install on the pilot of the primary ring gear (5).

Caution: Again, hold the ring gear by outside diameter or use lifting device to prevent injury.

- 8) Align gear teeth of ring gear with those of the planet gears and place on base. Align mounting holes of ring gear with holes in base. Use the scribed line made during disassembly for reference.
- 9) Install the primary carrier assembly with the sun into the secondary carrier.
- 10) Install the input gear (11).
- 11) Install the thrust bearing (31).
- 12) Lubricate o-ring (33) and install on the pilot of the cover (3).
- 13) Noting the scribed line made during disassembly, install the cover (3)*.

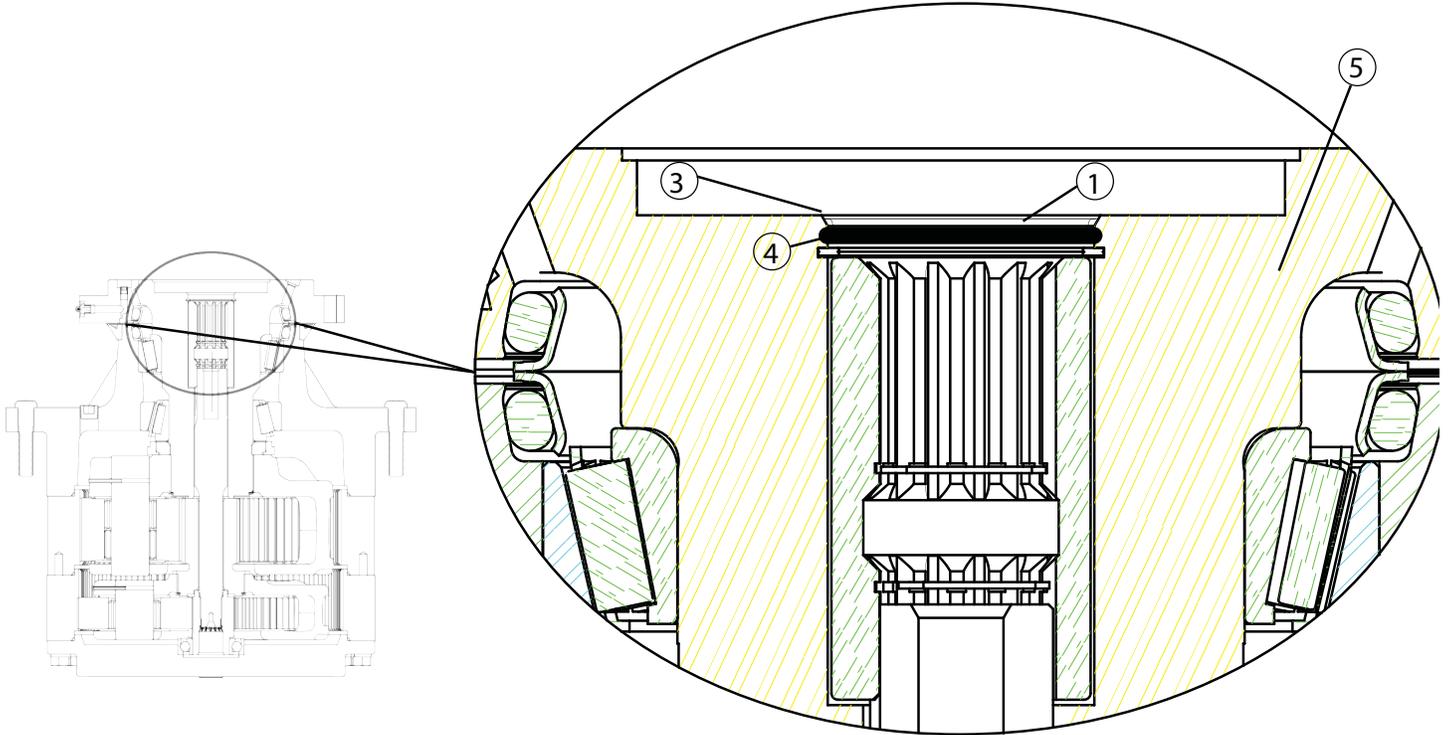
***NOTE: If unit is equipped with disconnect option, Items D1–D7 must be installed in conjunction with the cover (3).**

- 14) Install and torque the 20 5/8-11 hex-head cap-screws (34) with lockwashers (35). The torque for the cap-screws: **220 ft-lb dry, 170 ft-lb if the fasteners are lubricated.**
- 15) Ensure the unit spins freely by using a splined shaft to drive the input gear (11). If unit is equipped with disconnect option, the input shaft return spring (D8) should be replaced at this time.
- 16) Fill the unit to the proper level, as specified, with GL5 EP 80/90 gear oil after it is sealed with a brake and/or motor.

The gearbox is now ready to use.

Seal Assembly for Duo-Cone Seals

Installation Instructions courtesy Caterpillar, Inc.



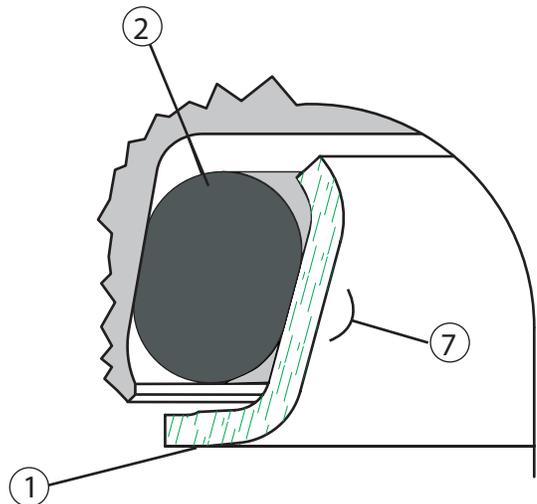
Seal Assembly Contents:

(2) Metal Seal Rings

(2) Rubber Toric Rings

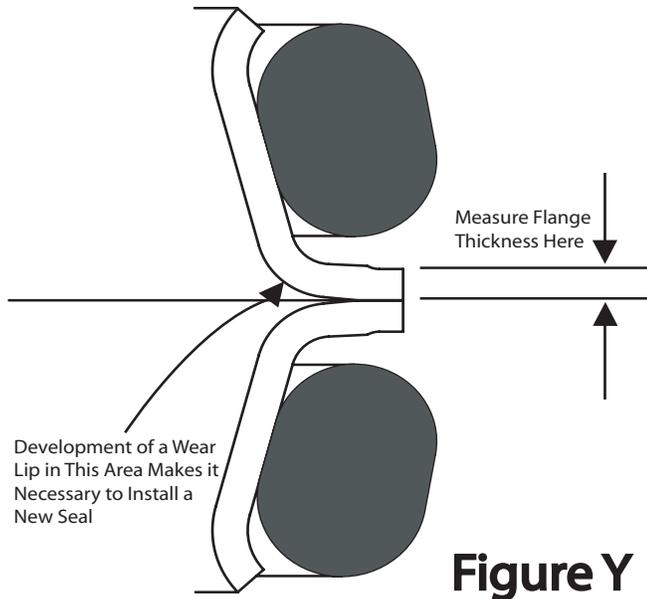
Terminology:

- | | |
|------------------------------------|----------------------------------|
| 1 - Seal Ring | 6 - Seal Ring Face |
| 2 - Rubber Toric | 7 - Seal Ring Ramp |
| 3 - Housing Retainer Lip | 8 - Seal Ring Retaining Lip |
| 4 - Housing Ramp | 9 - Installation Tool (Optional) |
| 5 - Seal Ring Housing (Base/Shaft) | |



Inspection of Worn Seals

Seals wear in an axial, rather than radial, direction (as depicted in Figure Y). The total thickness of the flange is usable wear material on the formed seal rings and good seal performance can generally be expected until the flange is completely worn away. Remaining service life can be estimated by measuring the ring flange thickness, and using the chart below. Minimum flange thickness required for reusability is 0.05" (1.27 mm).



The measured parameter used to check the remaining seal life is flange thickness, at the outer edge (once any wear lip is removed). The measurement must be made carefully because the shoulder is only 0.06" (1.52 mm) from the edge of the flange.

Estimates of expected seal life are difficult, because there are many differences in machine applications, job conditions, maintenance and other factors that affect seal service life.

Formed Seal Wear Chart	
Flange Thickness in (mm)	Seal Wear Percent Worn
0.075 (1.91)	0
0.062 (1.59)	25
0.050 (1.27)	50
0.038 (0.95)	75
0.025 (0.64)	100
0.012 (0.32)	125
0.000 (0.00)	150

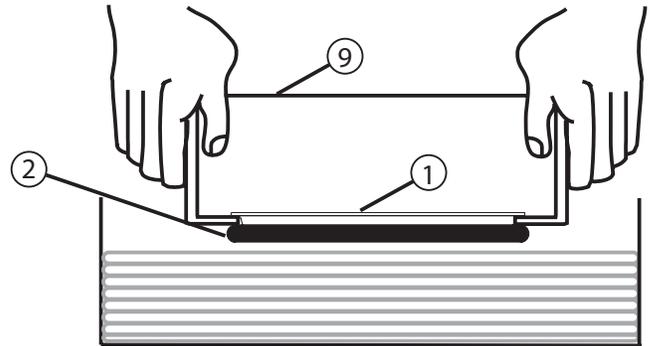
Mishandling Of Seals

Mishandling of seals during assembly can cause immediate leaks or premature failure. Failure can occur due to cutting or tearing of the elastomeric load ring, breakage of the sealing ring, contamination of the sealing face with dirt or lint, etc. When assembling metal face seals, please carefully observe assembly instructions.

Housing Preparation

The housing components (3, 4) that contact the rubber toric rings must be free from foreign material (oil, grease, dirt, metal chips dust or lint particles, etc.) before installing the seal. This should be done with a lint-free wipe and a non-petroleum based solvent.

- 1) Remove any foreign material from the rubber torics (2), ramps (7) and lips (8) of both seal rings. This should also be done with a lint-free wipe and non-petroleum based solvent.
- 2) Dry with a clean wipe.
- 3) Place the rubber toric (2) on the metal seal ring (6) at the bottom of the seal ring ramp (7) and against the retaining lip (8) (see page 8). Make sure the rubber toric is straight on the seal ring and not twisted. Be careful not to nick or cut the torics during this assembly, as this can cause leaks.
- 3) Put the installation tool (9) onto the metal seal ring (6) and rubber toric (2). Lightly dampen the lower half of the rubber toric with the appropriate assembly lubricant. Techniques to dampen the toric include wiping with a lint-free towel, lubricating using a clean foam brush, or dipping into a container lined with towels saturated in the assembly lubricant (as shown).



Approved Assembly Lubricants*

Isopropyl Alcohol

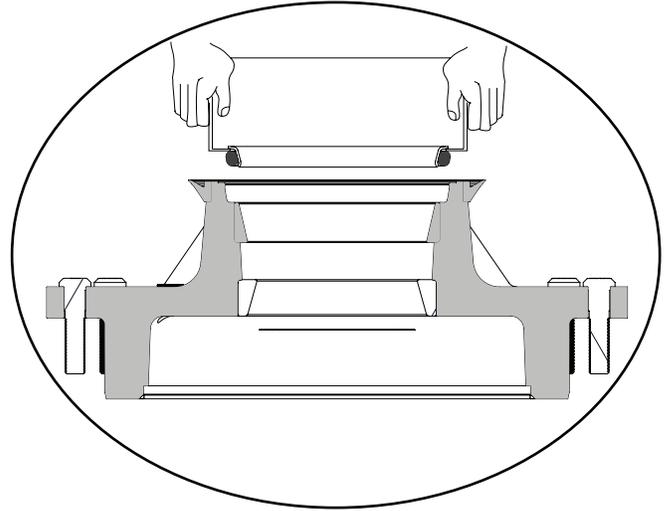
Houghto-Grind 60 CT

Quaker® Solvo Clean 68-RAH

***Do not use Stanosol or any other liquid that leaves an oil film or does not evaporate quickly.**

Installation Process

- 1) With the lower half of the rubber toric still wet, use the installation tool (9) to position the seal ring (1) and the rubber toric (2) squarely against the housing retainer lip (3) (as shown).
- 2) For smaller diameter seals, use sudden and even pressure to push the rubber toric under the retaining lip of the housing. For larger diameter seals, which will not press in with sudden and even pressure, it is acceptable to work the toric past the retaining lip by starting on one side and tapping the opposite side of the installation tool with a rubber mallet until it is engaged past the retaining lip of the housing.
- 3) Check the assembled height (A) (see below) in at least four places, 90° apart, using either a caliper, tool makers' ruler or any other calibrated measuring device. The difference in height around the ring must not be more than 0.04" (1 mm). If small adjustments are necessary, do not push or pull directly on the seal ring. Use the installation tool (9) to push down and your fingers to pull up uniformly on the rubber toric and seal ring.



NOTE: The rubber toric can twist if it is not completely wet during installation or if there are burrs or fins on the retaining lip of the housing. Twists, misalignments and bulges of the toric will result in seal failure. If correct installation is not apparent, remove seal from the housing and repeat the process.

The rubber toric must never slip on the ramps of either the seal ring or the housing. To prevent slippage, allow adequate evaporation time for the lubricant before proceeding with further assembly. Once correctly in place, the rubber toric must roll on the ramp only.

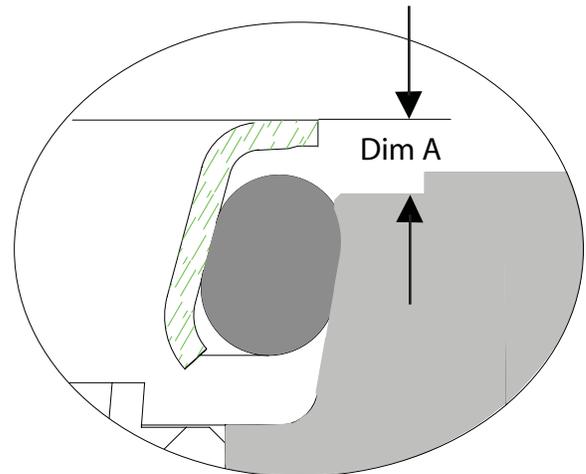
- 4) Wipe each seal ring face (6) using a lint-free wipe. No particles of any kind are permissible on the sealing surfaces. (Even a hair can hold the seal surfaces apart and cause a leak.)
- 5) Apply a thin film of oil on the entire seal face (6) of one or both seals using a clean finger or lint-free applicator. Oil must not contact surfaces other than the sealing faces.

NOTE: Mishandling of seals during assembly can cause immediate leaks or premature failure. Failure can occur due to curing or tearing of the elastomeric load ring, breakage of the sealing ring, contamination of the sealing face with dirt or lint, etc. When assembling metal face seals, please carefully observe assembly instructions.

Final Assembly

While completing the final assembly of the unit, make sure that both housings are in correct alignment and are concentric. Slowly bring the two housings together. High impact can scratch or break the seal components.

If the rubber toric slips at any location, it will twist, causing the seal rings to cock. Any wobbling motion of the seal is an indication of cocked seals and can cause dirt to enter by pumping mud past the torics.



Exploded View Drawing

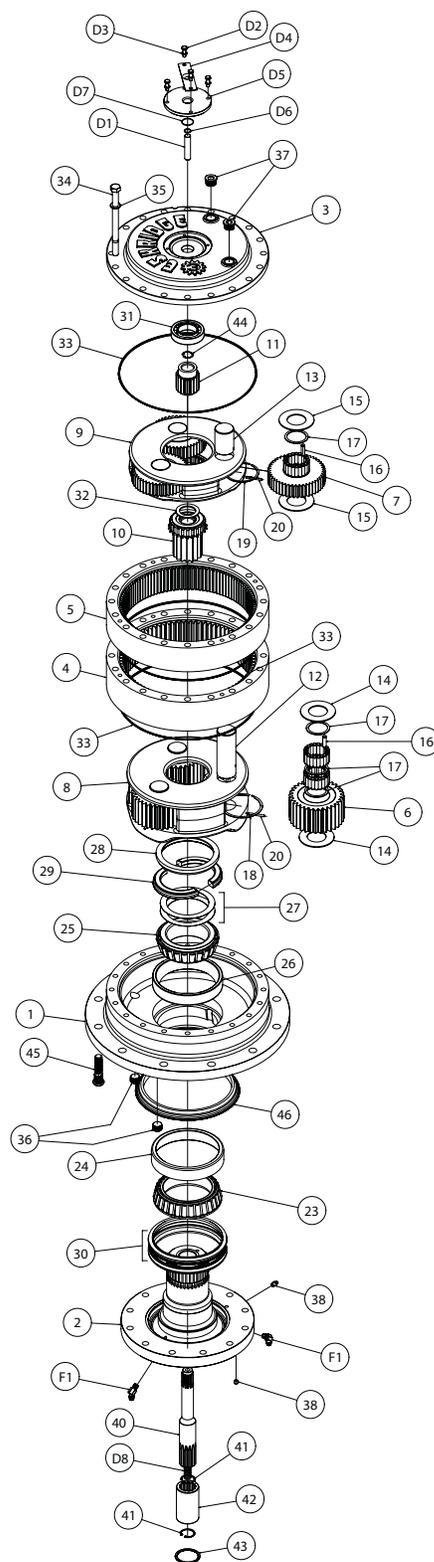
ITEM	QTY	DESCRIPTION	MODEL 440 RATIOS			
			18:1	27:1	35:1	46:1
1	1	Base 'A'	42-004-3092	42-004-3092	42-004-3092	42-004-3092
		Base 'F' flangeless	42-004-3072	42-004-3072	42-004-3072	42-004-3072
2	1	Shaft SAE 'C' input	42-004-4072	42-004-4072	42-004-4072	42-004-4072
		Shaft SAE 'D' input	42-004-4082	42-004-4082	42-004-4082	42-004-4082
3	1	Cover - Non-disconnect	42-004-2062	42-004-2062	42-004-2062	42-004-2062
		Cover - disconnect	42-004-2042	42-004-2042	42-004-2042	42-004-2042
4	1	Ring gear secondary - WD	42-004-1032	42-004-1032	42-004-1032	42-004-1032
5	1	Ring gear primary - WD	42-004-1042	42-004-1042	42-004-1042	42-004-1042
6	3	Planet gear - sec	42-004-1092	42-004-1092	42-004-1092	42-004-1242
7	3	Planet gear - pri	42-004-1102	42-004-1112	42-004-1272	42-004-1272
8	1	Carrier - secondary	42-004-1402	42-004-1402	42-004-1402	42-004-1392
9	1	Carrier - primary	42-004-1062	42-004-1072	42-004-1282	42-004-1282
10	1	Sun gear secondary	42-004-1472	42-004-1472	42-004-1472	42-004-1292
11	1	Input gear	42-004-1452	42-004-1462	42-004-1312	42-004-1312
12	3	Planet shaft - sec	42-004-1332	42-004-1332	42-004-1332	42-004-1332
13	3	Planet shaft - pri	42-004-1342	42-004-1342	42-004-1342	42-004-1342
14	6	Planet thrust washer-sec	42-004-1362	42-004-1362	42-004-1362	42-004-1362
15	6	Planet thrust washer - pri	42-004-1362	42-004-1362	42-004-1362	42-004-1362
16	180	Roller sec-2 x 20, pri-1 x 20	01-106-0040	01-106-0040	01-106-0040	01-106-0040
17	12	Roller spacer washer	42-004-1352	42-004-1352	42-004-1352	42-004-1352
18	1	Retaining ring - secondary	01-160-0680	01-160-0680	01-160-0680	01-160-0680
19	1	Retaining ring - sun gear	01-160-0690	01-160-0690	01-160-0690	01-160-0690
20	6	Roll pin	01-153-0220	01-153-0220	01-153-0220	01-153-0220
23	1	Bearing outer cone (67391)	01-102-0300	01-102-0300	01-102-0300	01-102-0300
24	1	Bearing outer cup (67322)	01-103-0290	01-103-0290	01-103-0290	01-103-0290
25	1	Bearing inner cone (71450)	01-102-0280	01-102-0280	01-102-0280	01-102-0280
26	1	Bearing inner cup (71750)	01-103-0280	01-103-0280	01-103-0280	01-103-0280
27	*	Shim	42-004-1202	42-004-1202	42-004-1202	42-004-1202
28	1	Lock ring	42-004-1212	42-004-1212	42-004-1212	42-004-1212
29	1	Split ring	42-004-1222	42-004-1222	42-004-1222	42-004-1222
30	1	Face seal (CAT 9G-5315)	01-406-0080	01-406-0080	01-406-0080	01-406-0080
31	1	Support bearing (7210WN)	01-100-0310	01-100-0310	01-100-0310	01-100-0310
32	1	Thrust washer	-	-	-	01-112-0320
33	3	O-ring	01-402-0840	01-402-0840	01-402-0840	01-402-0840
34	20	Hex head capscrew 5/8-11 X 8.5	01-150-1840	01-150-1840	01-150-1840	01-150-1840
35	20	Lockwasher	01-166-0040	01-166-0040	01-166-0040	01-166-0040
36	3	Plug - 3/4 NPT magnetic	01-207-0100	01-207-0100	01-207-0100	01-207-0100
37	2	Plug - sae -12 port (05HP-12)	01-208-0030	01-208-0030	01-208-0030	01-208-0030
38	1	Grease Fitting 1/8 NPT	01-215-0010	01-215-0010	01-215-0010	01-215-0010
39	1	Plug - 1/8 NPT	01-207-0030	01-207-0030	01-207-0030	01-207-0030
40	1	Input shaft	42-004-1442	42-004-1442	42-004-1302	42-004-1302
41	2	Retaining ring	01-160-0580	01-160-0580	01-160-0580	01-160-0580
42	1	Input coupling, 13T 8/16	42-004-1322	42-004-1322	42-004-1322	42-004-1322
		For 14 tooth, 12/24 use adapter	98-005-1142	98-005-1142	98-005-1142	98-005-1142
43	1	Retaining ring	01-160-0730	01-160-0730	01-160-0730	01-160-0730
44	1	Retaining ring	01-160-0580	01-160-0580	01-160-0580	01-160-0530
45	12	Stud, 3/4-16 RH grade 8 (A' base only)	01-164-0060	01-164-0060	01-164-0060	01-164-0060
46	1	Seal dust boot	01-406-0090	01-406-0090	01-406-0090	01-406-0090

DISCONNECT ONLY

D1	1	Dowel pin, 5/8 x 3	01-152-0120	01-152-0120	01-152-0120	01-152-0120
D2	4	Hex head capscrew 5/16-18 X 1	01-150-1790	01-150-1790	01-150-1790	01-150-1790
D3	4	Lockwasher	01-166-0110	01-166-0110	01-166-0110	01-166-0110
D4	1	Disconnect plate	42-004-1482	42-004-1482	42-004-1482	42-004-1482
D5	1	Disconnect bushing	42-004-1492	42-004-1492	42-004-1492	42-004-1492
D6	1	O-ring	01-402-0900	01-402-0900	01-402-0900	01-402-0900
D7	1	O-ring	01-402-0910	01-402-0910	01-402-0910	01-402-0910
D8	1	Spring	01-261-0540	01-261-0540	01-261-0540	01-261-0540

FLOWTHRU ONLY

F1	2	45 Degree fitting, 1/4 NPT x #6	01-201-0670	01-201-0670	01-201-0670	01-201-0670
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* QUANTITY OF SHIMS DETERMINED BY BEARING PRE-LOAD REQUIRED

X440LW2-AB
DATE:03-27-06

Eskridge Product Warranty

ESKRIDGE, INC. ("Eskridge") warrants to its original purchaser ("Customer") that new component parts/units ("Units") sold by Eskridge will be free of defects in material and workmanship and will conform to standard specifications set forth in Eskridge sales literature current at the time of sale or to any custom specifications acknowledged by written Customer approval of drawings, SUBJECT TO THE FOLLOWING QUALIFICATIONS AND LIMITATIONS:

1. Prior to placing Units in service, the Customer shall provide proper storage such that foreign objects (e.g., rain or debris) cannot enter any Units via entry ports which are normally closed during operation.
2. The Customer must notify Eskridge in writing of any claim for breach of this warranty promptly after discovery of a defect. The warranty period shall commence when a unit is placed in service and shall expire upon the earlier of
 - a. the expiration of twelve (12) months from the date of Commencement of Service (as defined in Paragraph 4)
 - b. the completion of one thousand (1000) hours of service of the Units
 - c. the expiration of six (6) months after the expiration of any express warranty relating to the first item of machinery or equipment in which the Units are installed or on which it is mounted, or
 - d. the installation or mounting of the Units in or on an item of machinery or equipment other than the first such item in which the Units are installed or on which the Units are mounted.
3. Units shall be deemed to have been placed in service (the "Commencement of Service") at the time the machinery or equipment manufactured or assembled by the Customer and in which the Units are installed or on which the Units are mounted is delivered to the Customer's dealer or the original end-user, which ever receives such machinery or equipment first.
4. This warranty shall not apply with respect to Units which, upon inspection by Eskridge, show signs of disassembly, rework, modifications, lack of lubrication or improper installation, mounting, use or maintenance.
5. Eskridge makes no warranty in respect to hydraulic motors mounted on any Units. Failure of any such motor will be referred to the motor manufacturer.
6. Claims under this warranty will be satisfied only by repair of any defect(s) or, if repair is determined by Eskridge in its sole, absolute and uncontrolled discretion to be impossible or impractical, by replacement of the Units or any defective component thereof. No cash payment or credit will be made for defective materials, workmanship, labor or travel. IN NO EVENT SHALL ESKRIDGE BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR NATURE, FOR WHICH DAMAGES ARE HEREBY EXPRESSLY DISCLAIMED.
7. From time to time, Eskridge may make design changes in the component Units manufactured by it without incorporating such changes in the component Units previously shipped. Such design changes shall not constitute an admission by Eskridge of any defects or problems in the design of previously manufactured component Units.
8. All freight charges on Units returned for warranty service are the responsibility of the Customer.

Warranty Return Policy

1. Any part/Unit(s) returned to Eskridge must be authorized by Eskridge with an assigned return (CSR) number.
2. All Units shall be returned freight prepaid.
3. Any Units qualifying for warranty will be repaired with new parts free of charge (except for freight charges to Eskridge as provided above).
4. If Units are found to be operable, you have two options:
 - a. The Units can be returned to you with a service charge for inspection, cleaning, and routine replacement of all rubber components and any other Units that show wear;
 - b. We can dispose of the Unit(s) at the factory if you do not wish it to be returned.

NOTE: Any order of Units by customer shall only be accepted by Eskridge subject to the terms stated herein. Any purchase order forms used by Customer (to accept this offer to sell) which contain terms contrary to, different from, or in addition to the terms herein shall be without effect, and such terms shall constitute material alteration of the offer contained herein under K.S.A 84-2-207 (2)(b), and shall not become part of the contract regarding the sale of the Units.

The foregoing warranty is the sole warranty made by Eskridge with respect to any Units and is in lieu of any and all other warranties, expressed or implied. There are no warranties which extend beyond the description on the face hereof without limiting the generality of the foregoing, Eskridge expressly disclaims any implied warranty of merchantability or fitness for any particular purpose, regardless of any knowledge Eskridge may have of any particular use or application intended by the purchaser. The suitability or fitness of the Units for the customer's intended use, application or purpose and the proper method of installation or mounting must be determined by the customer.

THE ESKRIDGE PRODUCT LINE

PLANETARY GEAR DRIVES

SERIES	TORQUE RATING (IN-LB) MAX. INTERMITTENT
20 - SHAFT OUTPUT	20,000
28 - SHAFT OUTPUT	50,000
50 - SHAFT OUTPUT OR SPINDLE OUTPUT	50,000
65 - SHAFT OUTPUT	65,000
105 - SHAFT OUTPUT	105,000
130/133 - SHAFT OUTPUT OR SPINDLE OUTPUT	130,000
150 - SHAFT OUTPUT	150,000
250/252 - SHAFT OUTPUT OR SPINDLE OUTPUT	250,000
440 - SHAFT OUTPUT, SPINDLE OUTPUT OR WHEEL DRIVE	440,000
600 - SHAFT OUTPUT, SPINDLE OUTPUT OR WHEEL DRIVE	600,000
1000 - SHAFT OUTPUT, SPINDLE OUTPUT OR WHEEL DRIVE	1,000,000

MULTIPLE DISC BRAKES

SERIES	FEATURES	TORQUE RATING (IN-LB)
10 - INTEGRAL BRAKE	SAE B	TO 4,800
90B	SAE B	TO 4,800
90BA	SAE B, ADJUSTABLE TORQUE	TO 4,800
92B	SAE B, LOW PROFILE	TO 2,800
93 (931 OR 932)	FOR NICHOLS MOTORS	TO 6,100
95C	SAE C	TO 12,000
98D	SAE D	TO 25,000

PLANETARY AUGER DRIVES, ANCHOR DRIVES & DIGGERS

SERIES	MODELS	TORQUE RATING (FT-LB)
D50	1500, 2500 & 5000	1,500 - 5,000
76	BA & BC, 2-SPEED	8,000 - 12,500
77	BA, BC & BD	6,000 - 12,500
78	35 & 48, 2-SPEED	9,000 - 12,500
75	38 & 51, 2-SPEED	16,500 - 20,000
D440	D440	35,000
D600	D600	50,000
D1000	D1000	83,000

