

## OPTIONAL COATINGS

**Painted Finishes** Aluminum and galvanized components remain unpainted as a standard finish, but when required are processed through the finishing system to apply decorative or special coatings. A high turbulence oven is used to produce a baked on finish for most special coatings. Decorative coatings are not baked on.

**Decorative Coating** Acme offers 16 popular colors for decorative finishes utilizing an industrial grade enamel applied to the exterior of the hood, housing and curbcap base. Special colors are available upon request. See your Acme Representative for complete color selections.

**Special Coatings** Products receiving special coatings have components painted before assembly. Fasteners are not painted.

**Acrylic Epoxy** This product provides a more durable surface.

**Heresite (Air Dry)** A phenolic coating with greater resistance to most organic and inorganic acids.

**Insulmatic** A black asphalt based mastic that provides some condensation control, sound deadening and corrosion resistance.

**Note:** For any coating selected the user assumes the responsibility for the corrosive agent, its concentration, temperature, moisture content and the ultimate effect on the coating and the equipment.

## PERFORMANCE DATA

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Fan Model	HP	RPM	Tip Spd.	CFM and Sones vs. Static Pressure														Max. BHP
				.000"		.125"		.250"		.375"		.500"		.750"		1.000"		
				CFM	Sone	CFM	Sone	CFM	Sone	CFM	Sone	CFM	Sone	CFM	Sone	CFM	Sone	
PRN080-1	1/10	1550	3019	195	9.1	163	7.7	113	7.7									.071
PRN080-2	1/10	1550	3019	295	11.0	255	8.2	200	8.2									.106
PRN080-3	1/10	1550	3019	382	13.0	328	9.0	248	9.0									.170
PRN100	1/10	1550	4058	770	6.8	690	6.2	610	5.8	520	5.3	380	5.3					.067
		1300	3403	650	5.3	550	4.6	450	4.0	280	4.0							
		1050	2749	520	3.8	410	6.0	210	3.0									
		860	2251	430	2.6	270	1.8											
PRN110	1/10	1550	4464	1090	12.3	990	14.1	890	11.3	780	10.4	650	9.5	210	11.1			.100
		1300	3744	910	9.3	790	9.5	670	7.6	510	7.1	270	8.4					
		1050	3024	740	6.5	590	5.2	400	4.7									
		860	2477	600	3.8	420	2.6											
PRN118E	1/4	1725	5329	1582	12.1	1489	11.9	1397	9.9	1305	9.8	1195	10.2	932	9.3	578	8.3	.182
		1300	4016	1192	7.0	1069	6.6	942	6.1	780	6.0	571	6.0					
		1100	3398	1009	4.8	864	4.6	691	4.1	442	4.0							
		860	2657	789	3.1	594	3.0	284	2.4									
PRN126E	1/4	1625	5361	1760	13.0	1670	13.0	1560	12.0	1450	12.0	1320	12.0	1040	12.0	680	12.0	.253
		1300	4289	1410	10.0	1290	9.3	1150	9.0	980	9.0	800	8.5	270	8.5			
		1050	3464	1140	7.3	980	6.5	790	6.6	540	6.4	150	6.4					
PRN135G	1/2	1725	5743	2160	15.9	2070	15.7	1970	15.0	1860	14.7	1740	14.4	1460	14.2	1090	13.2	.337
		1300	4594	1730	11.6	1610	11.1	1480	10.8	1320	10.2	1140	9.9	580	9.4			
		1050	3711	1390	8.7	1250	8.2	1060	7.7	810	6.8	430	6.8					
PRN145G	1/2	1625	6168	2540	14.9	2420	15.2	2300	14.5	2180	14.6	2060	14.3	1780	13.9	1440	14.2	.453
		1300	4594	2030	10.8	1880	10.8	1730	10.7	1580	10.1	1400	10.7	920	10.1			
		1050	3986	1640	8.2	1460	7.8	1270	7.6	1030	7.4	710	7.2					
PRN163F	1/3	1100	4694	2448	15.5	2259	15.1	2062	14.6	1851	14.3	1587	14.1	902	13.4			.254
PRN171F	1/3	1075	4813	2770	15.0	2610	14.0	2430	14.0	2220	14.0	1960	13.0	1300	12.0			.328

Performances shown are for Installation Type A: Free Inlet, Free Outlet.

Performance ratings do not include the effects of appurtenances in the airstream.

The sound ratings shown are loudness values in fan sones at 5 feet (1.524 m) in a hemispherical free field calculated per AMCA Standard 301.

Values shown are for Installation Type A: Free Inlet fan sone levels.

Maximum RPM shown obtained with the standard one speed motor, for all other RPM's use solid state controller (SSC).

Speed (RPM) shown is nominal for PRN80-1, PRN80-2, and PRN80-3 only. Performance is based on actual speed of test.

The brake horsepower capability of an exhaustor motor is dependent on the degree of cooling the motor receives from the air moving through the motor. The motor loading beyond the motor nameplate rating does not overheat the motor and is in accordance with the motor manufacturer's recommendations. It is therefore not detrimental to the motor and is economically desirable.