

DUAL DUCT TERMINAL UNIT SCHEDULE							
DESIGNATION	REFERENCE PRODUCT	TYPE	HEATING INLET SIZE	COOLING INLET SIZE	MAX COOLING FLOW	MAX AIR PRESS. DROP (STATIC)	REMARKS :
			IN.	IN.	CFM	IN. of H ₂ O	
TU-1	TRANE VDDE 1724	VARIABLE AIR VOLUME	10	12	1,490	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS
TU-2	TRANE VDDE 1117	VARIABLE AIR VOLUME	8	10	740	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS
TU-3	TRANE VDDE 0611	VARIABLE AIR VOLUME	6	8	440	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS
TU-4	TRANE VDDE 1117	VARIABLE AIR VOLUME	8	10	685	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS
TU-5	TRANE VDDE 0611	VARIABLE AIR VOLUME	6	8	500	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS
TU-6	TRANE VDDE 1724	VARIABLE AIR VOLUME	10	12	1,800	0.1	W/ PRESSURE INDEPENDENT DDC CONTROLS (24 VOLT), TRANSFORMER, THERMOSTAT, AND FIBER FREE LINER. REFER TO SEQUENCE OF OPERATIONS

ROOF RELIEF VENTILATOR SCHEDULE	
MARK	RV-1
MANUFACTURER	FANTECH
MODEL	TRGV-15
FUNCTION	EXHAUST VENT
THROAT FREE AREA (SF)	1.2
CURB O.D. (IN.)	24X24
REMARKS	COORDINATE DIMENSIONS WITH EXISTING ROOF CURB. FIELD VERIFY DIMENSIONS BEFORE ORDERING

1. OCCUPIED HOURS SHALL BE MONDAY THRU FRIDAY 7:00 AM - 5:00 PM.
2. HOT AIR FLOW SHALL BE ZERO UNTIL COLD AIR FLOW IS REDUCED TO MINIMUM FLOW.
3. DURING OCCUPIED MODE, COLD AIR FLOW SHALL MODULATE FROM "MAX COOLING FLOW" TO $\frac{1}{2}$ OF "MAX COOLING FLOW." IF HEATING IS REQUIRED AFTER COLD AIR FLOW HAS BEEN REDUCED TO $\frac{1}{2}$ OF "MAX COOLING FLOW," HOT AIRFLOW SHALL BE ACTIVATED TO MAINTAIN SPACE TEMPERATURE. MAXIMUM HOT AIRFLOW SHALL BE $\frac{3}{4}$ OF "MAX COOLING FLOW."
4. DURING UNOCCUPIED MODE, COLD AIR FLOW SHALL MODULATE FROM "MAX COOLING FLOW" TO ZERO, IF HEATING IS REQUIRED AFTER COLD AIR FLOW HAS BEEN REDUCED TO ZERO, HOT AIRFLOW SHALL BE ACTIVATED TO MAINTAIN SPACE TEMPERATURE. MAXIMUM HOT AIRFLOW SHALL BE $\frac{3}{4}$ OF "MAX COOLING FLOW."

