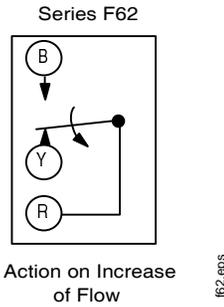


F62 Series Airflow Switch (SPDT – Contact Unit)

Description

This control detects air flow or the absence of air flow in ducts, responding only to the velocity of air movement. The one-piece stainless steel paddle can be trimmed, if necessary. The control is supplied with mounting plate gasket. The range adjusting screw permits field adjustment of flow rate setting.



F62AA-8

Features

- rugged steel enclosure
- easy access to wiring terminals

Applications

A typical application includes air flow sensing in make-up air and exhaust systems.

Technical Specifications

Electrical Ratings

Motor Ratings VAC	120	208	240	277
Nominal Horsepower	1	1	1	—
AC Full Load A	16.0	8.8	8.0	—
AC Locked Rotor A	96.0	52.8	48.0	—
Non-Inductive or Resistance Load A	22.0 ¹	22.0 ¹	22.0 ¹	22.0 ¹
Pilot Duty – 125 VA, 120/277 VAC				

1. SPST normally closed or normally open rating. SPDT rating is 16.0 amp

Selection Chart

Code Number	Paddle Size in.	Dimension	Max Ambient Temp. °F (°C)	Max. Air Velocity
F62AA-8C ¹	2-1/8 in. x 6-7/8 in.	10-3/8 in. H (including paddle), 4 in. W, 2-13/16 in. D	100 (40)	2000 FPM (10 m/sec.)
F62AA-9C	3-1/8 in. x 6-7/8 in.	10-3/8 in. H (including paddle), 4 in. W, 2-13/16 in. D	100 (40)	2000 FPM (10 m/sec.)

1. Replaces McDonnell Miller AF-2

Note: See *F61 and F62 Series Replacement Paddles Catalog Page LIT-1922525* for replacement paddles.

Air Velocity Required to Actuate Switch

Paddle Width (in.)	Switch Actuation on Flow	Minimum Air Velocity in FPM (m/sec) Required to Actuate Control ¹			
		Horizontal Flow		Vertical Flow (Upward)	
		50 in. ² (323 cm ²) or Larger Duct Area	Less than 50 in. ² (323 cm ²) Duct Area	50 in. ² (323 cm ²) or Larger Duct Area	Less Than 50 in. ² (323 cm ²) Duct Area
2-1/8	Increase (R to Y Closes)	625 (3.2)	575 (2.9)	950 (4.8)	750 (3.8)
	Decrease (R to B Closes)	325 (1.7)	220 (1.1)	850 (4.3)	575 (2.9)
3-1/8	Increase (R to Y Closes)	500 (2.5)	350 (1.8)	750 (3.8)	500 (2.5)
	Decrease (R to B Closes)	250 (1.3)	100 (.5)	650 (3.3)	350 (1.8)

1. These are only approximations. Actual trip points are affected by air turbulence, humidity, air density, air temperature, and other factors.