### Nachi PHV Series Wheel Motor Specifications

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<tr>
<td></td>
<td></td>
<td>(in3/rev) (cm3/rev)</td>
<td>lbf-in (N-m)</td>
<td>lbf-in (N-m)</td>
<td>psi (MPa)</td>
<td>psi (MPa)</td>
<td>lbf-in (N-m)</td>
<td>psi (MPa)</td>
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<td>lbf-in (N-m)</td>
<td>kg</td>
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<tr>
<td>PHV-1B</td>
<td>1/36.56 1/36.96</td>
<td>0.58/0.29 (9.5/4.7)</td>
<td>27.97 (458.3)</td>
<td>136.3 (1510)</td>
<td>3681 (24.5)</td>
<td>2553 (17.3)</td>
<td>3000 (19.6)</td>
<td>173 (19.6)</td>
<td>S, shokless type</td>
<td>37 (17)</td>
<td>5.75</td>
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<td></td>
<td></td>
<td>0.67/0.34 (10.9/5.6)</td>
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<td></td>
<td></td>
<td>0.70/0.35 (11.9/5.8)</td>
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<td>0.76/0.38 (12.9/6.2)</td>
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<tr>
<td>PHV-2B</td>
<td>1/39.00 1/39.00</td>
<td>0.90/0.51 (16.1/8.4)</td>
<td>40.93 (650.8)</td>
<td>231.86 (1310)</td>
<td>11593 (25.6)</td>
<td>267 (32.4)</td>
<td>R</td>
<td>55 (25)</td>
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<td>0.90/0.56 (16.1/8.4)</td>
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<td>1.05/0.52 (17.2/8.8)</td>
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<td>1.00/0.58 (17.2/8.8)</td>
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<tr>
<td>PHV-3B</td>
<td>1/40.50 1/40.50</td>
<td>1.26/0.67 (20.7/10.9)</td>
<td>69.23 (1134.5)</td>
<td>35407 (4114)</td>
<td>18204 (2507)</td>
<td>3500 (36.3)</td>
<td>S, R</td>
<td>79 (36)</td>
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<td>1.31/0.79 (21.4/12.9)</td>
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<td>1.44/0.73 (23.6/12.7)</td>
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<td>1.44/0.79 (23.6/12.7)</td>
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<td>1.44/0.96 (23.6/15.7)</td>
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<td>1.53/0.87 (25.1/12.5)</td>
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<td>PHV-4B</td>
<td>1/41.50 1/41.50</td>
<td>1.75/0.96 (28.6/17.4)</td>
<td>102.39 (1677.8)</td>
<td>61000 (6893)</td>
<td>30304 (3447)</td>
<td>764 (86.3)</td>
<td>123 (56)</td>
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<td>1.81/1.12 (29.7/18.3)</td>
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<td>2.09/1.17 (34.2/19.1)</td>
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<td>2.15/1.30 (35.3/21.3)</td>
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Note 1: Real torque at 10 min⁻¹ (Lo) should be approximately 85% of theoretical torque. Intermittent means less than 7% of operating time.
Note 2: Speed at hi (P<10.2MPa) should be approximately 96% of theoretical speed.
Note 3: Multiply brake torque value by gear ratio to get final brake torque.
Give your customers the option of rubber tracks, as an alternative to tires, and better meet their light-duty construction and earthmoving needs.

Tracks are the ideal choice for applications requiring:
- Minimal ground damage or track marks
- Increased traction, especially on muddy, wet or sandy surfaces
- Greater stability

Rubber track applications now in use:
- Construction
- HDD
- Landscaping
- Excavating
- Utility
- Stump Cutter
- Digger Derrick

Wheel Motors for Compact Rubber Track Machines
Proven and trusted, our wheel motors are utilized by 50% of Europe and Japan’s rubber track markets. Nachi Wheel Motor sales exceed over 65,000 in those regions.

Nachi PHV Series Wheel Motors for Track Drives:
- Incorporates easily into a design
- All-in-one design - all required components are integrated (planetary gearbox, hydraulic motor, negative type parking brake, counterbalance valve, optional relief valve)
- High reliability - all main parts, including special-made angular ball bearings in gearbox, are made and tested by Nachi
- High efficiency - the axial piston motor maintains high efficiency. It reduces engine stall, and enables better machine maneuverability.
- Compact
- Two-speed function
- Parking brake - included as standard for safety
- Auto kick down

Custom-Built Tracks
Partnered with Nachi, Chermack Machine offers in-house track development and engineering. Working with existing designs, Chermack Machine limits customer downtime and gets the product to market faster.

Nachi America, Inc. Wheel Motors for Compact Rubber Track Machines - Sold Separately or with Chermack Machine Inc. Custom-Built Tracks.
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- Parking brake - included as standard for safety
- Auto kick down

Custom-Built Tracks

Partnered with Nachi, Chermack Machine offers in-house track development and engineering. Working with existing designs, Chermack Machine limits customer downtime and gets the product to market faster.

Chermack Machine Tracks:
- Expandable for added stability
- Turf-friendly
- Custom-built
- Non-marking track
- Two-speed functionality
- Compact
- Built in U.S.A.
- ISO 9001:2000
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<tr>
<td></td>
<td></td>
<td>in³/rev (cm³/rev)</td>
<td>lbf-in (N-m)</td>
<td>min⁻¹ (rpm)</td>
<td>lbf-in (N-m)</td>
<td></td>
<td></td>
<td>lb</td>
</tr>
<tr>
<td>PHV-1B</td>
<td>1/25.26 1/36.96</td>
<td>0.565/0.29 (9.5/4.7)</td>
<td>27.97 (458.3)</td>
<td>1.3563 (1510)</td>
<td>6681 (755)</td>
<td>3553 (24.5)</td>
<td>300 (173)</td>
<td>37</td>
</tr>
<tr>
<td>PHV-2B</td>
<td>1/31.00 1/39.00</td>
<td>0.960/0.51 (16.1/9.1)</td>
<td>40.93 (670.8)</td>
<td>2.3186 (2620)</td>
<td>11593 (755)</td>
<td>287 (19.6)</td>
<td>S, R</td>
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<tr>
<td>PHV-3B</td>
<td>1/36.51 1/45.20</td>
<td>1.260/0.67 (20.7/10.9)</td>
<td>69.23 (1134.5)</td>
<td>3.5407 (4114)</td>
<td>18294 (2057)</td>
<td>3500 (234)</td>
<td>321 (36)</td>
<td>79</td>
</tr>
<tr>
<td>PHV-4B</td>
<td>1/36.80 1/47.53</td>
<td>1.751/1.06 (28.6/17.4)</td>
<td>102.39 (1677.8)</td>
<td>6.1000 (6893)</td>
<td>36054 (3447)</td>
<td>764 (86.3)</td>
<td>123 (96)</td>
<td>153</td>
</tr>
</tbody>
</table>

Note 1: Real torque at 10min⁻¹ (Lo) should be approximately 85% of theoretical torque. Intermittent means less than 7% of operating time.
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