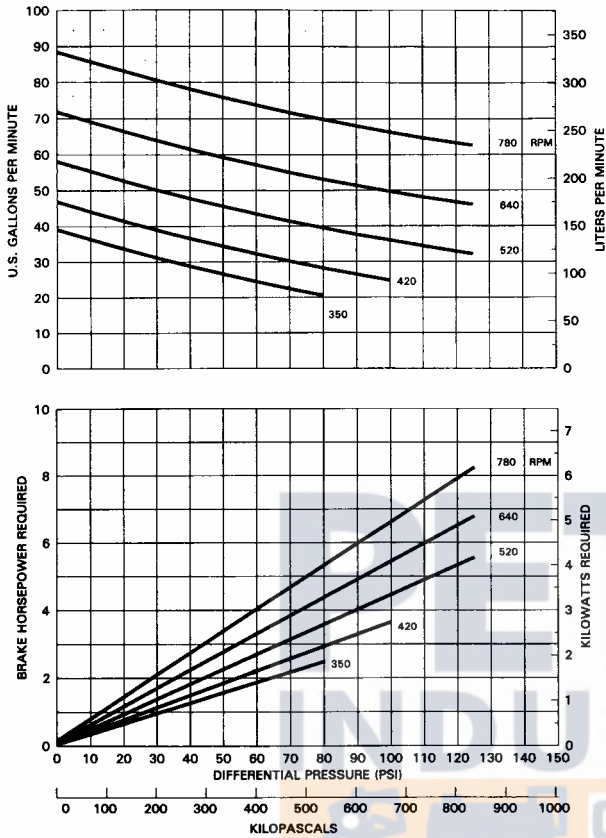


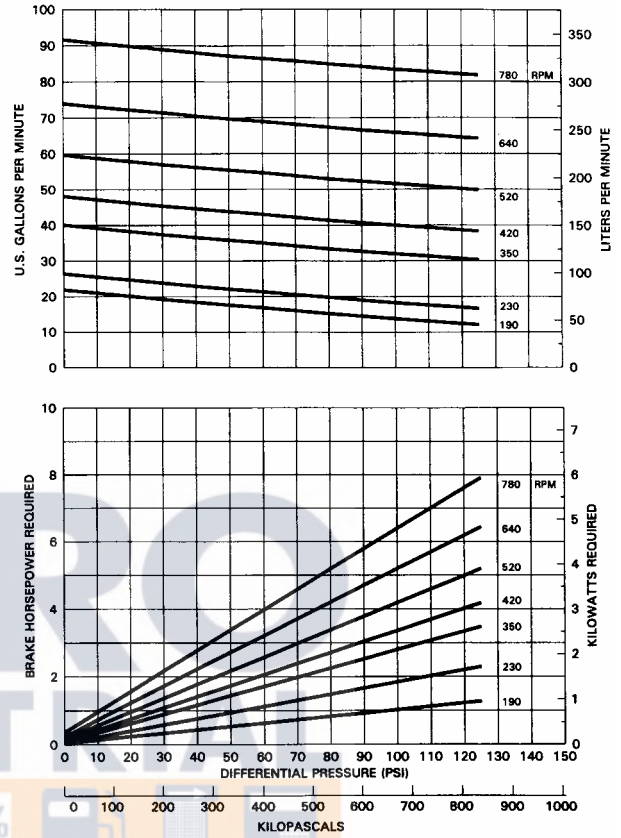
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1 CP (30 SSU)\*



Note: Non-metallic vanes Only.

20 CP (100 SSU)\*



Note: Non-metallic vanes Only.

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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.

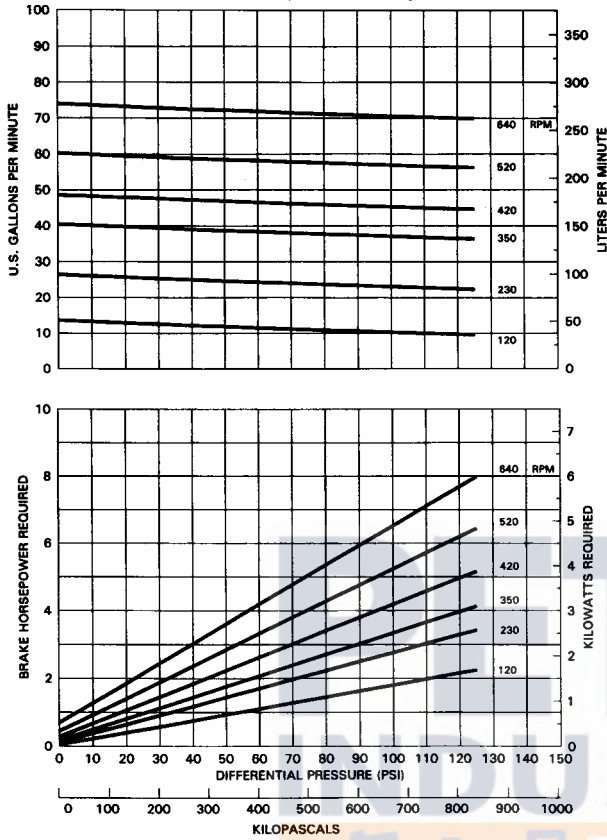
Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

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

# CHARACTERISTIC CURVES

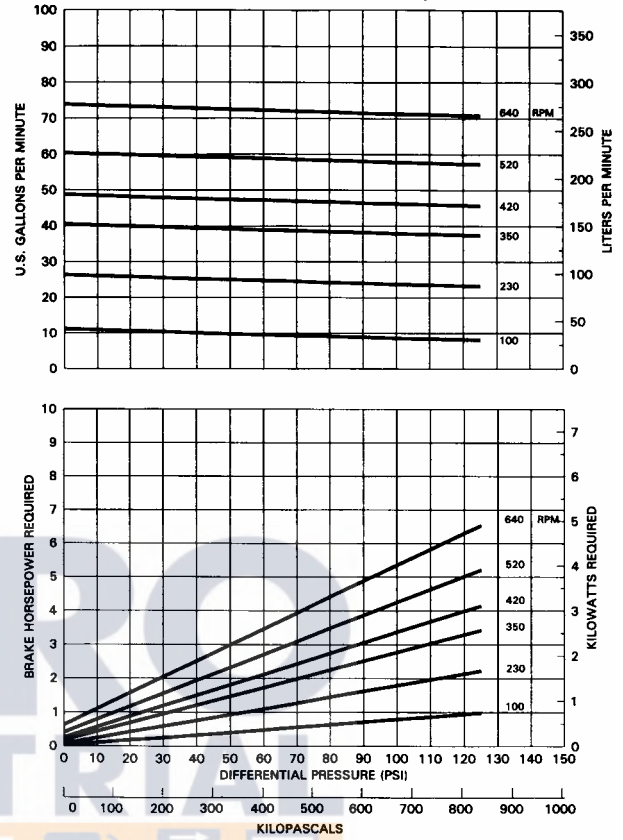
Models: GX2, X2

**100 CP (500 SSU)\***



**Note:** Non-metallic or metallic vanes.

**200 CP (1000 SSU)\***



**Note:** Non-metallic or metallic vanes.

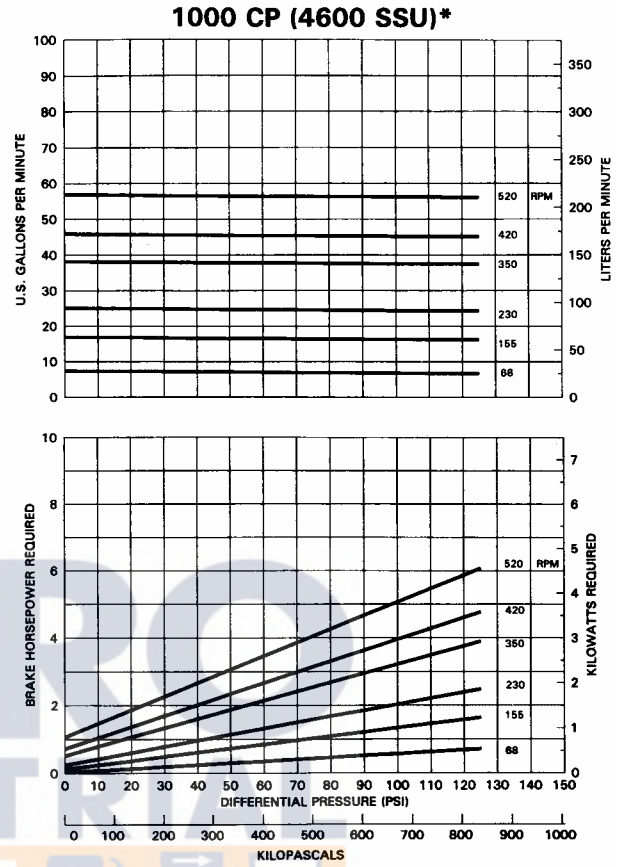
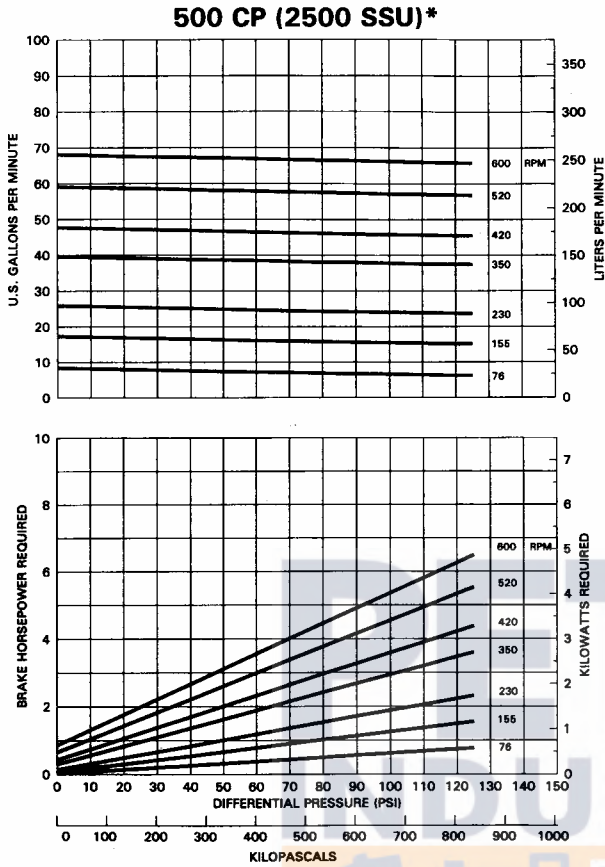
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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.

**Note:** Non-metallic or metallic vanes.

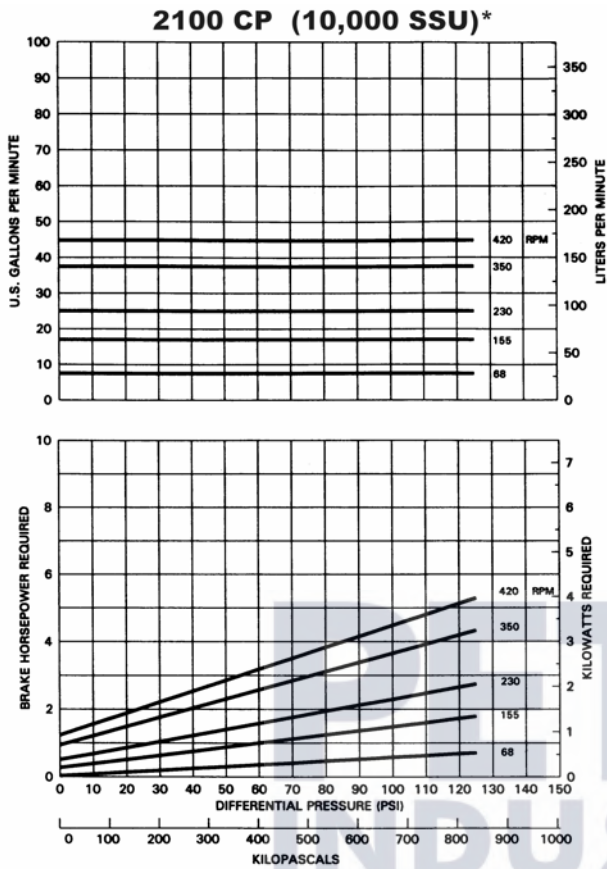
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

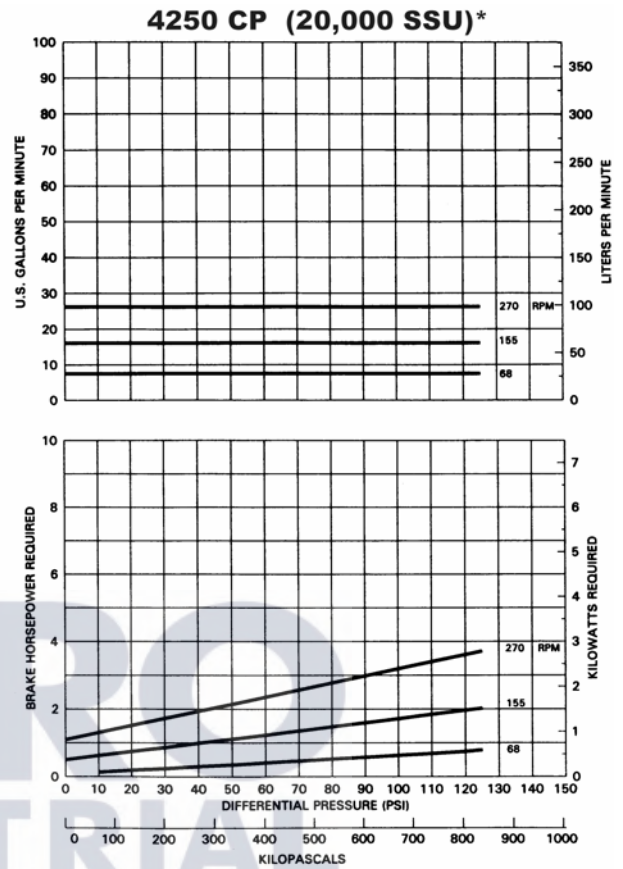
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX2, X2



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



**Note:** Metallic vanes recommended.

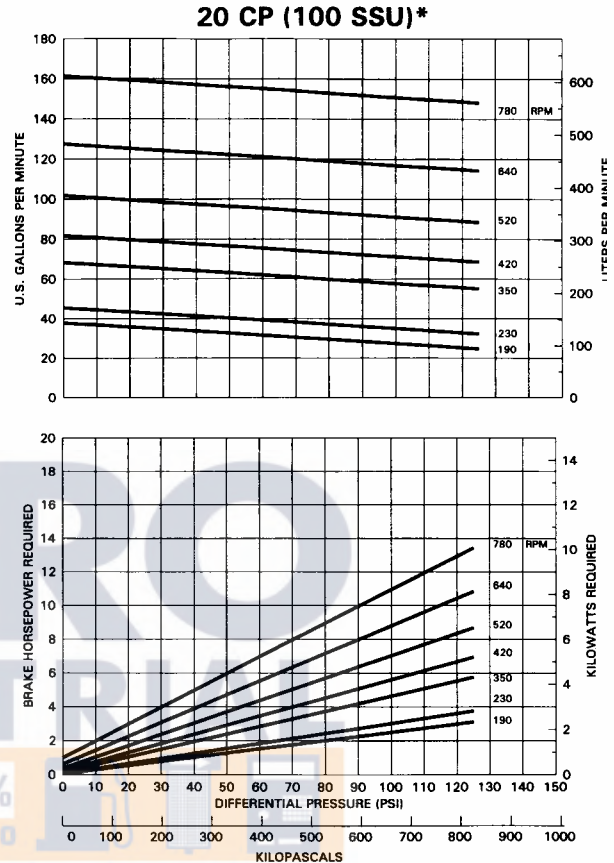
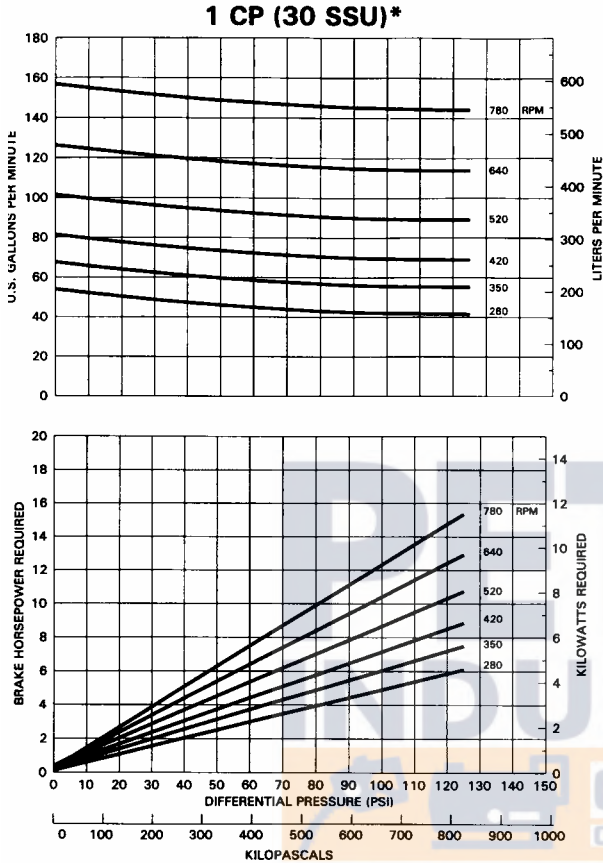
[www.petroind.com](http://www.petroind.com)

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.

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**Note:** Non-metallic vanes Only.

**Note:** Non-metallic vanes Only.

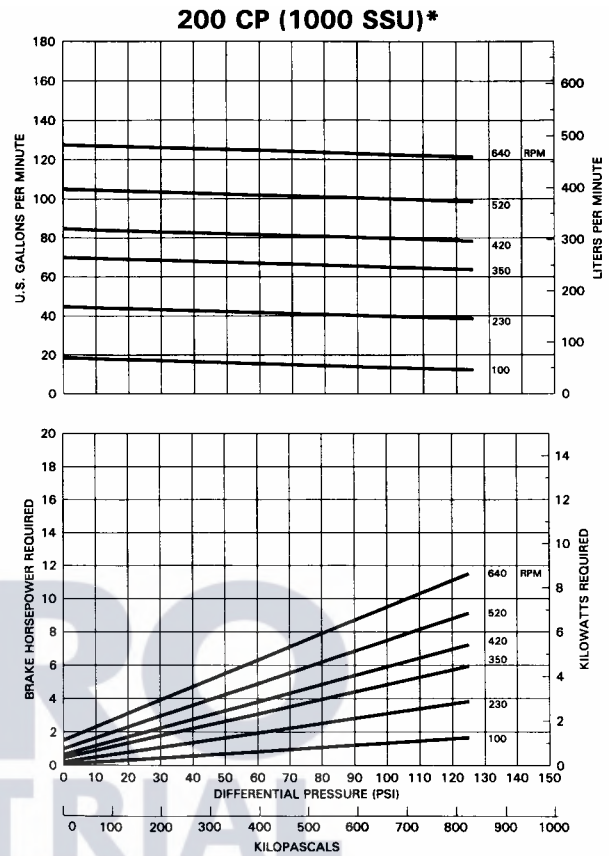
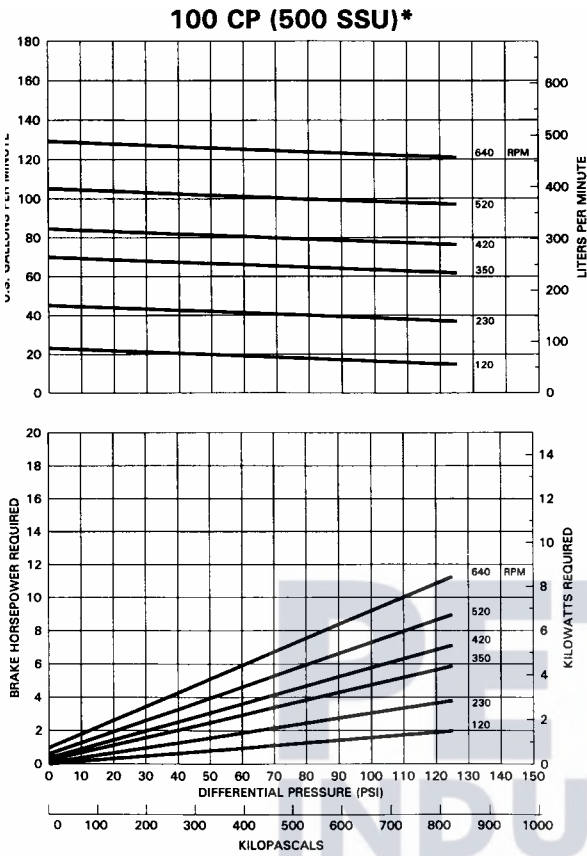
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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: GX2.5, X2.5



**Note:** Non-metallic or metallic vanes.

**Note:** Non-metallic or metallic vanes.



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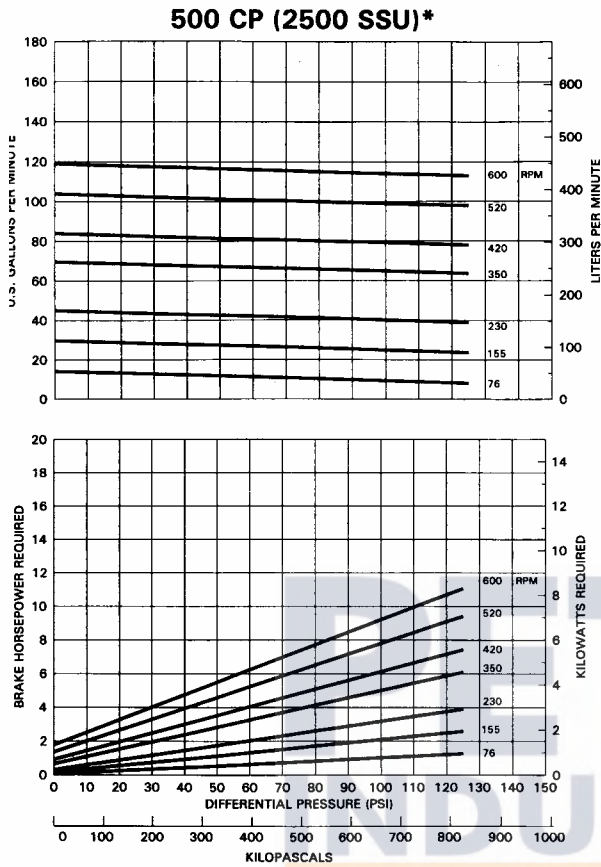
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

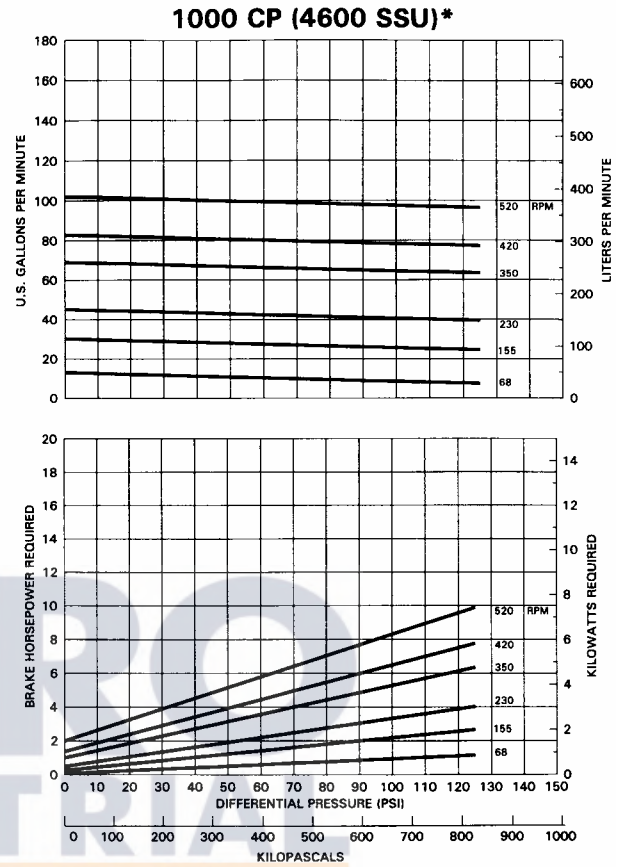
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX2.5, X2.5



Note: Non-metallic or metallic vanes.



Note: Non-metallic or metallic vanes.

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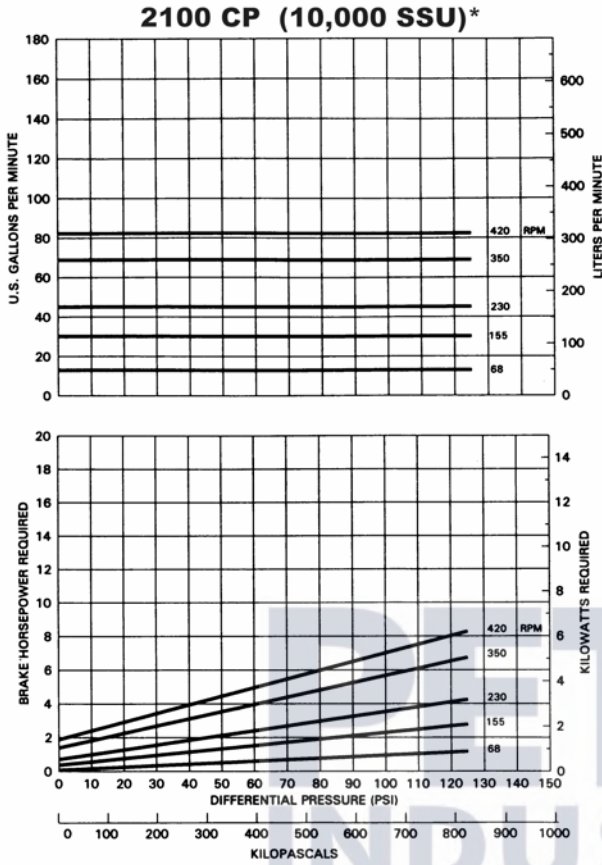
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

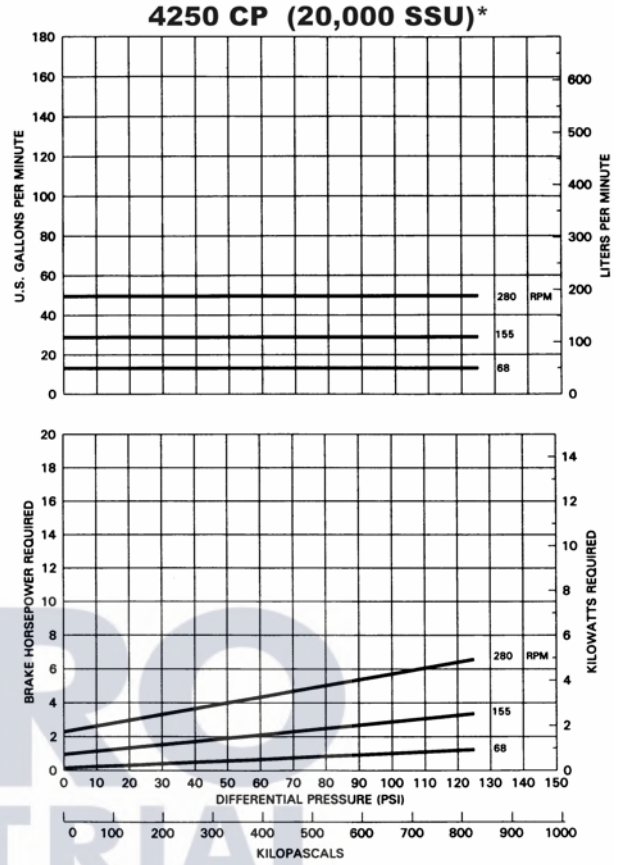
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX2.5, X2.5



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



**Note:** Metallic vanes recommended.

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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.

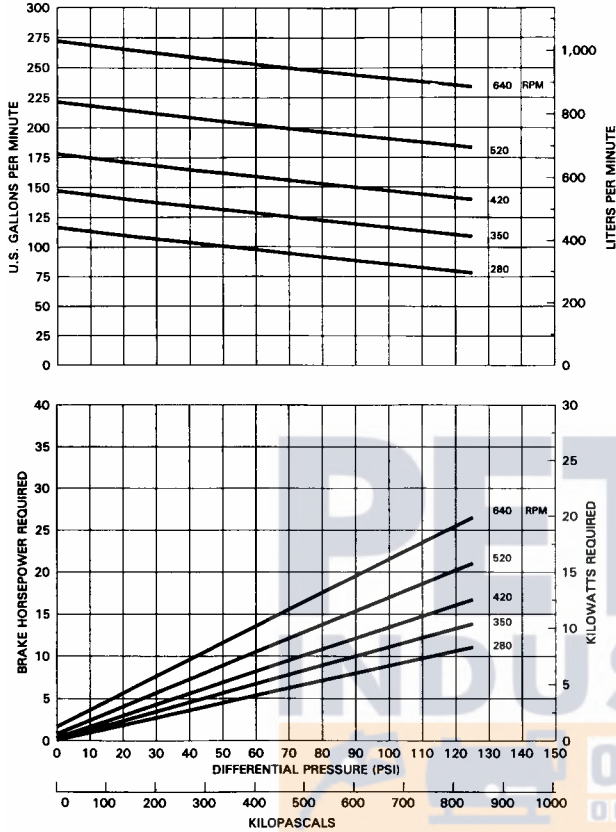
Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

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

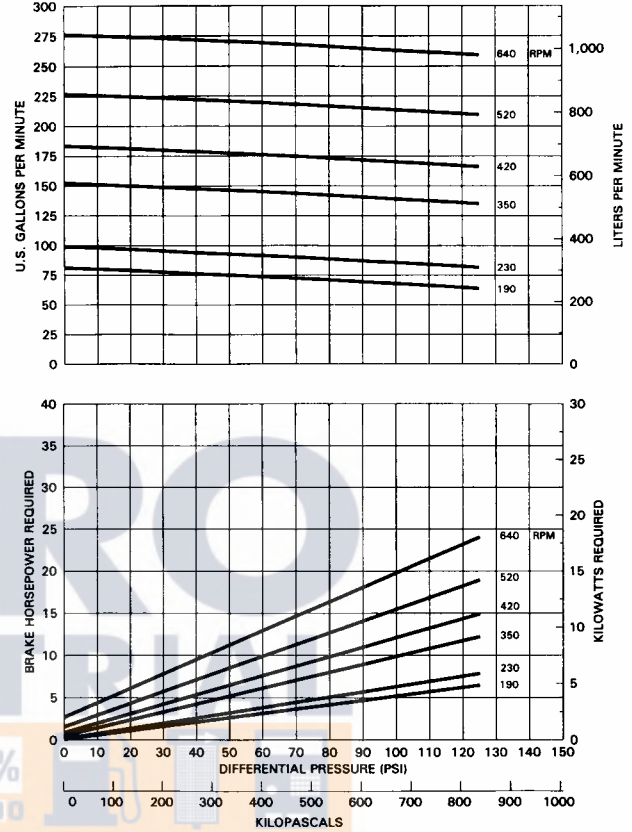


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**1 CP (30 SSU)\***



**20 CP (100 SSU)\***



Note: Non-metallic vanes Only.

Note: Non-metallic vanes Only.

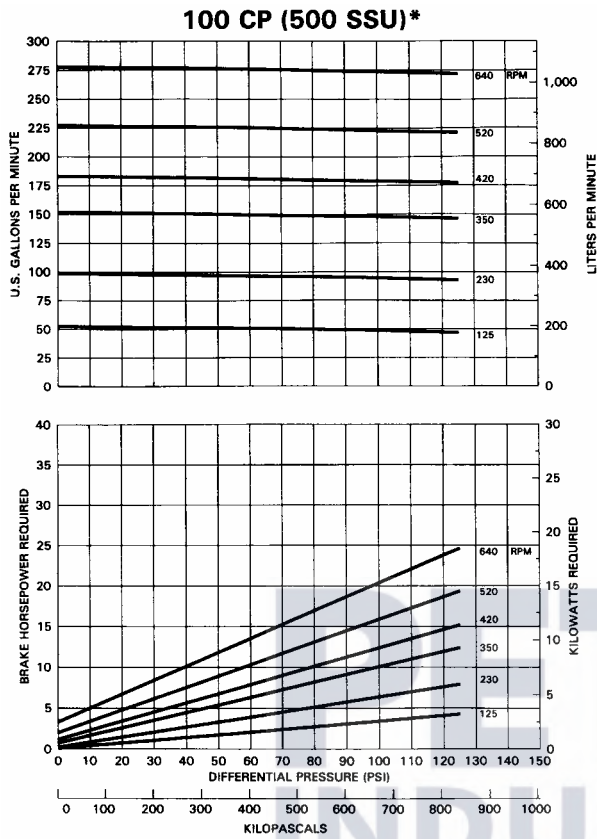
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

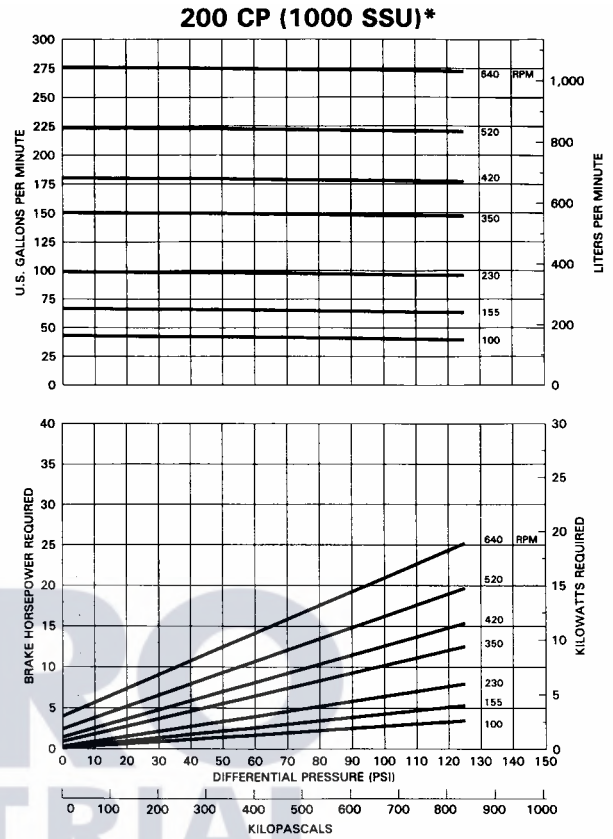
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX3, X3



Note: Non-metallic or metallic vanes.



Note: Non-metallic or metallic vanes.

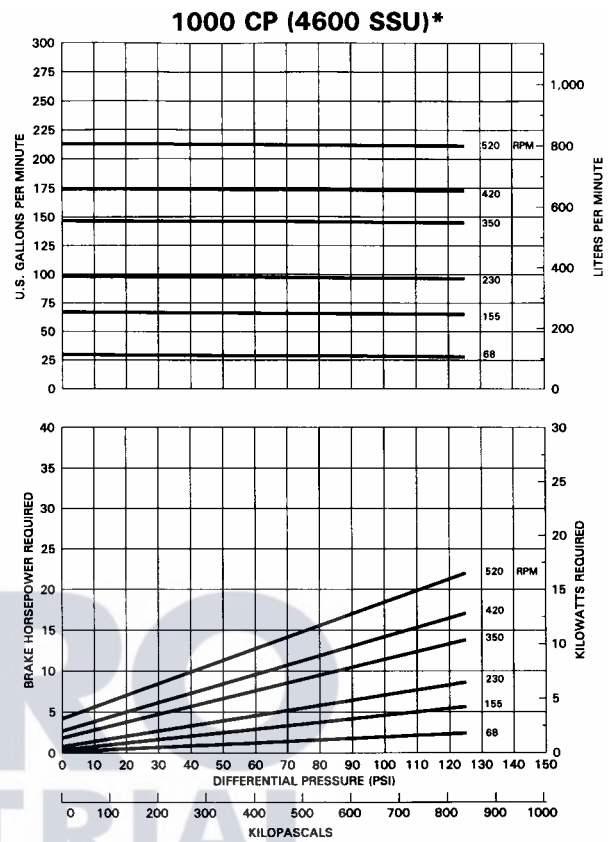
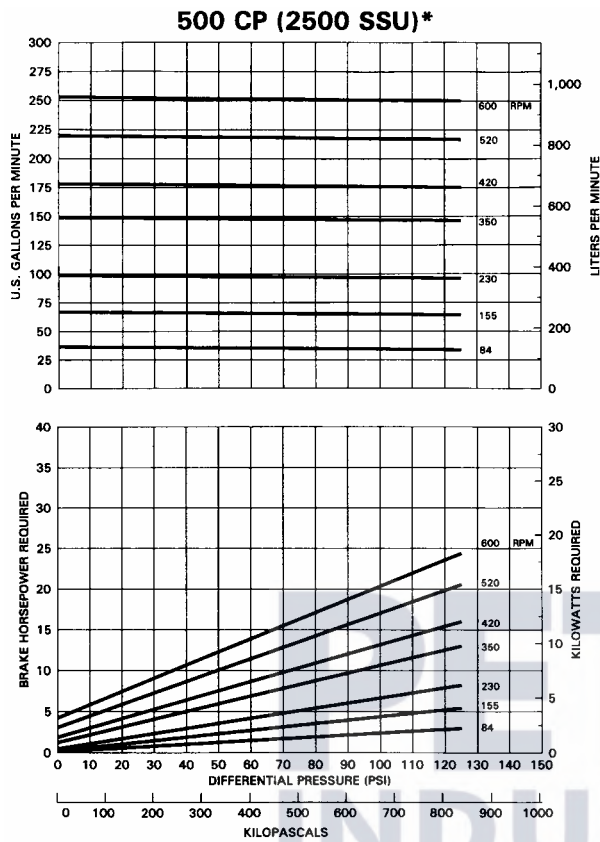
Blackmer Characteristic Curves are based on Brake Horsepower (BHP). To determine Motor Horsepower, drive train inefficiencies must be added to the BHP.

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.

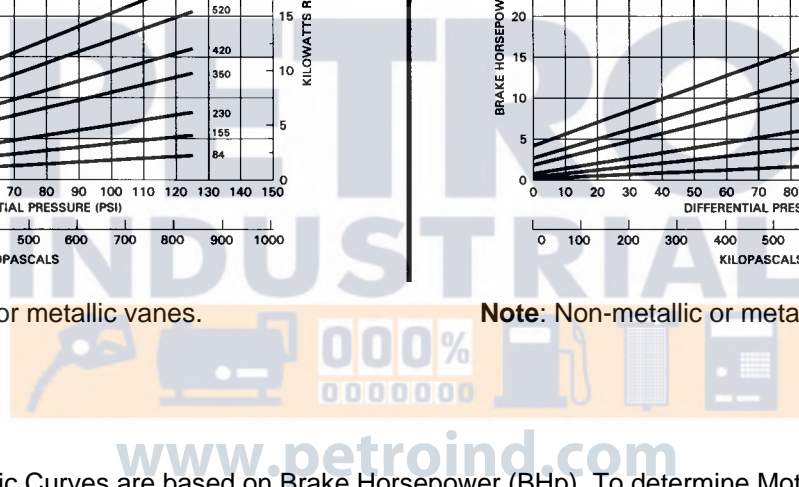
# CHARACTERISTIC CURVES

Models: GX3, X3



**Note:** Non-metallic or metallic vanes.

**Note:** Non-metallic or metallic vanes.



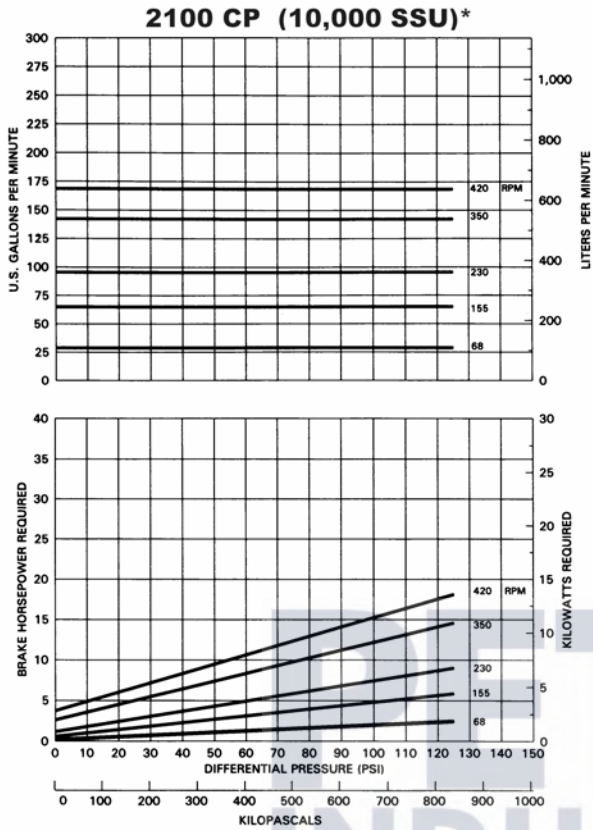
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

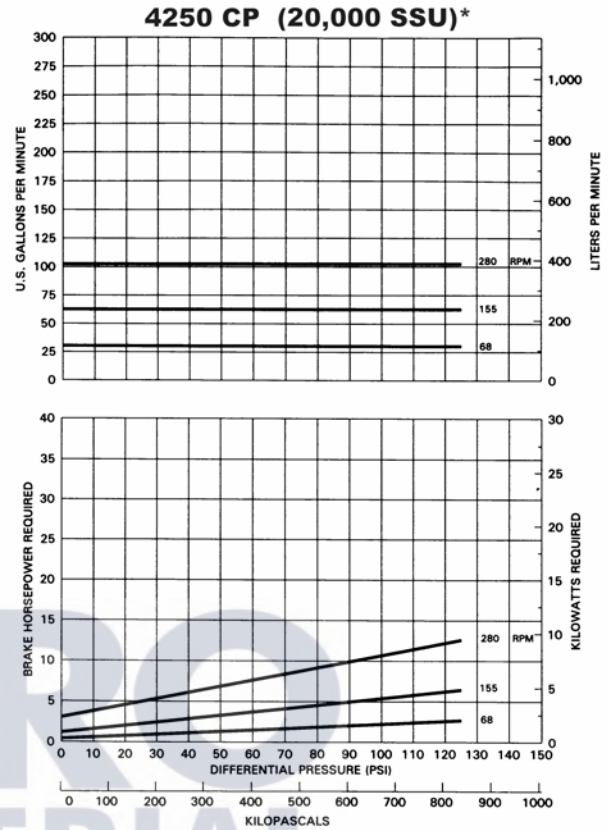
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX3, X3



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



**Note:** Metallic vanes recommended.



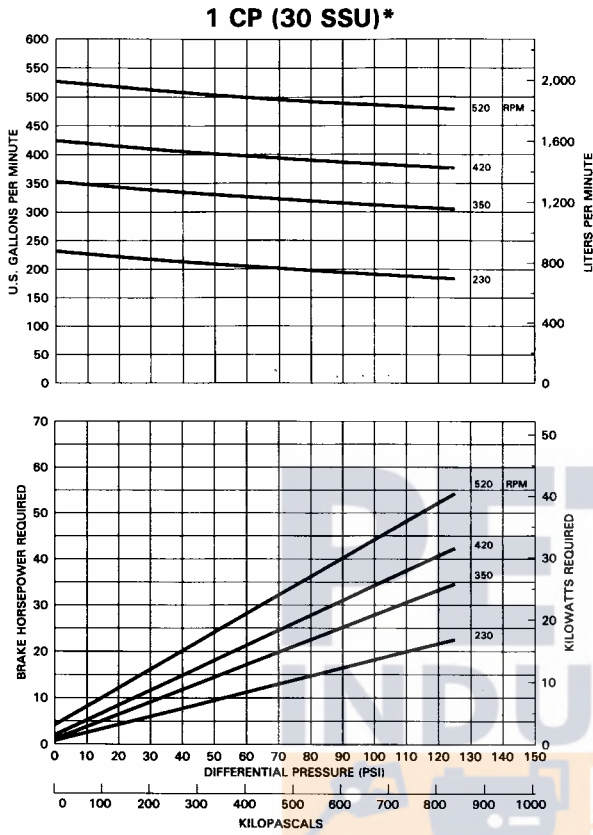
[www.petroind.com](http://www.petroind.com)

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

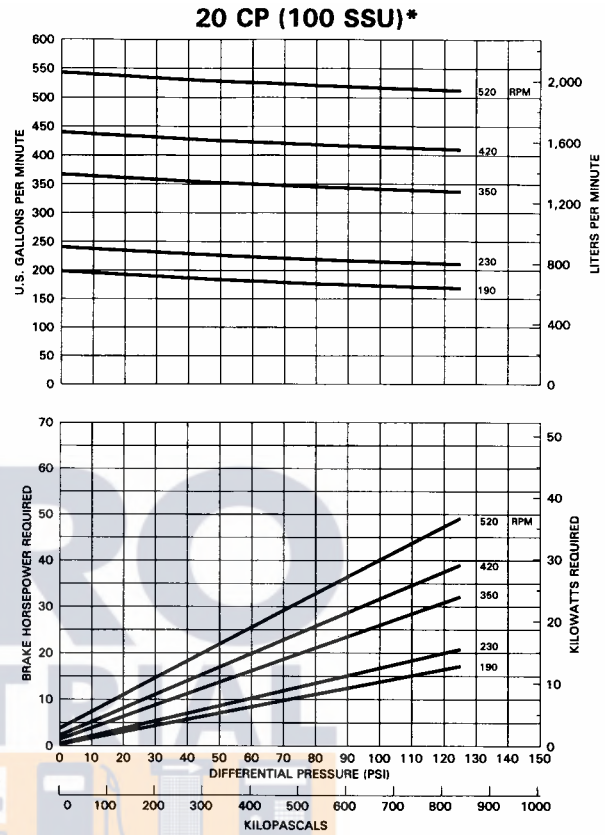
Actual capacities are dependent upon the vapor pressure of the liquid and the inlet conditions of the system.

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

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**Note:** Non-metallic vanes Only.



**Note:** Non-metallic vanes Only.

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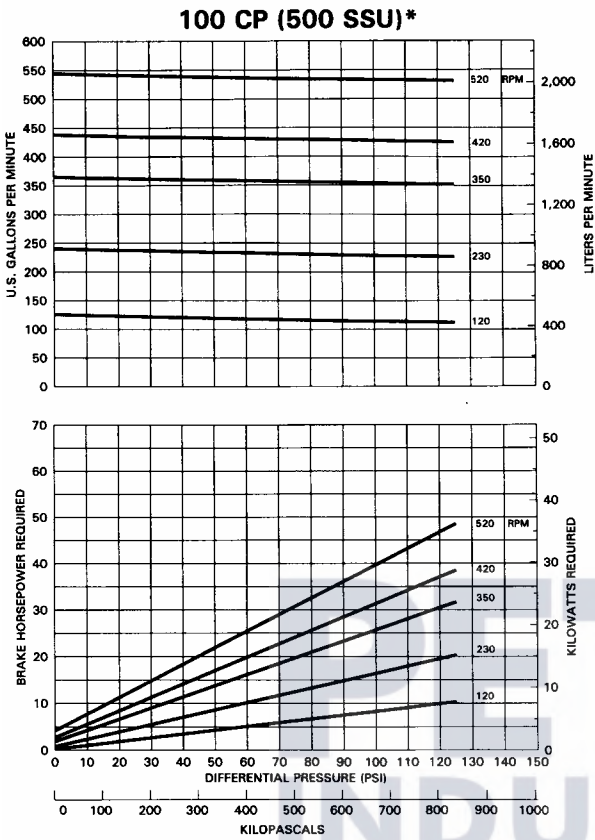
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

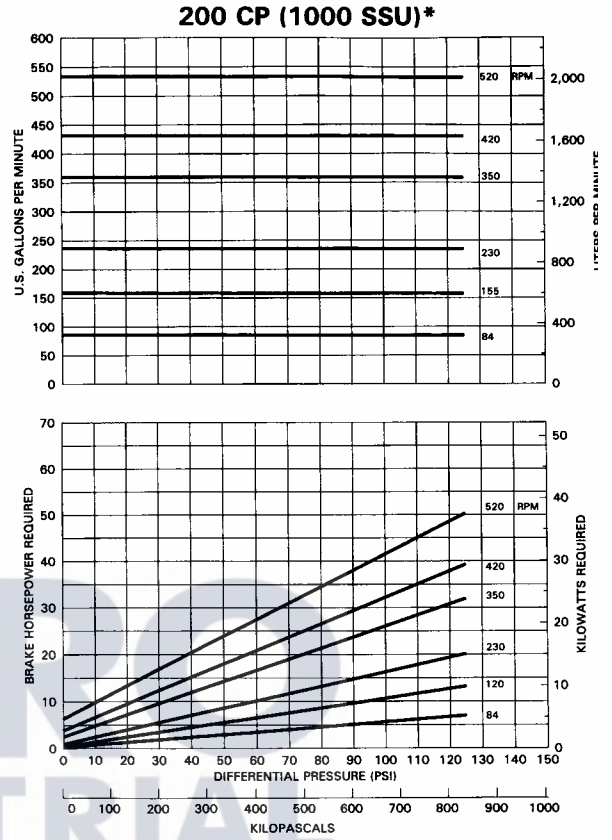
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

Models: GX4, X4



**Note:** Non-metallic or metallic vanes.



**Note:** Non-metallic or metallic vanes.

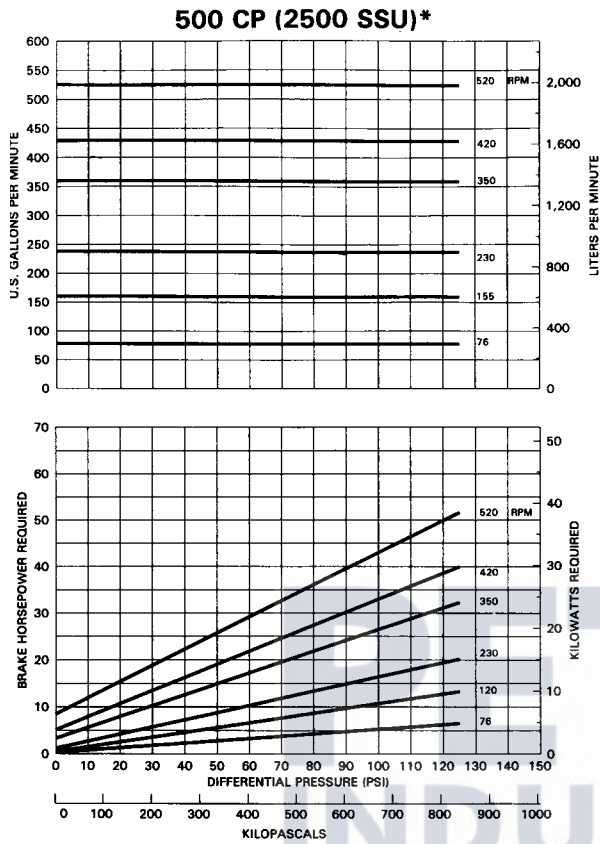
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

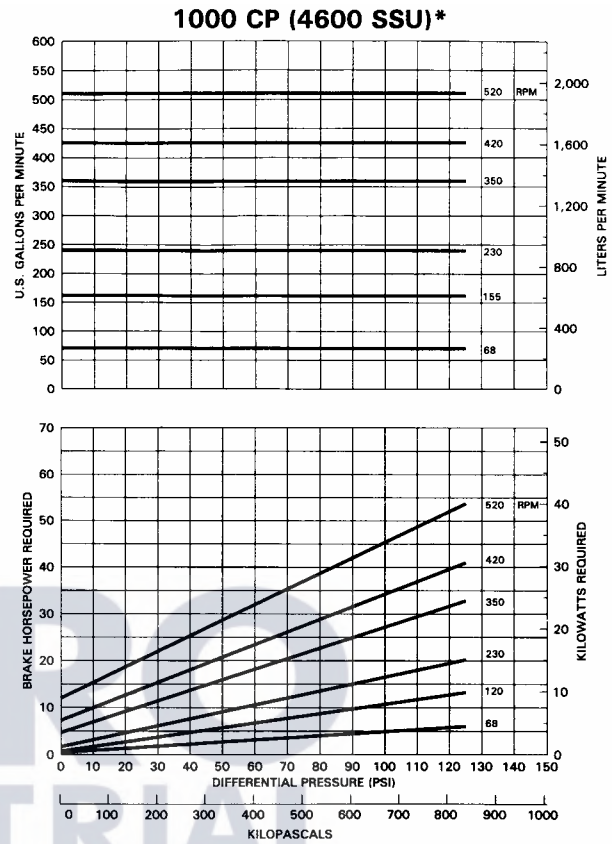
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

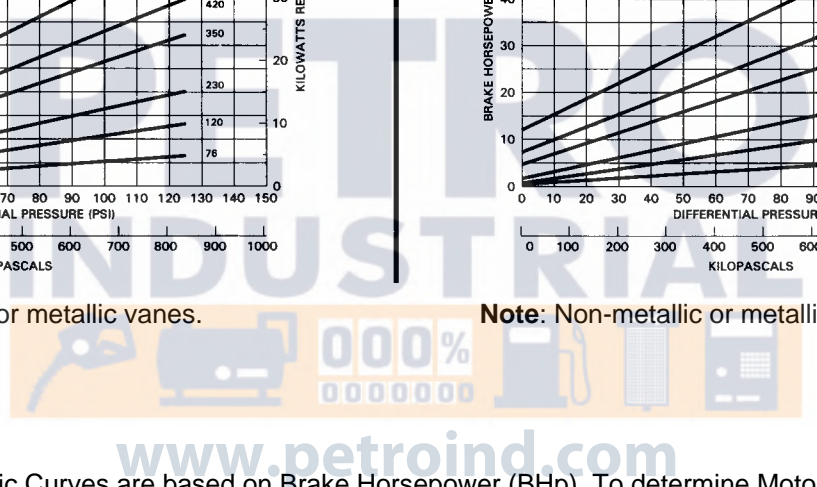
Models: GX4, X4



**Note:** Non-metallic or metallic vanes.



**Note:** Non-metallic or metallic vanes.



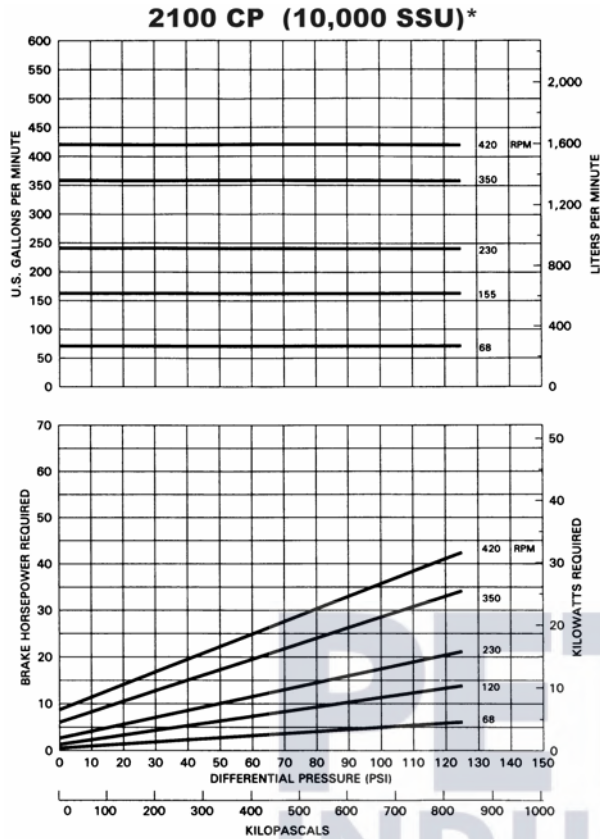
Blackmer Characteristic Curves are based on Brake Horsepower (BHp). To determine Motor Horsepower, drive train inefficiencies must be added to the BHp.

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

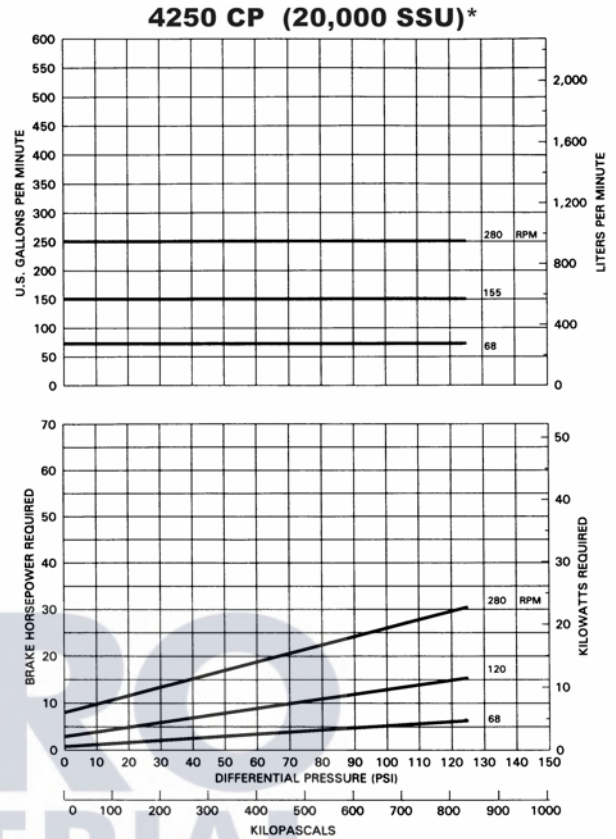
\*Centipoise (cP) to SSU conversion is based on a fluid specific gravity of 1.0.  
Centipoise = centistokes at 1.0 specific gravity.

# CHARACTERISTIC CURVES

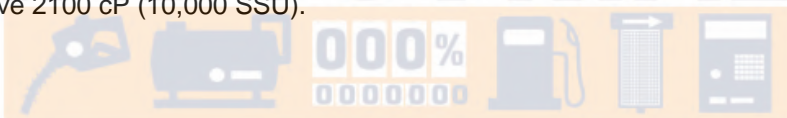
Models: GX4, X4



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



**Note:** Metallic vanes recommended.



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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.

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

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