HD362-TU

HD Series
R134a Refrigerant Pressure Boost Compressor driven @ 765 RPM

Gas

Refrigerant R134a
N = 1.12
MW = 102.0

Inlet

18 – 124 psig
(1.2 – 8.6 bar-g)
Ambient Temperature

Outlet

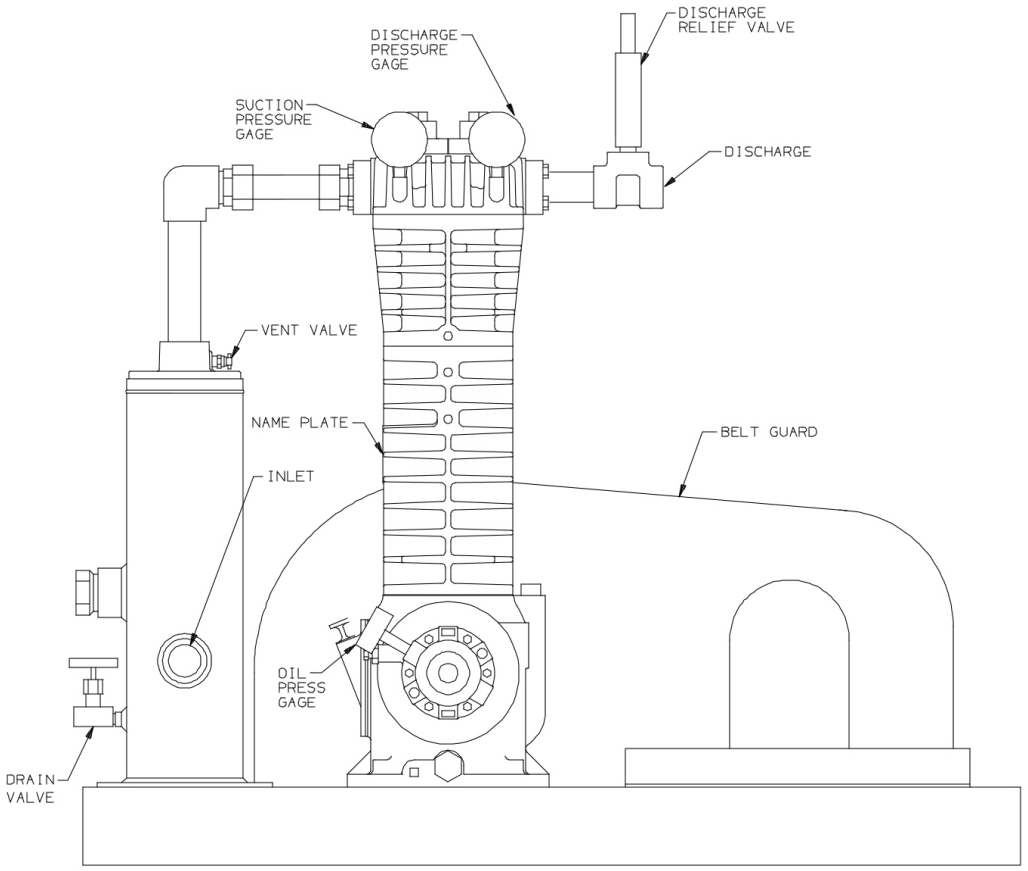
43 - 149 psig
(3.0 – 10.3 bar-g)

Compressor Construction

Ductile Iron Valves with PEEK Valve Plates
Buna-N O-rings
Extra Thick PTFE Piston Rings

Accessories

V-belt Drive
Interconnecting Piping
Mechanical Liquid Trap
Motor Slide Base
ASME Code Relief Valve
Enclosed Steel Beltguard



Installation Example

This HD362-TU compressor is being used to maintain pressure in an R134a rail car as it is emptied by a liquid pump into a storage vessel. Rail cars have top openings and therefore offer poor net positive suction head (NPSH) for the pump suction. The HD362 compressor maintains the pressure in the rail car about 25 psi (1.7 Bar) above the vapor pressure of the product. This keeps the product in the liquid state, provides pressure to push the liquid out of the rail car, and prevents cavitation in the pump. The HD362 draws gas from the storage vessel.

Using a compressor/pump combination is often an ideal solution, particularly if the rail car and the storage tank are a considerable distance apart. The friction losses in these long lines can cause excessive pressure drops. Using a compressor alone in such a situation will result in high compression ratios, low compressor efficiency, and lower liquid transfer rates. The liquid pump helps overcome the high differential pressure and the compressor maintains NPSH to the pump.

R134a is replacing other refrigerants that are more harmful to the environment. Blackmer has been involved in the bulk transfer and recovery of this and other such products.