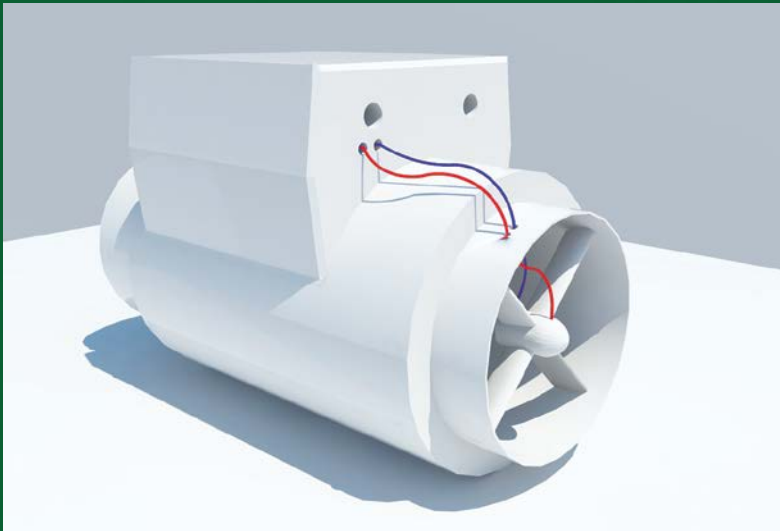


CONNOLS-AIR

AIR TERMINAL UNITS

Engineered for Versatile Application and Energy Conservation





Marina Bay Business District is considered the trendiest and most technologically advanced area for business in Singapore. Strategically located at the southern part of Singapore, and lies to the east of the Downtown Core, the district houses the most modern and sophisticated office buildings in the country. With ease in access to almost all types of transportation – not to mention seven rail stations stopping on the different areas of the district.

Connols-Air is proud to be part of the improvement and development of the Marina Bay Business District. Connols-Air supplied thousands of the VAV air terminal units on most of newly erected buildings.

• Marina Bay Finance Centre Tower 1:	2,100 VAV boxes
• Marina Bay Finance Centre Tower 2:	3,000 VAV boxes
• Marina Bay Finance Centre Tower 3:	3,050 VAV boxes
• Asia Square Tower 1:	3,123 VAV boxes
• Asia Square Tower 2:	1,900 VAV boxes
• Ocean Financial Centre:	1,498 VAV boxes
• Marina One:	3,100 VAV boxes
Total:	17,771 VAV boxes

SINGLE DUCT VAV AND CAV UNITS

Model V750 - I
Pressure Independent VAV

Model V750 - D
Pressure Dependent VAV

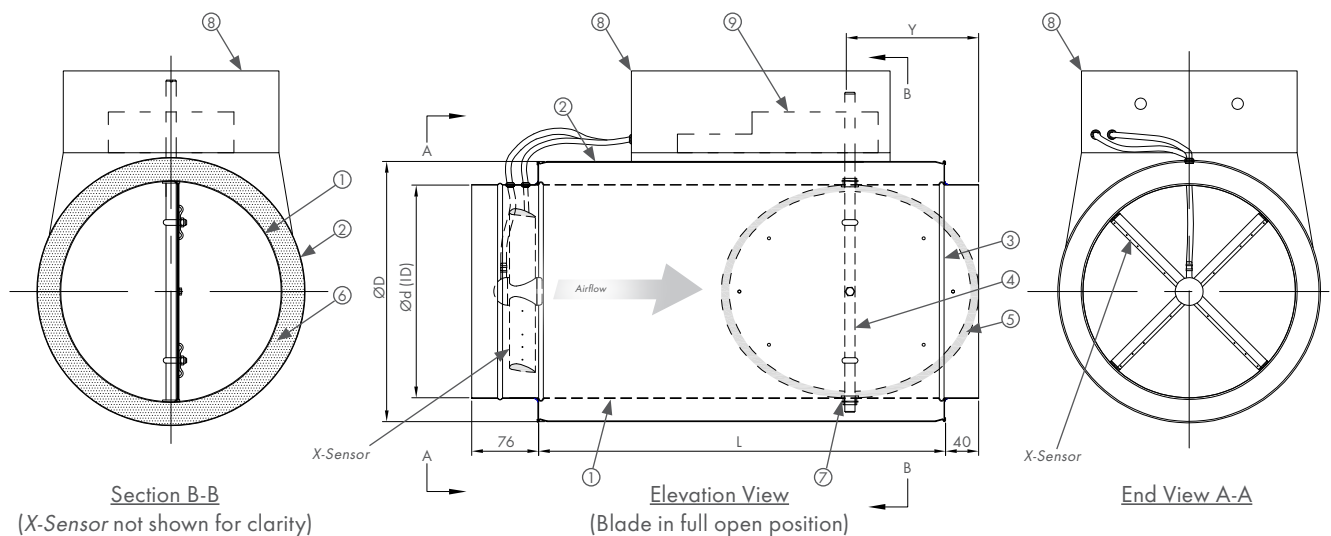
Model V750 - C
Constant Air Volume

Description of Devices

Connols-Air DDC microprocessor based V750 air terminal units are the latest, state-of-the-art, high quality terminal units, which provide good control accuracy and capabilities required in every modern intelligent building of today. The air terminal units are capable of stand-alone operation. However, they may be connected with net-working devices and be integrated with the building automation system, but minimum additional benefit may be derived from it. The air terminal unit consists of an air valve with integrated pressure differential flow sensor, a digital thermostat and BACnet™ compliant DDC controller and is available in the following sizes 5, 6, 7, 8, 10, 12, 14, 16, and 18 covering air flow range up to 7,200 cmh (2,000 l/s).

Features of the Connols-Air Air Terminal Unit

- Double-skin casing construction ensures low radiated noise and absence of fiberglass erosion.
- Double-skin blade with felt seal all round ensures blade rigidity and low air leakage across it when closed.
- Blade is designed to close at 60° so as to provide more linear flow characteristics; hence, more precise modulation of airflow.
- Accurate control of air volumes is possible with accurate multi-point pressure differential flow sensor (*X-Sensor*).
- Low-pressure loss for energy conservation.
- Low generated noise from the aerodynamic *X-Sensor*.



Notes:

1. *X-Sensor* : Cross Sensor.
2. Connecting duct internal diameter should be 3mm bigger than $\varnothing d$.

NOMENCLATURE

Item	Description	Material
1	Inner Casing	0.7mm thk. Galv. Steel
2	Outer Casing	0.7mm thk. Galv. Steel
3	Damper Blade (Double Skin)	1.0mm thk. Galv. Steel
4	Blade Shaft	$\varnothing 12$ mm Aluminum
5	Blade Seal	3.0mm thk. Felt
6	Insulation	25mm thk. 32kg/m ³ Fiberglass
7	Bush	Nylon
8	Control Shroud (Optional)	0.55mm Galv. Steel
9	Controller	BACnet DDC

SIZING INFORMATION

Size	$\varnothing d$	$\varnothing D$	Y	L
5	125	175	125	370
6	150	200	125	370
7	175	225	125	370
8	200	250	125	370
10	250	300	175	470
12	300	350	175	470
14	350	400	225	540
16	400	450	225	540
18	450	500	250	600

Air Valve Construction

The air valve is constructed of hot-dip pre-galvanized steel circular double-skin casing of 0.7 mm thick. Its blade is constructed of double-skin galvanized steel plates with felt all around to provide a good seal when it is closed. An optional steel shroud may be provided to house the DDC controller to protect it against dust and damage.

Each air terminal unit valve is equipped with a X-Sensor (Cross sensor), which is a true averaging pressure differential airflow sensor upstream of the damper for accurate determination of air volume. The X-Sensor is constructed of 4 extruded aluminum airfoil shape wings assembled to form a cross, the centre of which is an aerodynamic shape reservoir that receives the pressure signal from each wing and provide the true averaging output signal to the DDC controller. The camber airfoil wing has a surface that is curved causing a lower pressure on it resulting in an amplified signal. For air terminal unit of size 5, 6, 7, 8 and 10, each wing has 6 sensing taps, 3 in front (Hi signal) and 3 on the side (Lo signal). For air terminal unit of size 12, 14, 16 and 18, each wing has 8 sensing taps. The location of each sensing point is determined according to Log-Tchebycheff Rule for circular duct. The centre reservoir is constructed of fire retardant ABS and has two internal compartments one Hi and one Lo. The accuracy of the X-Sensor is less than 5% within the recommended airflow range from 3.5 to 12 m/s. Test data of X-Sensor are available from accredited laboratory for verification.

Features

- Double-skin casing construction ensures low radiated noise and prevent fiberglass erosion.
- Circular casing provides rigidity and prevents drumming.
- Double-skin blade with felt seal all round ensures blades rigidity and low air leakage when closed.
- Blade is designed to close at 60 degree so as to provide a more linear flow characteristic and, hence more precise control of airflow.
- Accurate multi-point pressure differential flow sensor.
- Low-pressure loss and generated noise from the X-sensor.

Electronic Controller and Thermostat

The latest technology in electronic control using microprocessor provides rapid and precise control of desire room temperature. This device is direct digital controller (DDC) and may be used on the air terminal unit for stand-alone pressure independent, pressure dependent and constant air volume operation. Generally, the VAV system provide only cool air to the zone, however, the air terminal unit controller may provide additional outputs for the control of heating system, such as reheat coil for heat mode or morning warm-up mode operation. The heating equipment can be staged resistive heating, staged 2-position (solenoid) valve, or modulated steam hot water.

Connols-Air air terminal units with DDC controller can be networked via a twisted pair via networking devices to form a true integration in the BMS network using industry open communication protocol such as BACnet™.

BACnet™ is designed to allow communication of building automation and control systems for applications such as heating, ventilating, and air-conditioning control, lighting control, access control, and fire detection systems and their associated equipment. The BACnet™ protocol provides mechanisms for computerized building automation devices to exchange in formation, regardless of the particular building service they perform. Detail information our DDC controller and net working system are available in our Engineering Data Sheet.

Accessories

The V750 air terminal units can be coupled with accessories such as hot water coils and electric heaters for reheat. High performance silencers, multiple outlet silencers and multiple outlet plenums are also available to meet low noise requirement. Performance data, dimensions and construction details of each accessory are available in our Engineering Data Sheet.

BACnet™ stands for Building Automation Control network. BACnet™ is a data communication protocol development by ASHRAE, BACnet™ is known as "ANSI/ASHRAE standard 135-2008" and also as the international standard "ISO 16484-5". BACnet™ is a trademark of ASHRAE Inc.

Performance X-Sensor

Model: V750-XX-X
 Installation Type: Air Measuring Station, X-Sensor with integral damper
 Operational type: Differential pressure
 Manufacturer's conversion formula: $Q = K \times \sqrt{P}$
 Optional appurtenances: VAV damper

Size tested is 6, 10 and 14, and certification applies to the following sizes:

VAV terminal units that are AMCA 610 certified		
VAV Size	K	Model Number Example I: Pressure independent C: Constant Air Volume
5	35.1	V750-05-I and V750-05-C
6	54.15	V750-06-I and V750-06-C
7	78.5	V750-07-I and V750-07-C
8	109.1	V750-08-I and V750-08-C
10	175.8	V750-10-I and V750-10-C
12	255.6	V750-12-I and V750-12-C
14	348	V750-14-I and V750-14-C
16	443.1	V750-16-I and V750-16-C
18	563.8	V750-18-I and V750-18-C



OLS Manufacturing Co Pte Ltd. certifies that the V750 X-Sensor with integral damper shown herein is licensed to bear the AMCA seal. The ratings shown are based on tests and procedures performed in accordance with AMCA Publication 611 and comply with the requirements of the AMCA Certified Ratings Program.

NOTES:

- Performance ratings include the effect of integral dampers in the air stream.
- The performance of V750 X-Sensor is AMCA certified to accuracy* of $\pm 3.7\%$ or better in the velocity range of 4m/s to 13m/s.

Performance Data According to AMCA 610-06(R2012) Test Setup Figure 1

Reference Airflow and Percent Accuracy of V750 X-Sensor

Size 6

Det.No.	Q_{ams} (m ³ /s)	Q_{ref} (m ³ /s)	Diff (m ³ /s)	Diff (%)
1	0.226	0.229	-0.003	-1.44
2	0.195	0.198	-0.004	-1.80
3	0.155	0.159	-0.004	-2.58
4	0.120	0.124	-0.005	-3.70
5	0.091	0.090	0.001	1.11
6	0.073	0.070	0.003	3.74

Size 10

Det.No.	Q_{ams} (m ³ /s)	Q_{ref} (m ³ /s)	Diff (m ³ /s)	Diff (%)
1	0.589	0.590	-0.001	-0.19
2	0.499	0.497	0.003	0.57
3	0.390	0.392	-0.002	-0.46
4	0.291	0.294	-0.003	-1.13
5	0.194	0.196	-0.002	-0.84
6	0.144	0.146	-0.002	-1.32

Size 14

Det.No.	Q_{ams} (m ³ /s)	Q_{ref} (m ³ /s)	Diff (m ³ /s)	Diff (%)
1	1.281	1.265	0.016	1.23
2	1.066	1.069	-0.003	-0.32
3	0.865	0.877	-0.012	-1.37
4	0.684	0.684	0.000	0.05
5	0.481	0.486	-0.004	-0.86
6	0.381	0.385	-0.004	-1.03

Airflow Resistance Test

Size 6

Det.No.	Q (m ³ /s)	V (m/s)	ΔP_D (Pa)
1	0.229	12.96	55
2	0.198	11.22	40
3	0.159	9.03	26
4	0.124	7.05	15
5	0.090	5.1	7
6	0.070	3.97	4

Size 10

Det.No.	Q (m ³ /s)	V (m/s)	ΔP_D (Pa)
1	0.590	12.02	23
2	0.497	10.12	16
3	0.392	7.99	9
4	0.294	6.00	5
5	0.196	3.99	2
6	0.146	2.98	1

Size 14

Det.No.	Q (m ³ /s)	V (m/s)	ΔP_D (Pa)
1	1.265	13.15	22
2	1.069	11.11	15
3	0.877	9.11	9
4	0.684	7.11	5
5	0.486	5.05	2
6	0.385	4.00	1

STANDARD NOTATION

Q_{ams} The airflow rate of unit under test

Q_{ref} AMCA airflow rate at test condition use chamber test

Diff (%) % error vs. reference airflow: $\frac{Q_{ams} - Q_{ref}}{Q_{ref}} \times 100\%$

Q Volumetric flow rate

V Velocity

P_{Ds} Pressure differential (device+system) at standard air

P_s Pressure differential (system only) at standard air

P_D Pressure Differential (device only) at standard air



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