How Blackmer’s sliding vane action works

Based on Blackmer’s industry standard LGLD2 transfer pump, the LGLH2 has the muscle to handle the toughest jobs. Whether pumping from a bobtail to the top of an 8-story building or feeding a vaporizer in the middle of winter – the LGLH2 can do it.

Applications

• High differential pressure bobtail delivery trucks
• High capacity LPG fueling
• Aerosol filling
• Vaporizer feed
• Other high differential pressure liquefied gas applications
• U.L. listed for use on propane, butane, and propane/butane mixes

Features

• Designed for high differential pressure of 165 psi (11.4 bar)
• Sliding vane, positive displacement design for consistent performance
• Dimensionally interchangeable with the LGLD2
• Up to 980 rpm operation
• Patented cavitation suppression liner
• Replaceable liner and discs
• Ductile iron construction
• Flanged inlet and outlet connections
• Factory ISO-9001 certified
### Performance

<table>
<thead>
<tr>
<th>Performance at 145 psid (10 bar) Differential Pressure</th>
<th>Maximum Differential Pressure</th>
<th>Relief Valve Setting</th>
<th>Maximum Working Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>780 rpm</td>
<td>640 rpm</td>
<td>520 rpm</td>
<td></td>
</tr>
<tr>
<td>61 gpm / 11.7 hp</td>
<td>47 gpm / 9.2 hp</td>
<td>32.6 gpm / 7.1 hp</td>
<td>165 psi</td>
</tr>
<tr>
<td>231 L/min / 8.7 kW</td>
<td>178 L/min / 6.9 kW</td>
<td>123 L/min / 5.3 kW</td>
<td>11.4 bar</td>
</tr>
</tbody>
</table>

### BV Bypass Valves

U.L. listed BV1.25" and BV1.5" bypass valves with 165 psi (11.4 bar) setting are available for use with the LGLH2.

### VB Drive Style

**V-Belt Drive**

Standard base-mounted VB units are available, complete with pump, hubs, sheaves, high-torque V-belts and belt guard, mounted on a common base, ready to accept a standard NEMA motor. All VB units are available with or without motors.

### HR Drive Style

**Helical Gear Reduction Drive**

Standard base-mounted HR units are available, complete with pump, Blackmer Helical Gear Reducer, mounting brackets, couplings and coupling guards, mounted on a common base, ready to accept a standard NEMA motor. All HR units are available with or without motors.