



**H106 Thruster with 9300 motor**

SPEED RPM	VOLTAGE (VDC)	CURRENT (A rms)	THRUST (Lbf) at Bollard Condition (0 kts) to 6 kts vehicle speed							REVERSE Thrust (lbf)	POWER SHAFT		POWER IN		Efficiency Pout/Pin
			0 kts	1 kts	2 kts	3 kts	4 kts	5 kts	6 kts		(HP)	(watts)	(watts)	(HP)	
100	100.0	0.7	1	-	-	-	-	-	-	1	0.01	9	10	0.0	88.2%
200	100.0	1.0	4	-	-	-	-	-	-	3	0.04	28	31	0.0	90.4%
300	100.0	1.7	8	8	8	7	7	7	6	8	0.09	68	76	0.1	89.7%
400	100.0	2.6	15	14	13	13	12	12	12	13	0.19	139	158	0.2	88.3%
500	100.0	3.7	23	22	21	20	19	19	18	21	0.34	252	290	0.4	86.7%
600	100.0	5.1	33	31	30	29	28	27	26	30	0.56	417	490	0.7	85.1%
700	103.9	6.8	45	43	41	40	38	37	35	41	0.86	643	772	1.0	83.4%
800	122.4	8.7	58	56	54	52	50	48	46	53	1.26	943	1154	1.5	81.7%
900	142.0	10.9	74	71	68	66	63	61	58	68	1.78	1326	1655	2.2	80.1%
1000	162.5	13.3	91	87	84	81	78	75	72	83	2.42	1802	2295	3.1	78.5%
1100	184.1	16.0	110	106	102	98	94	91	87	101	3.19	2382	3094	4.1	77.0%
1200	206.7	19.0	131	126	121	117	112	108	104	120	4.12	3077	4074	5.5	75.5%
1300	230.3	22.2	154	148	142	137	132	127	122	141	5.22	3896	5258	7.0	74.1%
1400	254.9	25.6	178	171	165	159	153	147	141	163	6.50	4850	6670	8.9	72.7%
1500	280.4	29.3	205	197	189	182	175	169	162	188	7.97	5949	8336	11.2	71.4%

**NOTES:**

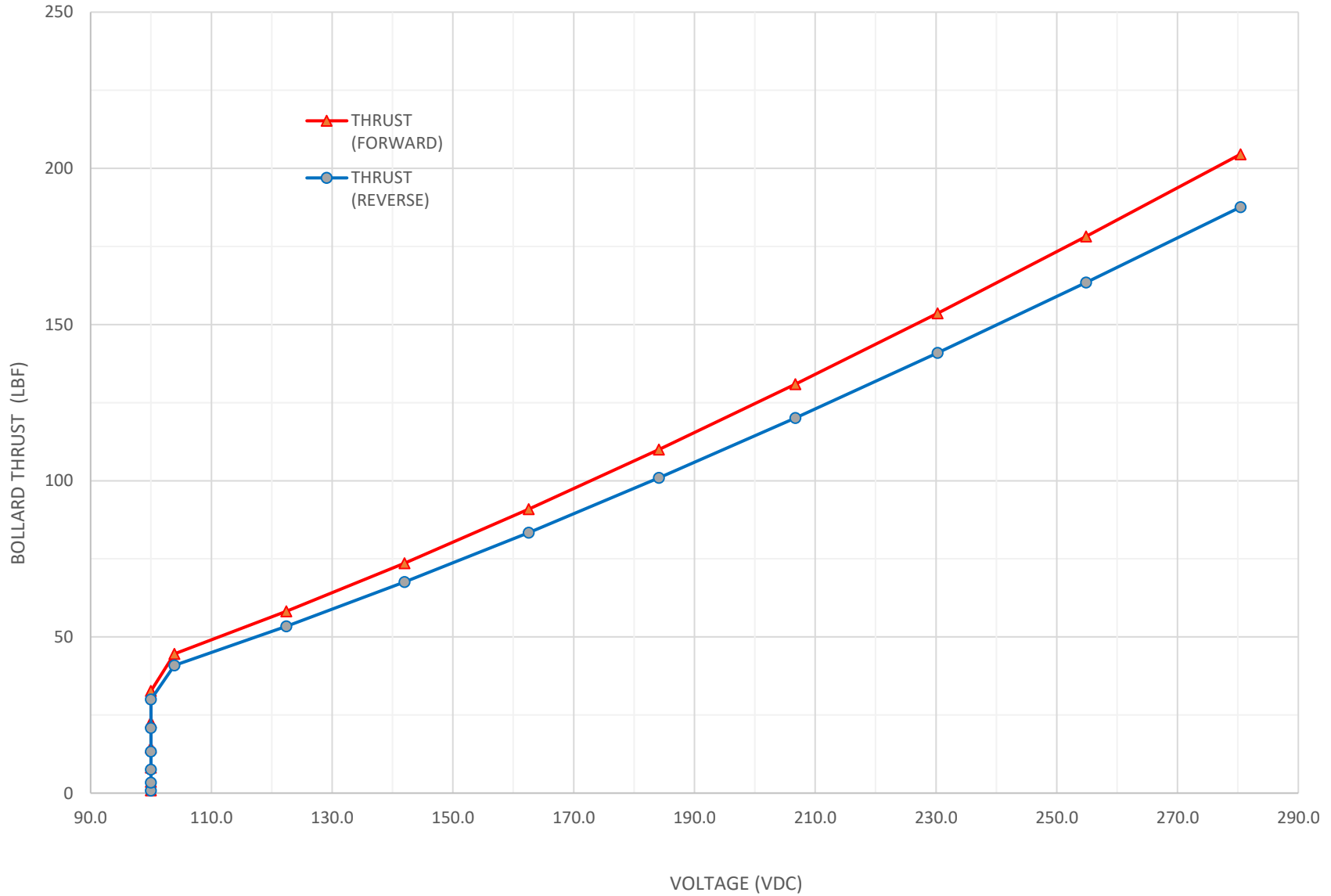
- 1) Voltage in the above chart shows the minimum voltage needed to achieve the performance at that given propeller rpm
- 2) The system voltage should typically be 20-40 VDC higher than the minimum voltage referenced above.
- 3) The Current shown represents the continues RMS current to the motor to achieve the torque at the corresponding propeller rpm.
- 4) The Shaft HP developed is a function of the propeller and increases with propeller rpm.
- 5) The maximum performance achieved will depend on the limitations of customers system voltage and driver current capacity.
- 6) For Thrust at Forward Vehicle Speed (Kts), anything lower than 500 rpm varies greatly with vehicle design.
- 7) Thrust at forward vehicle speed from 1 kts to 6 kts is based on a local water speed with a very conservative vehicle wake factor.  
Basically estimated conservatively at worst case from test results of various customer vehicles
- 8) The current/rpm might need to be limited depending on customer connector spec and or system current limitations.





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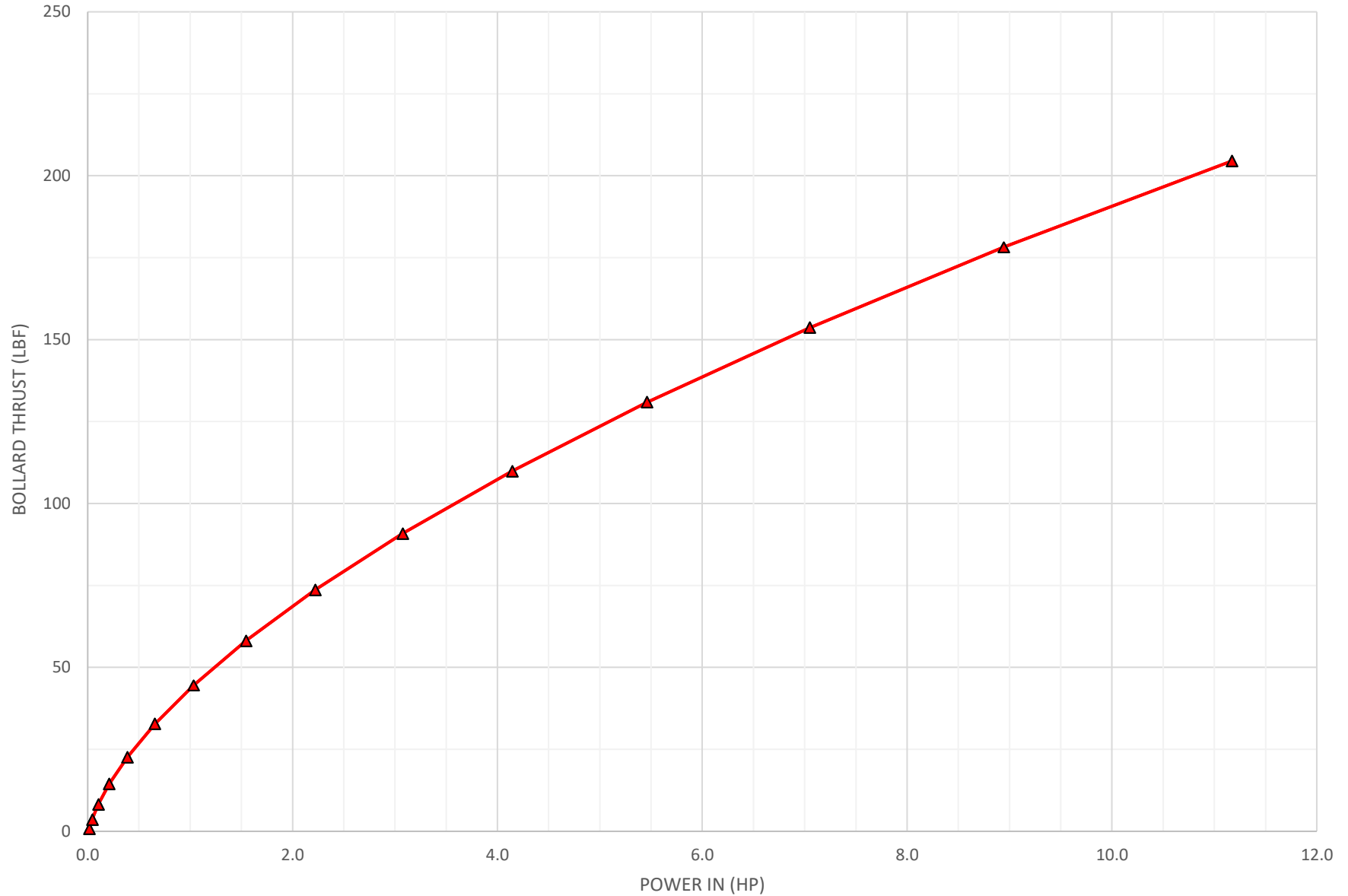
### H106-9300 HEXSCREEN ELECTRIC THRUSTER





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