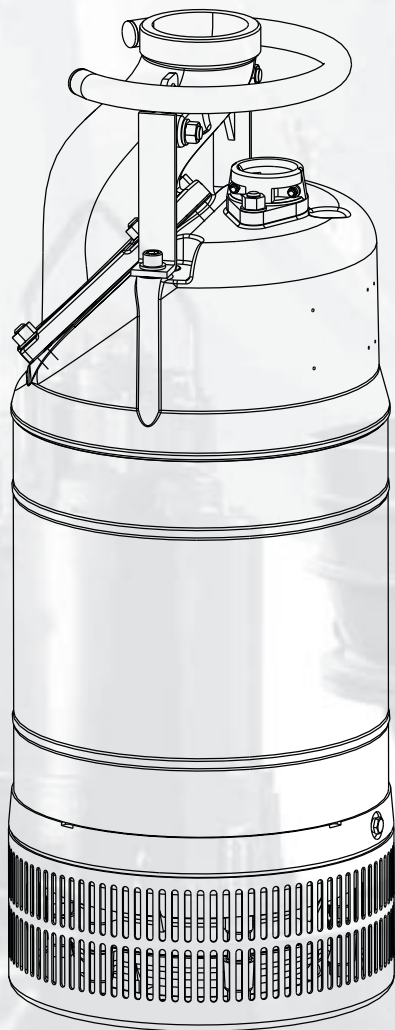




Installation, care and maintenance

2125.220



GUARANTEE

Flygt undertakes to remedy faults in products sold by Flygt provided:

- that the fault is due to defects in design, materials or workmanship;
- that the fault is reported to Flygt or Flygt's representative during the guarantee period;
- that the product is used only under conditions described in the care and maintenance instructions and in applications for which it is intended;
- that the monitoring equipment incorporated in the product is correctly connected;
- that all service and repair work is done by a workshop authorized by Flygt;
- that genuine Flygt parts are used.

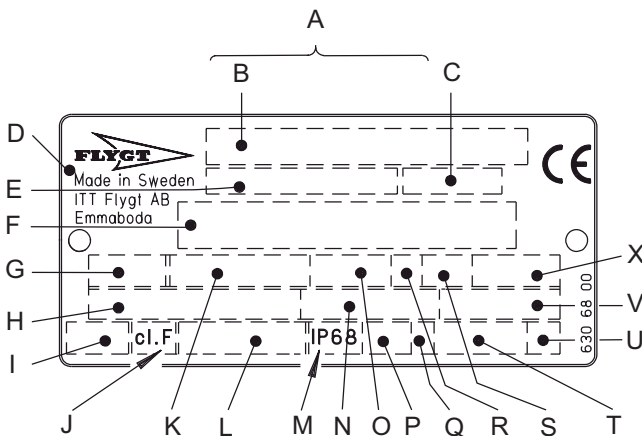
Hence, the guarantee does not cover faults caused by deficient maintenance, improper installation, incorrectly executed repair work or normal wear and tear.

Flygt assumes no liability for either bodily injuries, material damages or economic losses beyond what is stated above.

Flygt guarantees that a spare parts stock will be kept for 10 years after the manufacture of this product has been discontinued.

The manufacturer reserves the right to alter performance, specification or design without notice.

DATA PLATE INTERPRETATION



- A Serial number
- B Product code + Number
- C Curve code / Propeller code
- D Country of origin
- E Product number
- F Additional information
- G Phase; Type of current; Frequency
- H Rated voltage
- I Thermal protection
- J Thermal class
- K Rated shaft power
- L International standard
- M Degree of protection
- N Rated current
- O Rated speed
- P Max. submergence
- Q Direction of rotation: L=left, R=right
- R Duty class
- S Duty factor
- T Product weight
- U Locked rotor code letter
- V Power factor
- X Max. ambient temperature

CONTENTS

Product description _____	3	Care and maintenance _____	11
Applications _____	3	Safety precautions _____	11
Motor data _____	3	Inspection _____	11
Dimensions and weights _____	3	Changing the oil _____	13
Materials _____	3	Replacing the impeller _____	14
Performance curves _____	4	Replacing the mechanical seal _____	16
Installation _____	4	Spare parts _____	17
Electrical connections _____	5	Service log _____	18
Operation _____	11		

PRODUCT DESCRIPTION

Applications

2125.220 is intended to be used for:

— pumping of water which may contain abrasive particles.

The pump is available in the following versions:

MT = medium-head version

HT = high-head version

Liquid temperature: max. 40°C (105°F).

Liquid density: max. 1100 kg/m³ (9.2 lb per US gal.).

The pumped liquid may contain particles up to a size which corresponds to the openings in the strainer (186 holes @ 6 × 50 mm).

The pH of the pumped liquid: 5—8.

Depth of immersion: max. 20 m (65 ft).

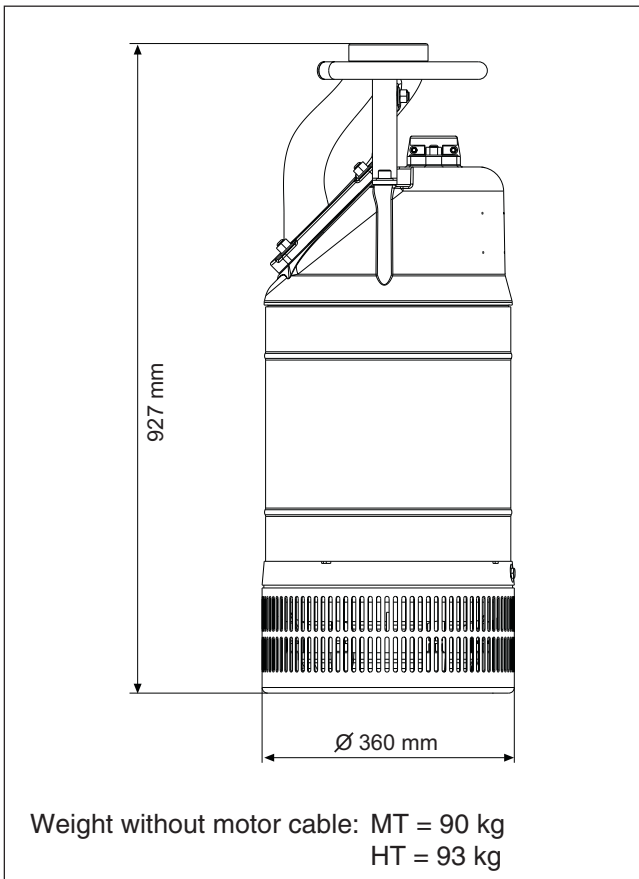


WARNING!

The pump may not be used in an explosive or flammable environment or for pumping flammable liquids.

For other applications contact your nearest Flygt representative for information.

Dimensions and weights



Motor data

Motor type: Squirrel-cage 3-phase induction motor for 50 Hz markets.

2125.220

Rated output 8.0 kW

3~ 50 Hz, 2885 r/min

Voltage V	Rated Current A	Starting Current A
400	15	108
415	15	113
440	15	121

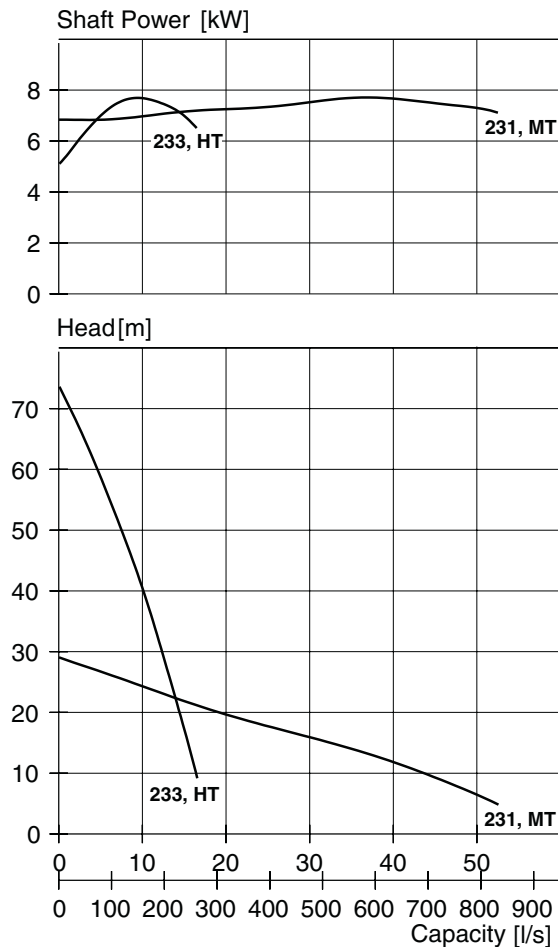
Materials

Denomination	Material	EN European standards	AISI/ASTM American standards
Outer casing, cooling jacket:	Stainless steel	EN 10088-2/3 – 1.4301	304
Stator housing:	Aluminium alloy	EN 1706 AC-43100-KT6	—
Shaft:	Stainless steel	EN 10088-3 – 1.4057	431
Impeller:	Chrome alloyed white cast iron	prEN-12513: 1996-JN2080	532
Wear parts:	Nitrile rubber	—	—
Strainer:	Steel, hot dip galvanized painted black	EN 10130+A1 – 1.0347	A619
O-rings:	Nitrile rubber 70°IRH	—	—
Hydraulic parts:	Nitrile rubber 45°IRH	—	—
Mechanical face seals:	Inner: Tungsten carbide—tungsten carbide Outer: Tungsten carbide—tungsten carbide	—	—

PERFORMANCE CURVES

Each pump is tested in accordance with ISO 9906.

2125.220, 50 Hz curves



INSTALLATION

Pump installation

Run the cables so that they do not have any sharp bends and are not pinched.

Connect the discharge connection and motor cable. See "Electrical connections".

Lower the pump into the sump.

Place the pump on a base which will prevent it from sinking into a soft sump bottom. Alternatively, the pump can be suspended by its lifting handle just above the sump bottom.



NOTE!

Where required by local authorities an acceptable motor-circuit switch or other disconnecting device shall be provided at the time of installation.



NOTE!

At certain installations and operation points on the pump curve the noise level 70 dB, or for the actual pump specified noise level, can be exceeded.

ELECTRICAL CONNECTIONS



WARNING!

All electrical equipment must be earthed (grounded). This applies to both pump equipment and any monitoring equipment. Failure to heed this warning may cause a lethal accident. Make sure that the earth (ground) lead is correctly connected by testing it.



NOTE!

Make sure that the monitoring equipment incorporated in the product is correctly connected.

All electrical work shall be carried out under the supervision of an authorized electrician.

Local codes and regulations shall be complied with.

Check that the mains voltage and frequency agree with the specifications on the pump data plate.

NOTE! For safety reasons, the earth (ground) lead should be approx. 200 mm (8") longer than the phase leads. If the motor cable is jerked loose by mistake, the earth (ground) lead should be the last lead to come loose from its terminal. This applies to both ends of the cable.

Make sure that the pump is correctly earthed (grounded).

50 Hz, 3~ with terminal board

Connections valid for: **2125.220**

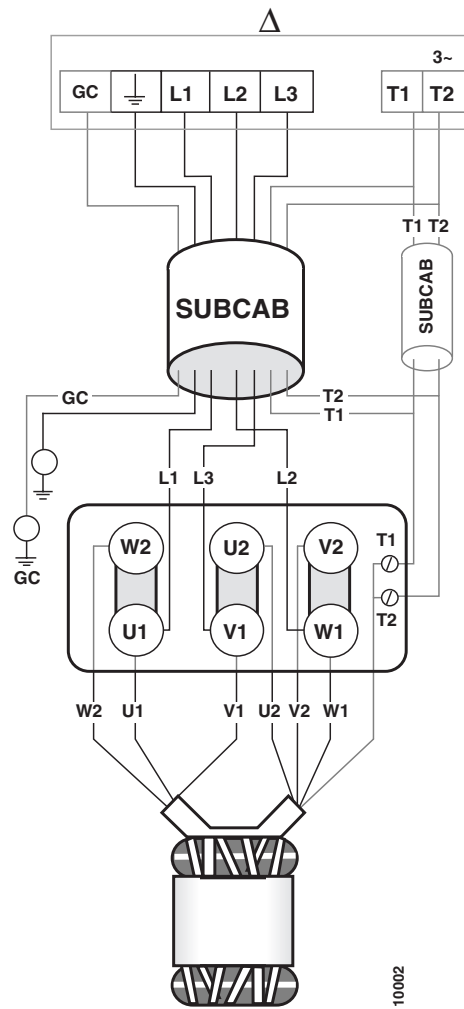
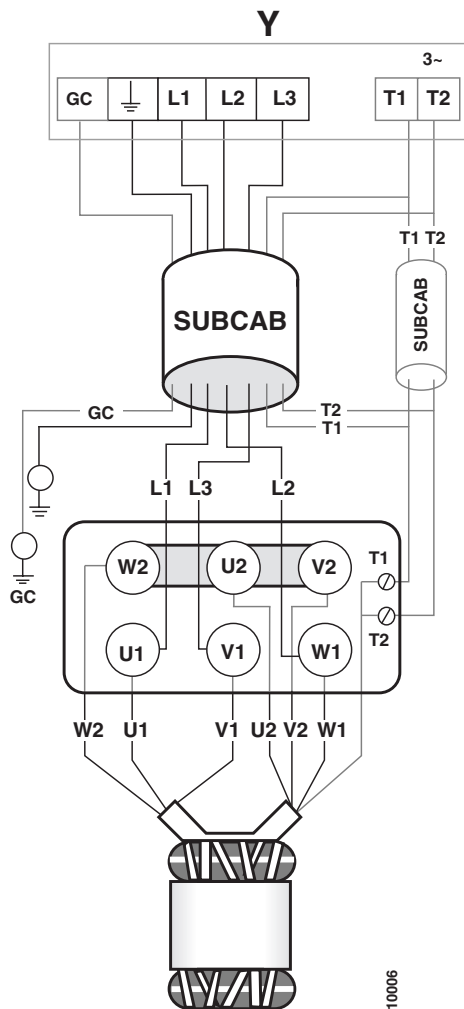
SUBCAB/SUBCAB AWG*:

Mains	Lead	Pump terminal board
L1	Brown (Red*)	U1
L2	Blue (White*)	W1
L3	Black (Black*)	V1
Earth (PE)	Yellow/Green	PE
Groundcheck	Yellow*	GC
T1	Black (Orange*)	T1
T2	Black (Blue*)	T2

The stator leads are colour-marked as follows:

- U1, red
- V1, brown
- W1, yellow
- V2, blue
- W2, black
- U2, green

Connect the control leads from the motor control circuit to T1 and T2.



50 Hz, 3~ with terminal board

Connections valid for: **2125.220**

SUBCAB/SUBCAB AWG*:

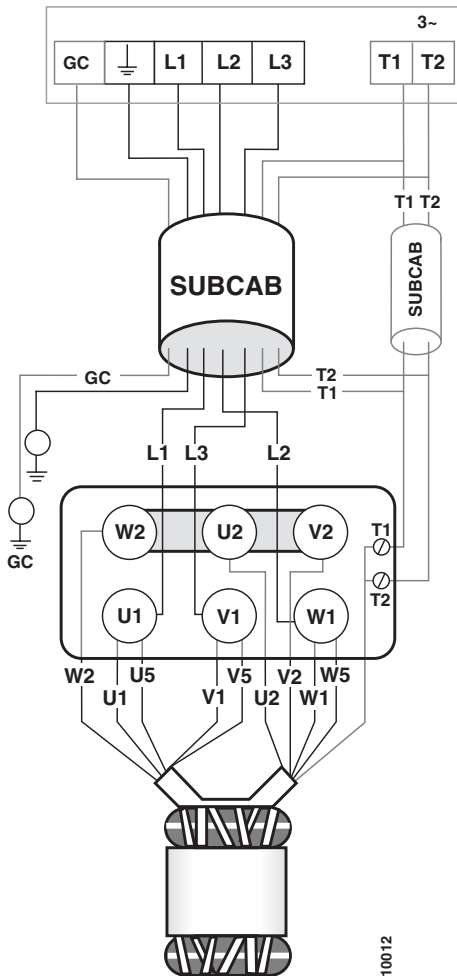
Mains	Lead	Pump terminal board
L1	Brown (Red*)	U1
L2	Blue (White*)	W1
L3	Black (Black*)	V1
Earth (PE)	Yellow/Green	PE
Groundcheck	Yellow*	GC
T1	Black (Orange*)	T1
T2	Black (Blue*)	T2

The stator leads are colour-marked as follows:

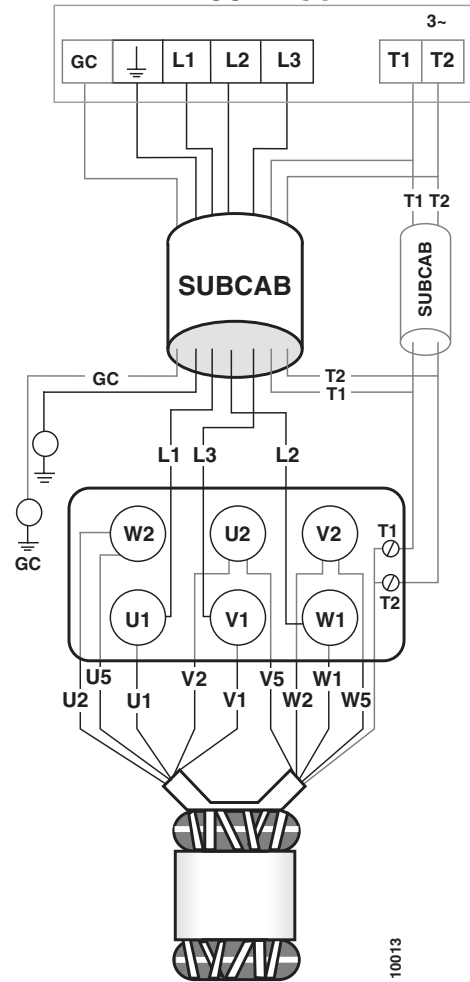
- U1, red
- V1, brown
- W1, yellow
- U2, green
- V2, blue
- W2, black
- U5, red
- V5, brown
- W5, yellow

Connect the control leads from the motor control circuit to T1 and T2.

**9-leads
500V Y//
230V Y//**



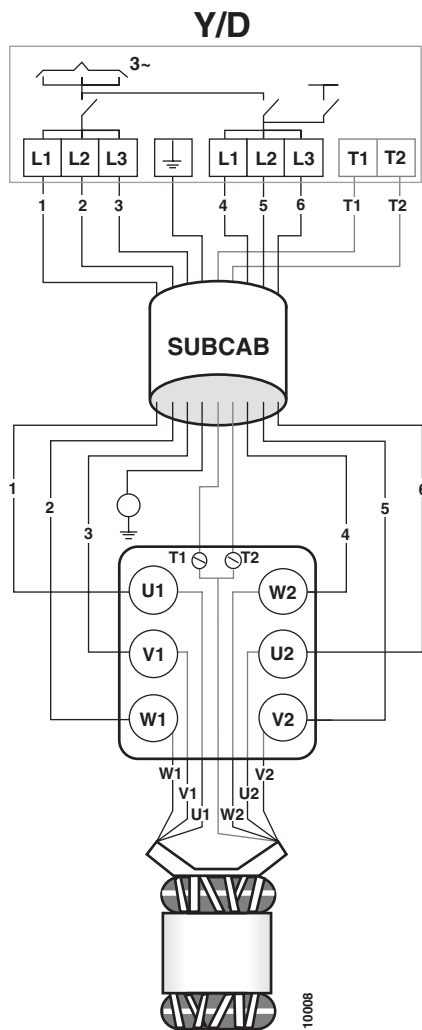
**9-leads
1000V Yser.
460V Yser.**



SUBCAB/SUBCAB AWG*:

Mains	Lead	Pump terminal board	The stator leads are colour-marked as follows:
L1	Black	U1	U1, red
L2	Black	W1	V1, brown
L3	Black	V1	W1, yellow
L1	Black	W2	V2, blue
L2	Black	V2	W2, black
L3	Black	U2	U2, green
Earth (PE)	Yellow/Green	PE	
T1	Black	T1	
T2	Black	T2	

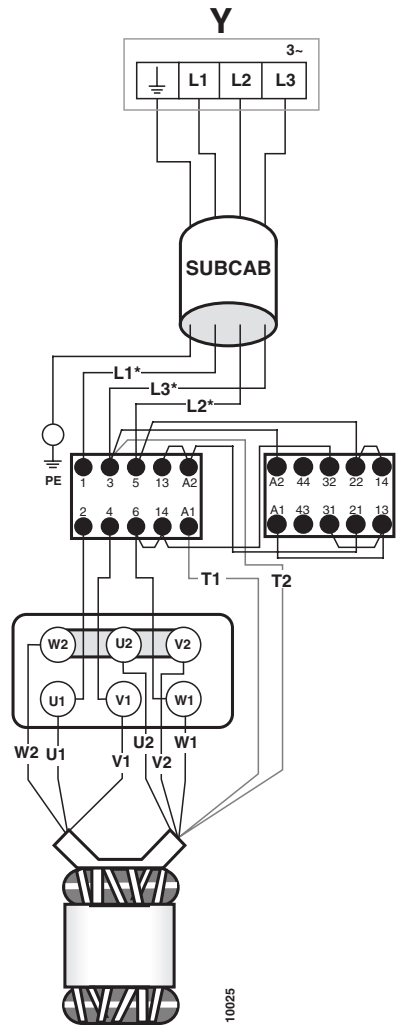
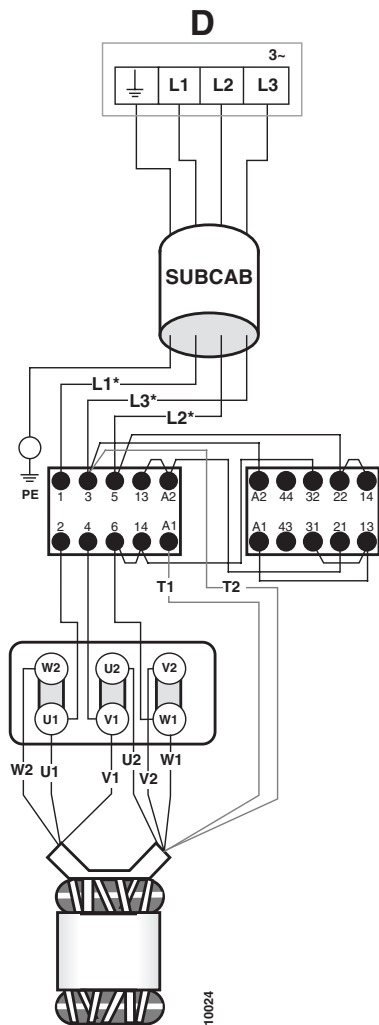
Connect the control leads from the motor control circuit to T1 and T2.



SUBCAB 4G/SUBCAB AWG*

Mains	Lead	Contactor unit	The stator leads are colour-marked as follows:
L1	Brown (Red*)	U1	U1, red
L2	Black (White*)	W1	V1, brown
L3	Blue (Black*)	V1	W1, yellow
Earth (PE)	Yellow/Green	PE	V2, blue
Ground check	Yellow*	GC	W2, black
			U2, green

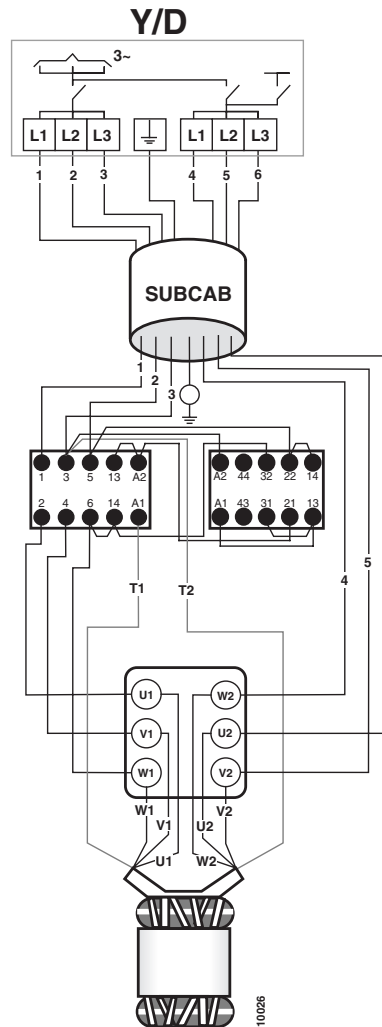
Connect the control leads from the motor control circuit to T1 and T2.



SUBCAB 7G

Mains	Lead	Contactor unit	Pump terminal board	The stator leads are colour-marked as follows:
L1	Black	1		U1, red
L2	Black	3		V1, brown
L3	Black	5		W1, yellow
L1	Black		W2	V2, blue
L2	Black		V2	W2, black
L3	Black		U2	U2, green
Earth (PE)	Yellow/Green		PE	

Connect the white control leads from the motor control circuit to A1 and 3.



OPERATION

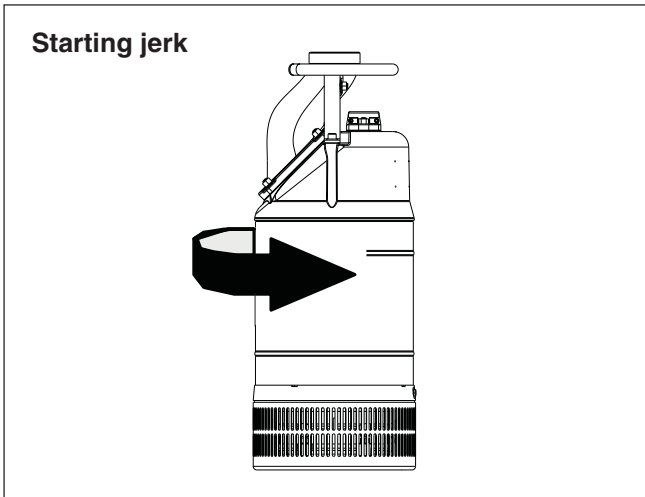
Before starting

Check the oil level in the oil casing.

Remove the fuses or open the circuit breaker and check that the impeller can be rotated by hand.

Check that the monitoring equipment (if any) works.

Check the direction of rotation. The impeller shall rotate clockwise, as viewed from above. When started, the pump will jerk in the opposite direction to the direction in which the impeller rotates. See the figure.



Cleaning

If the pump has been running in very dirty water, let it run for a while in clean water, or flush it through the discharge connection. If clay, cement or other similar dirt is left in the pump it may clog the impeller and seal, preventing the pump from working.

During a longer period out of operation, the pump must be test run every other month to prevent the mechanical seals from sticking together.



WARNING!
Watch out for the starting jerk, which can be powerful.



WARNING!
Always lift the pump by its carrying handle or lifting eyes, never by the motor cable or the hose.

CARE AND MAINTENANCE

Safety precautions



WARNING!
Before starting work on the pump, make sure that the pump is isolated from the power supply and cannot be energized.

Inspection

Regular inspection and preventive maintenance ensure more reliable operation.



The pump should be inspected at least twice a year, more frequently under severe operating conditions. Under normal operating conditions, the pump should have a major overhaul in a service shop once a year. This requires special tools and should be done by an authorized service shop.

When the pump is new or when the seals have been replaced, inspection is recommended after one week of operation.

Service contract

Flygt or its agent offers service agreements in accordance with a preventive maintenance plan. For further information, please contact your Flygt representative.

Recommended inspections:

Inspection of	Action
Visible parts on pump and installation	Replace or fix worn and damaged parts. Make sure that all screws, bolts and nuts are tight.
Pump casing and impeller	Replace worn parts if they impair function.
Condition of the oil	<p>A check of the condition of the oil can show whether there has been an increased leakage. Note! Air/oil mixture can be confused with water/oil mixture. Insert a tube (or hose) into the oil hole. Cover the top end of the tube and take up a little oil from the bottom.</p> <p>Change the oil if it contains too much water. See "Changing the oil". Check again one week after changing the oil.</p> <p>If the oil contains too much water again, the fault may be:</p> <ul style="list-style-type: none"> — that an oil screw is not sufficiently tight. — that the O-ring on an oil screw or its sealing surface is damaged. — that the mechanical seal is damaged. Contact a Flygt service shop.
Oil quantity	2 litres
Liquid in the stator casing	<div style="border: 1px solid black; padding: 5px;">  <p>WARNING! If the seal leaks, the oil casing may be under pressure. Hold a rag over the oil casing screw in order to prevent splatter. See "Safety precautions" for additional information.</p> </div>
	<div style="border: 1px solid black; padding: 5px;">  <p>WARNING! If there has been leakage, the stator casing may be under pressure. Hold a rag over the inspection screw to prevent splatter. See "Safety precautions" for additional information.</p> </div>
Liquid in the stator casing	<p>Lay the pump on its side.</p> <p>Tilt the pump so that any liquid in the stator casing can run out through the hole.</p> <p>If there is water in the stator casing, the cause may be:</p> <ul style="list-style-type: none"> — that the inspection screw is not sufficiently tight. — that the O-ring on the inspection screw or its sealing surface is damaged. — that an O-ring is damaged. — that the cable entry is leaking.
	<p>If there is oil in the stator casing, the cause may be:</p> <ul style="list-style-type: none"> — that the inner mechanical seal is damaged. Contact a Flygt service shop.

Recommended inspections:

Inspection of	Action
Cooling system	Rinse and clean if the flow through the system has been partly restricted.
Cable entry	Make sure that the cable clamps are tight. If the cable entry leaks: <ul style="list-style-type: none">— check that the entry is firmly tightened into its bottom-most position.— cut a piece of the cable off so that the seal sleeve closes around a new position on the cable.— replace the seal sleeve.— check that the seal sleeve and the washers conform to the outside diameter of the cables.
Cables	Replace the cable if the outer jacket is damaged. Make sure that the cable do not have any sharp bends and are not pinched.
Starter equipment	If faulty, contact an electrician.
Rotation direction of pump (requires voltage)	Transpose two phase leads if the impeller does not rotate clockwise as viewed from above. Rotation in the wrong direction reduces the capacity of the pump and the motor may be overloaded. Check the direction of rotation, during non-load every time the pump is reconnected.
Pipes, valves and other peripheral equipment	Repair faults and notify supervisor of any faults or defects.
Insulation resistance in the stator	Contact a Flygt service shop.

Changing the oil

Unscrew the oil screw.

Turn the pump so that the oil hole faces downwards.

It is easier to drain the oil if another oil screw is also removed.

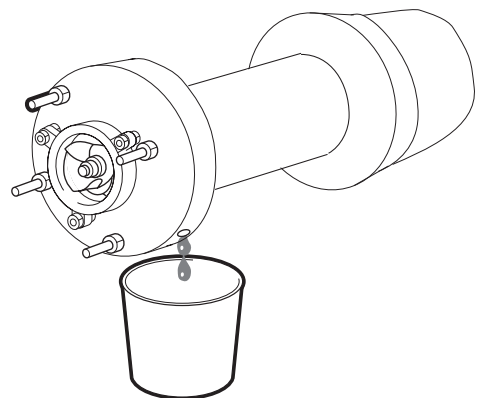
Fill up with new oil.

A paraffin oil with viscosity close to ISO VG15 is recommended (e.g. Mobil Whiterex 309). The pump is delivered from factory with this type of oil.

In applications where poisonous properties are of less concern, a mineral oil with viscosity up to ISO VG32 can be used.

Always replace the O-rings on the oil screws. Put the screws back and tighten them.

Please see Parts List for the correct tightening torque.



WARNING!

If the seal leaks, the oil casing may be under pressure. Hold a rag over the oil screw to prevent splatter.

Replacing the impeller

When fitting the new wear parts, a clearance must be provided between the impeller and the suction cover of at least 0.2—0.3 mm.

Check after installation that the impeller rotates freely.



WARNING!
Worn impellers often
have very sharp edges.

Removing the impeller

Lay the pump on its side.

Remove the nuts.

Remove the diffuser.

Remove nuts.

Remove the suction cover.

Remove the impeller nut.

Pull off the impeller.

Do **not** pry off the impeller, since it can easily be damaged. If it is necessary to change the diffuser, the oil has to be drained away.

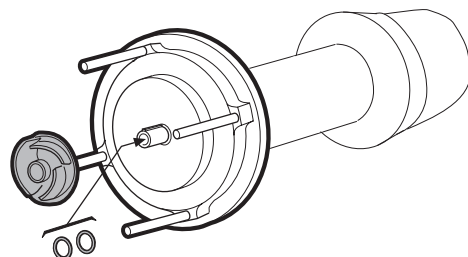
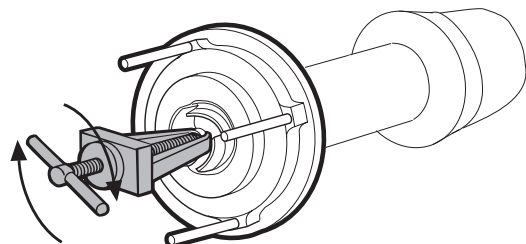
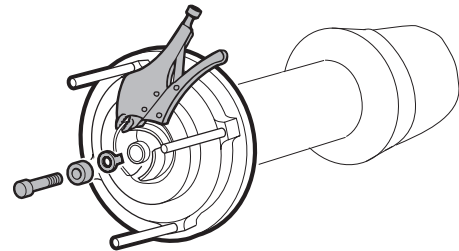
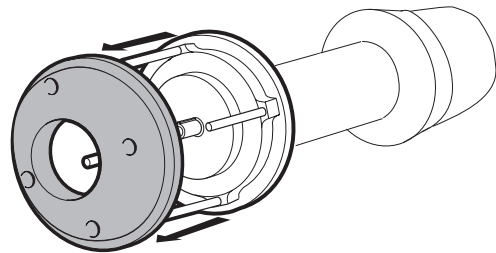
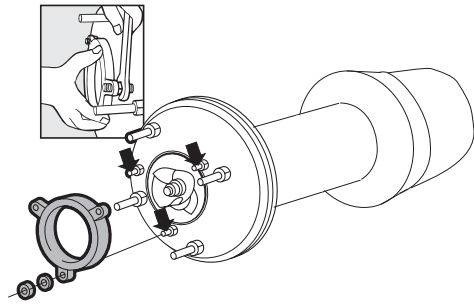
Then remove the studs and the diffuser.

Installing the impeller

Make sure that the end of the shaft is clean and free of burrs. Polish off any flaws with fine emery cloth.

Check:

- that the diffuser is properly mounted.
- that the key is seated in the keyway on the shaft.
- that an appropriate number of adjusting washers are on the shaft.



Installing the impeller ..continued

Fit the adjusting studs properly.

Grease end of shaft.

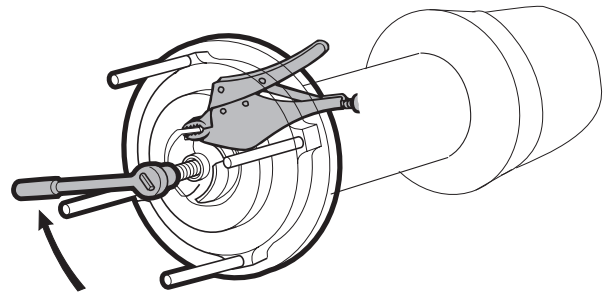
Press the impeller onto the shaft with the impeller nut.

Tighten the impeller nut.

Tightening torque: 30 Nm

The clearance between the impeller and the oil casing bottom should be 0.2—0.3 mm when the impeller is tightened. The clearance can be adjusted with the adjusting washers.

Check that the impeller can easily be rotated by hand.



Install the diffuser.

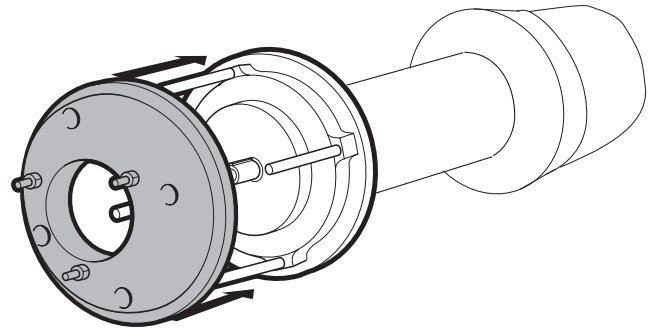
Press the suction cover against the impeller.

The clearance between the impeller and the suction cover shall be as little as possible.

Adjust the suction cover with the inner nuts so that there is a clearance between the suction cover and impeller.

Place the nuts on the adjusting studs in a fixed position. Tighten the nuts evenly all around.

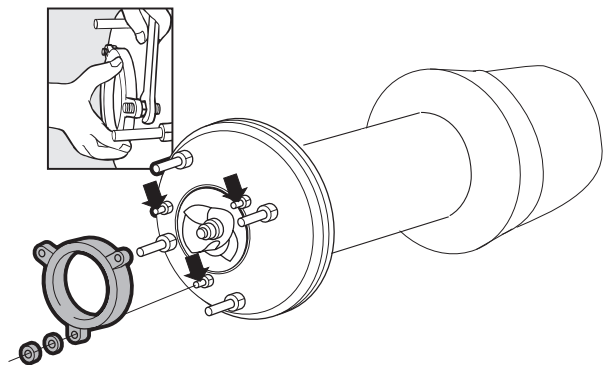
Check that the impeller can easily be rotated by hand.



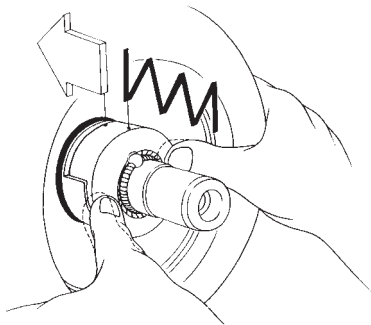
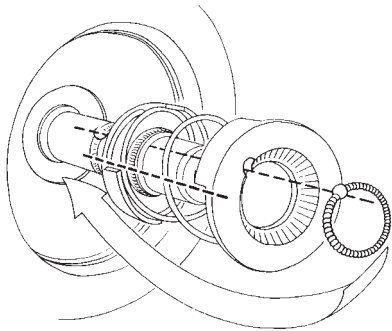
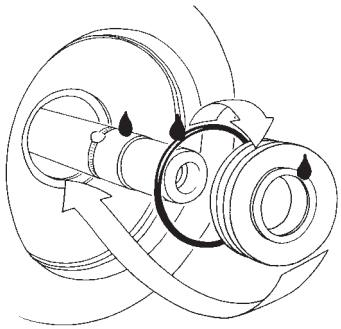
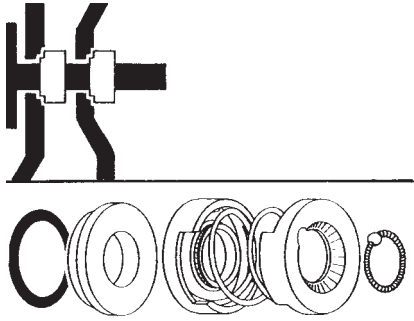
In order for the pump to perform at maximum capacity, the impeller must be adjusted regularly.

It is particularly important that the clearance between the suction cover and the impeller is kept to a minimum.

More extensive repairs require special tools and should be carried out by an authorized service technician.



Replacing the mechanical seal



SPARE PARTS

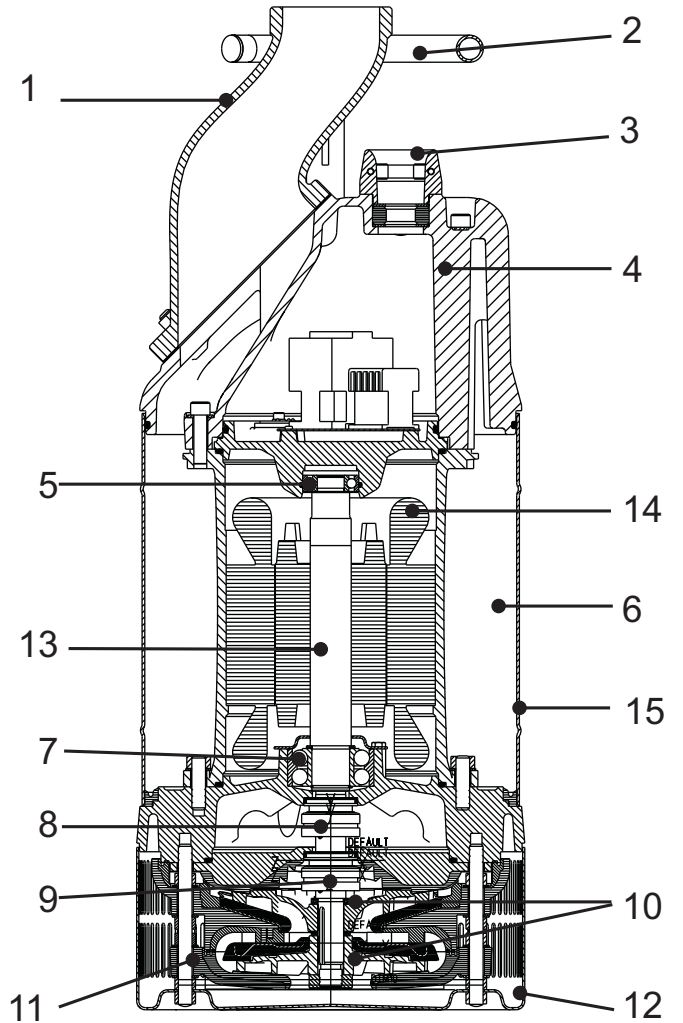
Spare parts for the 2125.220 pumps can be found in the spare parts list delivered with each pump.

Please contact your local Flygt dealer for further details regarding spare parts etc.

Main parts

Item Denomination

1. Discharge connection
2. Lifting handle
3. Cable entry
4. Junction box / cover
5. Support bearing
6. Pump cooling jacket
7. Main bearing
8. Inner mechanical seal
9. Outer mechanical seal
10. Impeller
11. Diffuser
12. Strainer
13. Shaft unit
14. Motor
15. Motor



SERVICE LOG

Most recent service date	Pump No.	Hours of operation	Remarks	Sign.

NOTES

A series of horizontal dotted lines for writing notes.



www.flygt.com