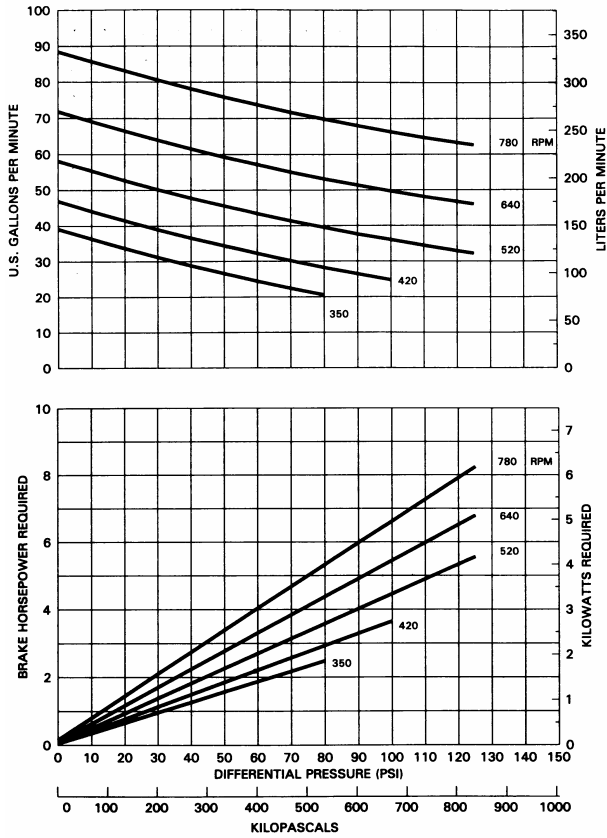




CHARACTERISTIC CURVES
Models: GX2, X2

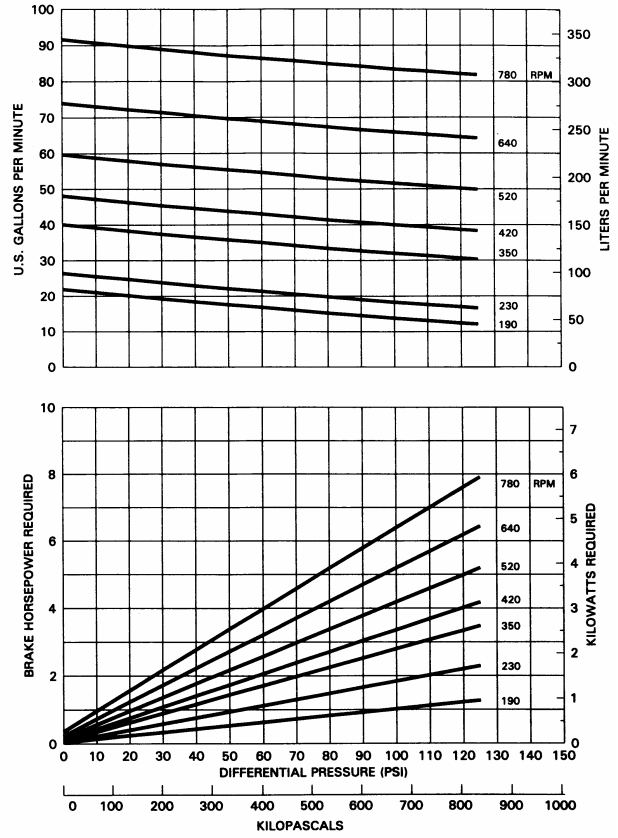
| | |
|-------------|----------|
| Page Number | 101-025 |
| Effective | Dec 2007 |
| Replaces | Oct 2001 |
| Section | 101 |

1 CP (30 SSU)*



Note: Non-metallic vanes Only.

20 CP (100 SSU)*



Note: Non-metallic vanes Only.

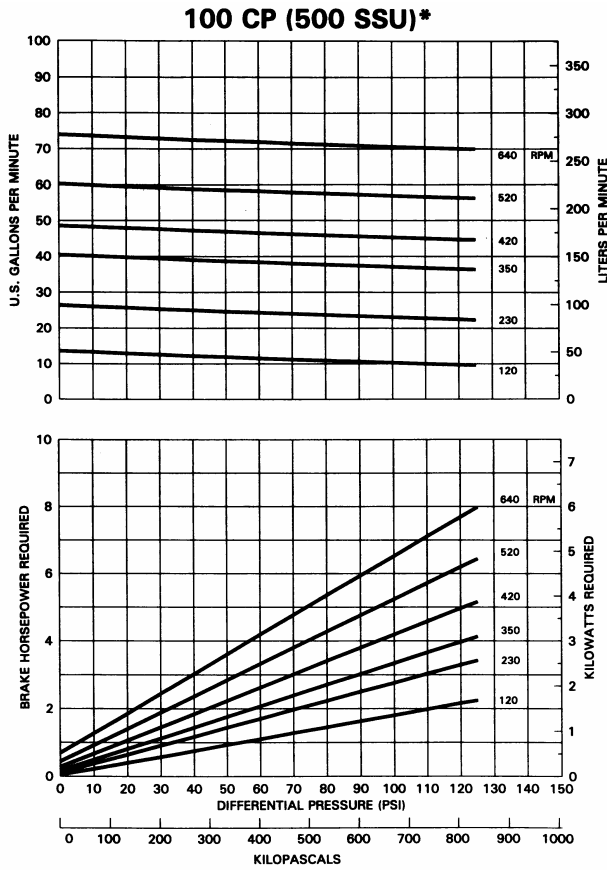
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

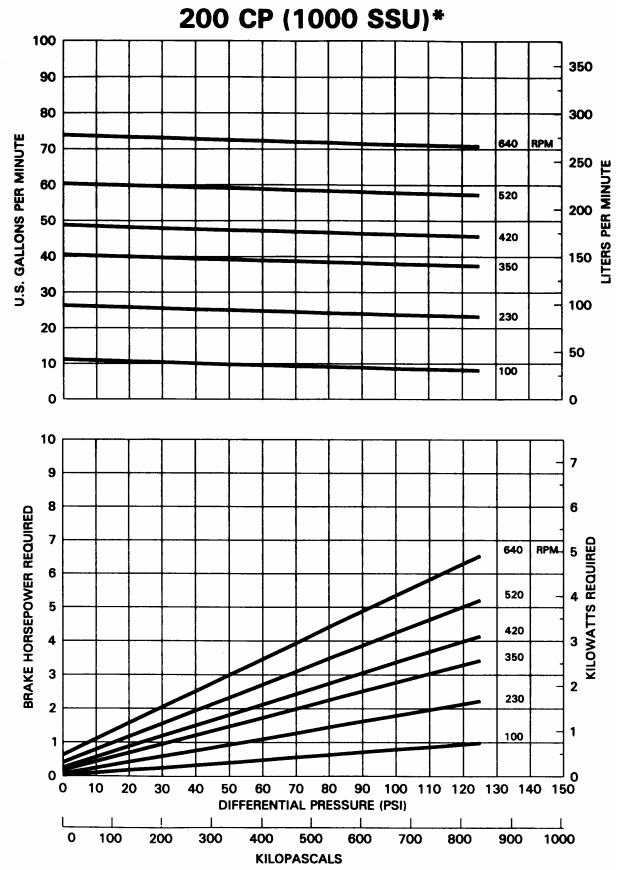
*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.
Centipoise = centistokes at 1.0 specific gravity.

CHARACTERISTIC CURVES

Models: GX2, X2



Note: Non-metallic or metallic vanes.



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Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

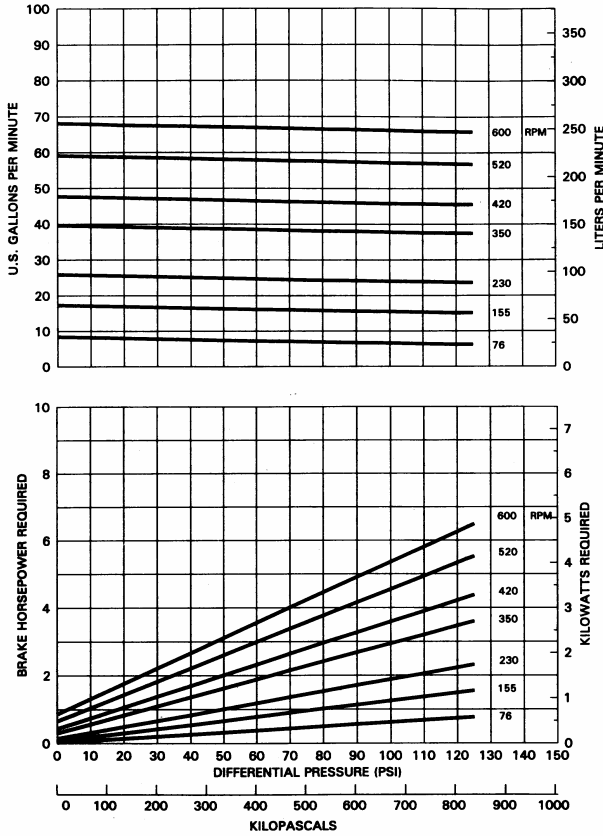
*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.
Centipoise = centistokes at 1.0 specific gravity.



CHARACTERISTIC CURVES

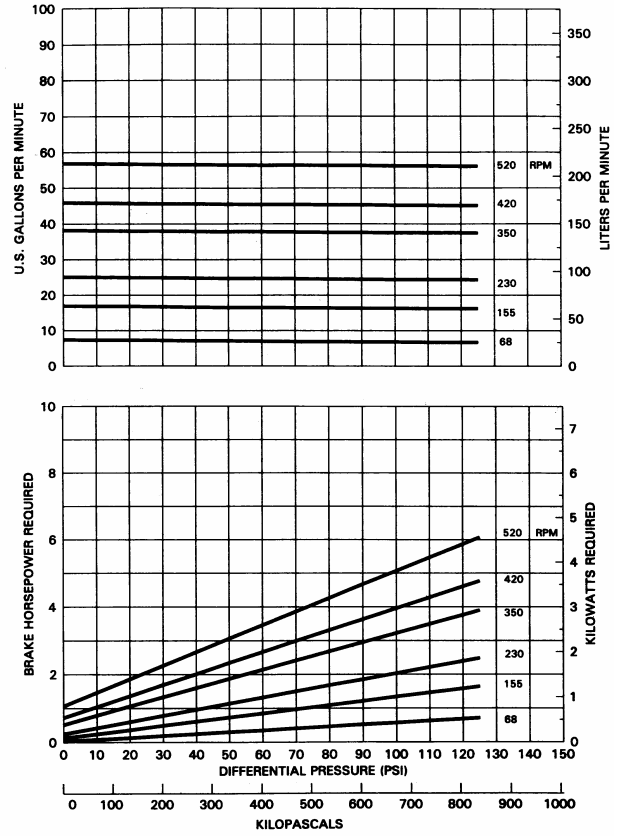
Models: GX2, X2

500 CP (2500 SSU)*



Note: Non-metallic or metallic vanes.

1000 CP (4600 SSU)*



Note: Non-metallic or metallic vanes.

Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

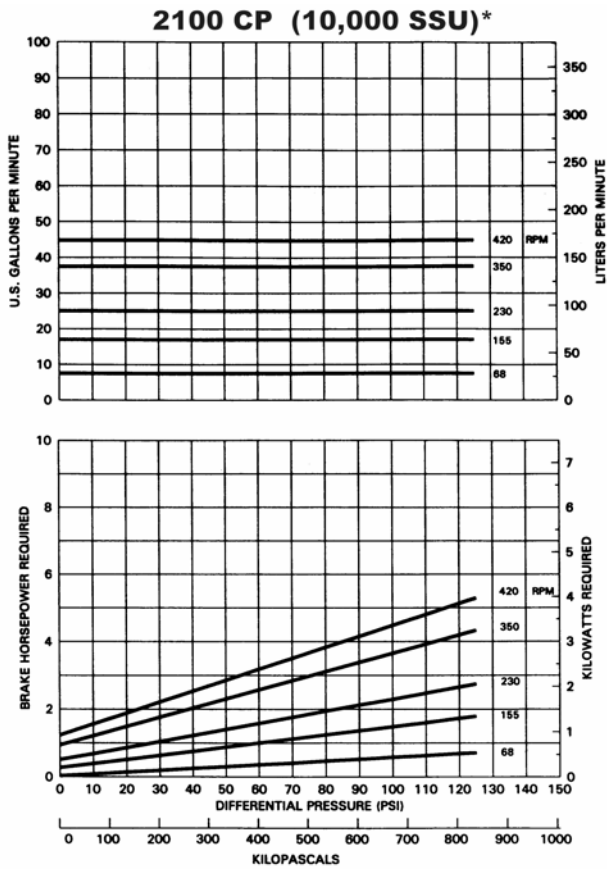
Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.
Centipoise = centistokes at 1.0 specific gravity.

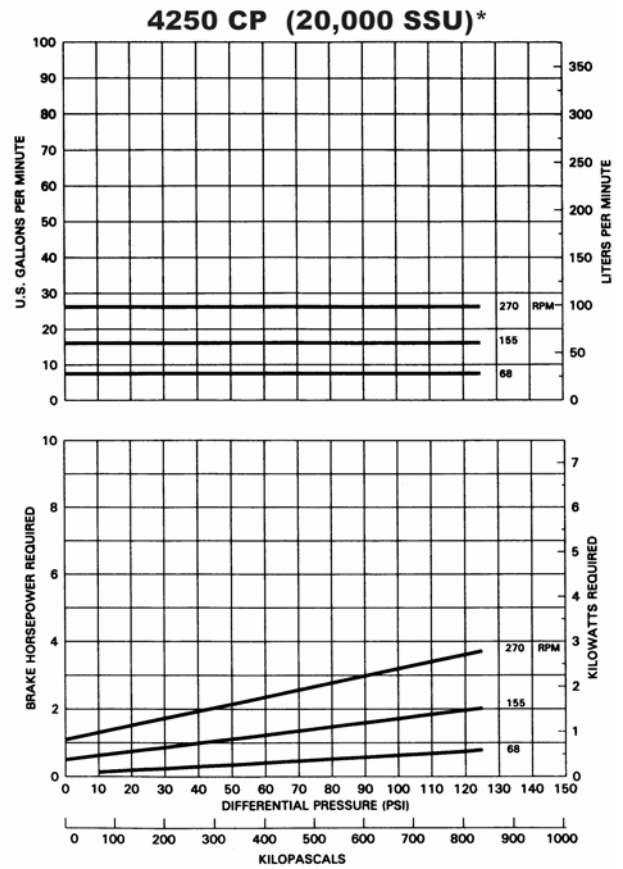


CHARACTERISTIC CURVES

Models: GX2, X2



Note: Non-metallic or metallic vanes. Metallic vanes recommended above 2100 cP (10,000 SSU).



Note: Metallic vanes recommended.

Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.
Centipoise = centistokes at 1.0 specific gravity.

