

DRPF-AL MODEL

ALUMINUM ROUND DIFFUSER WITH TWO DISCHARGE PATTERN FOR LOW VOLUME



- Diffuser for HVAC application.
- Core plates, for maximum performance, at 360° diffusion pattern.
- 8", 10", 12" & 14" diameter available.

CONSTRUCTION

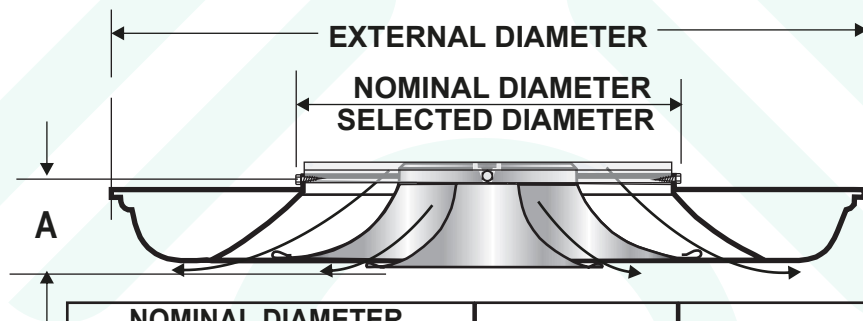
Aluminium construction

FINISH: Standard white Anodic acrylic paint.
Other colors available.

PERFORMANCE: This diffusers assure a trustworthy use with cooling differentials temperature up to 20°F with a predictable low velocity airflow in the occupied area (35 feet/m)

Dimensional Data

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NOMINAL DIAMETER SELECTED DIAMETER = DUCT DIAMETER	EXTERNAL DIAMETER	DIMENSION "A"
6"	11-1/8"	2"
8"	14-5/8"	2"
10"	18-1/4"	2"
12"	22- 0"	2-3/4"
14"	26- 0"	3-1/8"

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TABLE 1 PERFORMANCE DATA

NECK DIAMETER		NECK VELOCITY (Feet/Min.)								
		400	500	600	700	800	900	1000	1200	1400
	PV/VP	0.010	0.016	0.022	0.031	0.040	0.050	0.062	0.090	0.122
	PT/TP	0.029	0.045	0.065	0.089	0.116	0.146	0.181	0.260	0.354
8"	CFM	140	175	210	245	280	315	350	420	490
	THROW	2-3-7	3-4-8	3-5-9	4-6-10	4-7-11	5-7-11	5-8-12	7-9-13	8-10-14
	NC	-	-	12	17	21	25	28	34	39
10"	CFM	218	273	327	382	436	491	545	654	763
	THROW	3-4-8	3-5-10	4-6-12	5-7-12	5-8-13	6-9-14	7-10-15	8-12-16	10-12-18
	NC	-	-	14	19	23	27	30	36	41
12"	CFM	315	390	470	550	630	705	785	940	1100
	THROW	3-5-10	4-6-12	5-7-14	6-9-15	7-10-16	7-11-17	8-12-18	10-14-20	11-15-21
	NC	-	-	16	20	25	29	32	38	43
14"	CFM	425	530	635	745	850	955	1060	1270	1490
	THROW	4-6-11	5-7-14	6-8-16	7-10-17	8-11-19	8-13-20	9-14-21	11-16-23	13-17-25
	NC	-	-	17	22	26	30	33	39	44

- NOTES:1.- CFM IS CUBIC FEET PER MINUTE.
 2.- TP IS TOTAL PRESSURE LOSS INCHES WATER COLUMN
 3.- THROW IS THE AIR STEAM REACH IN FEET AT A TERMINAL VELOCITY OF 150, 100 & 50 FEET PER MINUTE, RESPECTIVELY.
 4.- NC IS NOISE CRITERIA BASED ON 10dB ROOM ABSORPTION (Re:10-12WATTS) IN ANY OF THE OCTAVE BAND, 2nd THROUGH 7th.
 5.- IF THE DIFFUSER IS MOUNTED ON AN EXPOSED DUCT THE THROW VALUES ARE 70% OF THOSE LISTED IN THE TABLE.
 6.- ACTUAL PERFORMANCE, WITH FLEXIBLE DUCT INLET, MAY VARY IN THE FIELD.
 7.- TO OBTAIN STATIC PRESSURE, SUBTRACT THE VELOCITY PRESSURE FROM THE TOTAL PRESSURE.