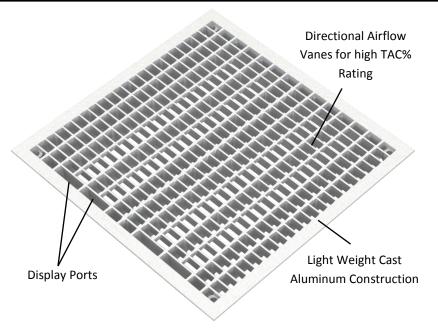
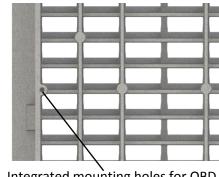


DirectAire® Aluminum

Light Weight DirectAire 24": XXXXX



DirectAire® Aluminum									
Static Pressure (in. wc)	CFM (w/o Damper)	kW							
0.02	1123	8.1							
0.04	1572	11.5							
0.05	1751	13.0							
0.06	1913	14.5							
0.08	2200	16.5							
0.1	2451	18.5							
0.12	2678	19.6							
0.14	2886	21.7							
0.16	3079	22.7							
0.18	3260	23.7							
0.2	3430	24.6							



Integrated mounting holes for OBD and Tate Airflow Control Devices



Panel Flange Heights

SPECIFICATIONS

General Information

- Lightweight Cast Aluminum Grate Design
- Interchangeable with ConCore and All-Steel Panels as well as other panel systems upon test and verification
- 60% Open Area without a damper
- Can Support over 22kW per Rack
- Panel Size: 24" Square
- Panel Height, corner to bottom of lip: 1.19"
- Total Panel height: 2.19"
- Panel weight: 24.6 lbs
- Removable by hand
- Directional Airflow for improved airflow capture
- Anti-static SparkLite White powder coat

UNDERSTRUCTURE OPTIONS

- 24" Bolted Stringer
- 48" Bolted Stringer

INCLUDED COMPONENTS

24" DirectAire Aluminum

AIRFLOW CONTROL OPTIONS

- SmartAireTM MZ Automatic VAV Damper
- SmartAireTM Automatic VAV Damper
- PowerAire and PowerAire Quad Fan Assist Device
- Single Zone Bolt-On Opposed Blade Damper
- Multi Zone Bolt-On Opposed Blade Damper

FINISH

- Standard: Anti-static SparkLite White powder coat
- Contact Customer Service for special request

DirectAire[™] Aluminum System Performance Criteria*

		Static Loads			Rolling Loads			Airflow		
Panel Type:	System Weight	Design	Safety	Ultimate	10 Passes	10,000	Impact	CFM	Total Air	
DirectAire	Under-Structure: Bolted Stringer	System weight	Loads	Factor	Load	10 Passes	Passes	Loads	(.10"H ₂ O)	Capture
Aluminum		8.6 lbs/ft ²	2000 lbs	Min > 2	> 4000 lbs	2000 lbs	1500 lbs	200 lbs	2451	93

^{*} System load tests are conducted following CISCA's Recommended Test Procedures with the exception of Design Load. Design Load is a CISCA concentrated Load Test performed on actual understructure using yield point and safety factors in place of deflection.