

5T2NLM

Engineering Data

Bore: 5" & 3"	Min RPM: 550	Aircooled Aftercooler CTD: 25° F
Stroke: 3.5"	Max RPM: 930	Number of Belts: 3
Inlet Size: 1.55" NPT	Sheave OD: 16	Belt Section: A
Discharge Size: 1" NPT	Sheave PD: 15.63	

Performance						Nameplate Amp Ratings					
Bare	Motor HP	PSI	RPM	ACFM	BHP		230/1/60	200-3-60	230-3-60	460-3-60	575-3-60
5T2NLM	5	75	660	19.0	5.0	5HP	28	17.5	15.2	7.6	6.1
5T2NLM	5	100	660	18.5	5.4	7.5HP	40	25.3	22.0	11	9.0
5T2NLM	5	125	660	18.0	5.7						
5T2NLM	7.5	75	930	28.2	7.6						
5T2NLM	7.5	100	930	27.5	8.1						
5T2NLM	7.5	125	930	26.9	8.6						

Bare Pump Detailed Specifications

FRAME—The 100% cast iron frame is designed to support the overhung crankshaft. The cylinders bolt directly to the cast iron frame. Frame is completely sealed yet allows for maximum accessibility.

CRANKSHAFT—A unique overhung design supported by two heavy duty ball bearings with replaceable crankpin bushing. Entire shaft is balanced with an integral counterweight to insure smooth operation.

CONNECTING RODS—Solid one-piece design. These simple, easy to maintain rods can be used only with an overhung crankshaft. Crankpin bushing inside the rod is precision ground requiring no alignment.

CYLINDERS—These are 100% cast iron, separately cast and individually bolted to the frame. The cylinders are precision honed for low oil carryover. Radial fins on the cylinders help remove heat and ensure 360 degree cooling of the cylinders. The unique non-lube cylinder design utilizes a piston and crosshead that have nonoverlapping travel, and a pressurized distance piece keeps crankcase oil out of the compression chamber or air cylinder space.

PISTONS—Precision balanced aluminum piston provides smooth operation.

RINGS—The low pressure piston utilizes five piston rings for sealing compression and oil control. A teflon bronze ring is used in the non-lubricated compression chamber with two tapered faced compression rings, one beveled oil scraper ring, and one oil control ring located on the lower end of the low pressure piston beneath the distance piece. The high pressure piston utilizes six piston rings for sealing compression and oil control. Two carbon compression rings are used in the non-lubricated compression chamber with two tapered faced compression rings, one beveled oil scraper ring, and one oil control ring located on the lower end of the high pressure piston beneath the distance piece.

DISTANCE PIECE PRESSURE GAUGE—A pressure gauge reading distance piece pressure indicates piston ring wear without costly tear-down inspections in the case of excessive distance piece pressure.

INTERCOOLER PRESSURE GAUGE—A pressure gauge reading pressure in the intercooler indicates when valve maintenance is required without costly tear-down inspections, in the case of high inter-stage pressure.

FLYWHEEL—The cast iron fan type flywheel forces a "cyclone" air blast to provide cooling for the deep finned cylinder. The flywheel is balanced to keep vibration to a minimum.

INTERCOOLER—The intercooler between stages is of finned copper tube construction to provide maximum cooling area. It is located directly in the flywheel air blast to remove the heat of compression between stages. This keeps running temperatures and power needs to a minimum, ensuring high air delivery for horsepower expended. The intercooler is provided with a relief valve to prevent over-pressurization.

LUBRICATION—Splash lubrication of running parts is simple and reliable up to the pressurized distance piece. There is no oil in the compression chamber. Lubrication dipper is integral with the connecting rod and cannot come loose.

INLET FILTER—The filter has durable carbon steel canister with baked enamel finish. A dry type 10 micro inlet filters/silencer is standard.

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VALVES—Reliable, time proven finger valves are quick acting and made from premium grade stainless steel. Valve components are easily removable for maintenance.

CENTRIFUGAL UNLOADER—The centrifugal unloader automatically bleeds the air from intercoolers and cylinders, preventing the compressor from starting against full load. This protects the motor from premature wear.

LOW OIL LEVEL SWITCH—Low oil level switch prevents unit from operating when oil is low.

Simplex Detailed Specifications

BASE—The compressor and motor are aligned on a heavy steel base

RECEIVER—Receiver mounted units are ASME, National Board coded, and include discharge mounted check valve, pressure gauge, drain valve, and relief valve.

DRIVE—The drive is V-belt type with provision for easy adjustment of belt slack. An easily removed, totally enclosed beltguard is standard equipment.

MOTOR—Standard AC motors are 1800 rpm, NEMA T frame with drip-proof enclosure, Class B insulation, 1.15 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltages are 115/230. Standard three phase motor voltages are 200, 230/460 and 575.

CONTROLS—Units are equipped for dual control; both automatic start and stop operation with NEMA 1 pressure switch and constant speed control with discharge unloader.

Duplex Detailed Specifications

RECEIVER MOUNTED—All duplex units include two bare compressors with two motors mounted on a single receiver. Each compressor/motor configuration is designed to run as an independent compression unit; however, both units can run simultaneously should system demand require.

Options Detailed Specifications

OUTDOOR MODIFICATION—Compressor package is furnished with TEFC (1.15 SF) motor, NEMA 4 vacuum switch, and NEMA 4 low oil level switch. This configuration can be used for outdoor installation.

AIRCOOLED AFTERCOOLER—An optional aircooled aftercooler lowers package discharge air to within 25°F of ambient temperature. A relief valve is provided to protect against over-pressurization.

AUTOMATIC DRAIN VALVE—As air cools in the receiver, moisture drops out and accumulates in the tank. An automatic drain valve provides unattended, automatic draining of the moisture from the receiver tank.

“E”-SERIES STARTER (MTD. & WIRED)—SIMPLEX UNITS—“E”-Series starters provide full voltage control of electric motors. They include thermal relays which protect the motor windings from harmful currents and resultant temperature rise caused by overloaded motor, low line voltage, or stalled rotor. Reset button and NEMA 1 enclosure (UL & CSA approved) included.

NEMA 4 DELUXE STARTER (MTD. & WIRED)—SIMPLEX UNITS—NEMA 4 Deluxe starters provide full voltage control of electric motors. They include NEMA 4 enclosure, manual reset button, on/off switch, 120 volt control transformer, and thermal relays which provide overload protection. Fused control circuit complies with National Electric Code (UL & CSA approved).

“E”-SERIES NON-COMBINATION ALTERNATOR (MTD. & WIRED)—DUPLEX UNITS—This optional panel enables both compression units to operate in response to system demand. For example, if system pressure dips below preset lower limit, compressor A will start. If pressure rises to upper limit set point, compressor A will shut down. Next time system pressure falls below lower limit, compressor B will start. Should system air demand require, both compression units will run simultaneously. Alternator panel includes (2) Definite Purpose (DP) starters with overloads, (1) on/off switch, fused control circuit, (2) reset buttons, and NEMA 1 enclosure (UL & CSA approved)

COMBINATION DELUXE ALTERNATOR (MTD. & WIRED)—DUPLEX UNITS—This optional panel enables both compression units to operate in response to system demand. For example, if system pressure dips below preset lower limit compressor A will start. If pressure rises to upper limit set point, compressor A will shut down. Next time system pressure falls below lower limit, compressor B will start. Should system air demand require, both compression units will run simultaneously. Alternator panel includes (2) Definite Purpose (DP) starters with overloads, (1) control relay for



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alternation, (2) on/off switches, fused control circuit, (2) fused disconnect switches with door interlock, (2) 120 volt control transformers, (2) reset buttons, and NEMA 1 or NEMA 4 enclosure (UL & CSA approved).