Adjusting Minimum and Maximum Air Flow for Units with Two Inlet Sensors

A. Maximum Flow Adjustment for Direct Acting Thermostat

1. Be sure the minimum LO air flow limit is zero on hot and cold deck controller.
2. To adjust the cold deck maximum CFM:
   a. Apply 15-25 PSI to the thermostat connection on the cold deck controller. Place a manometer gauge across balancing tees at the cold deck inlet.
   b. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7) no adjustment is necessary.
   c. If adjustment is necessary, use the adjusting tool stored in the face of the controller (Titus II only) or a standard flat blade screwdriver.
   d. Rotate the maximum HI knob slowly. A delay in response time has been deliberately built into the controls to avoid hunting. Allow several seconds for the controls to react and the system to stabilize. Rotate the knob until the gauge shows the required differential pressure.

   NOTE: If the actuator fails to respond, see Guide to Service Procedures.

3. To adjust the hot deck maximum CFM:
   a. Apply 0 PSI to the thermostat connection on the cold deck controller. That is, leave it open to the atmosphere. Place a manometer gauge across balancing tees at the cold deck inlet.
   b. Repeat Steps B, C and D above.

B. Maximum Flow Adjustment for Reverse Acting Thermostat

1. To adjust the cold deck maximum CFM:
   a. Apply 0 PSI to the thermostat connection on the cold deck controller. That is, leave it open to the atmosphere. Place a manometer gauge across balancing tees at the cold deck inlet.
   b. Repeat steps B, C and D above.
2. To adjust the hot deck maximum CFM:
   a. Apply 15-25 PSI to the thermostat connection on the hot deck. Place the manometer gauge across balancing tees at the hot deck inlet.
   b. Repeat steps B, C and D above.

C. Minimum Flow Adjustment for Either Thermostat

1. Place a 0-30 PSI pressure gauge in the line between the TITUS II Controller and the damper actuator on the cold deck.
   a. If the damper in the cold deck is normally open, the pressure gauge should read approximately 10 PSI with standard 5-10 PSI actuator.
   b. If the damper in the cold deck is normally closed, the pressure gauge should read approximately 5 PSI with standard 5-10 PSI actuator.
2. Refer to Page 6 and 7 for the differential pressure corresponding to the desired minimum air flow (CFM).
3. Adjust the reset start point dial on the hot deck until the manometer gauge across the balancing tees on the hot deck reads the desired differential pressure.

D. After Flow Rates are Adjusted

1. Replace the thermostat connection at the controller, if it has been removed during the adjustment process.
2. Remove the manometer gauge and replace the caps on the tees in the HI and LO tubes.

   NOTE: The controller will not operate if these caps are left off.
3. Return the adjustment tool to its socket in the face of the controller.
4. Replace the covers over the controllers.
Adjusting Minimum and Maximum Air Flow for Units with Hot Inlet Sensor and Cold Discharge Sensor

A. Direct Acting Thermostat Air Flow Adjustment

1. Hot inlet controller. Be sure the hot inlet damper assumes a fully closed position during cooling conditions. Apply 15-25 PSI pressure to the thermostat connection of the hot inlet controller. If the hot inlet damper does not fully close, adjust LO air flow knob until the damper closes. Allow several seconds for the controls to react to system pressure and stabilize.

To adjust hot deck maximum CFM:

a. Apply zero PSI to the thermostat connection on the hot deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
b. If the manometer gauge reading matches the required differential pressure from the calibration curve (Page 6 and 7), no adjustment is necessary.
c. If adjustment is necessary, use the adjusting tool stored in the face of the controller (Titus II only) or a standard flat-blade screwdriver.
d. Rotate the maximum HI knob slowly. A delay in response time has been deliberately built into the controls to avoid hunting. Allow several seconds from controls to react and the system to stabilize. Rotate the know until the gauge shows the required differential pressure.

To adjust Min./Mix CFM on cold controller / discharge sensor:

a. Apply 8.0 PSI pressure to the thermostat connection of the cold deck controller.
b. If Min./Mix CFM equals zero. The cold inlet damper should assume a closed position. If not, adjust minimum LO knob on the cold inlet controller until the damper closes.
c. If Min./Mix CFM is a non-zero value, place a manometer gauge across the balancing tees of the cold deck inlet. If the pressure matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
d. If adjustment is necessary, rotate the minimum LO knob until the gauge shows the required differential pressure.

To adjust cold deck maximum CFM:

a. Apply 15-25 PSI pressure to the cold deck controller. Place a manometer gauge across the balancing tees at the cold deck inlet.
b. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
c. If adjustment is necessary, rotate the maximum HI knob slowly. Rotate the knob until the gauge reads the required differential pressure from the curve.

NOTE: If the actuator fails to respond, see Guide to Service Procedures.

Table 1. Thermostat Switch Settings

<table>
<thead>
<tr>
<th>Setting</th>
<th>Minimum/Maximum CFM</th>
<th>Reset Span</th>
<th>Connection Setting</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA/Cold RA/Hot</td>
<td>0-8 PSI</td>
<td>8-13 PSI</td>
<td>DA/Cold RA/Hot</td>
</tr>
<tr>
<td>RA/Cold DA/Hot</td>
<td>8-25 PSI</td>
<td>3-8 PSI</td>
<td>RA/Cold DA/Hot</td>
</tr>
</tbody>
</table>

Figure 3. Variable Air Volume Piping Diagram

Figure 4. Constant Air Volume Piping Diagram

Figure 5. Titus II Controller
Hot Inlet Sensor Calibration

2. Cold inlet controller / discharge sensor. For Constant Air Volume.

To adjust until Total CFM:
   a. If the desired (VP) is less than 0.5 inches W.G., set the thermostat switch on the control to DA/COLD. If greater than 0.5", set switch to RA/COLD.
   b. Apply zero PSI pressure to the thermostat connection on the cold deck controller. Place a manometer gauge across the balancing tees at the cold deck inlet.
   c. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate LO knob for DA or HI knob for RA until the gauge reads the required differential pressure from the curve.

B. Reverse Acting Thermostat Air Flow Adjustment

1. Hot inlet controller. Be sure the hot inlet damper assumes a fully closed position during cooling conditions. Apply 0 PSI pressure to the thermostat connection of the hot inlet controller. If the hot inlet damper does not fully close, adjust LO air flow knob until the damper closes. Allow several seconds for the controls to react to system pressure and stabilize.

To adjust hot deck maximum CFM:
   a. Apply 15-25 PSI to the thermostat connection on the hot deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
   b. If the manometer gauge reading matches the required differential pressure from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, use the adjusting tool stored in the face of the controller (Titus II only) or a standard flat-blade screwdriver.
   d. Rotate the maximum HI knob slowly. A delay in response time has been deliberately built into the controls to avoid hunting. Allow several seconds for controls to react and the system to stabilize. Rotate the knob until the gauge shows the required differential pressure.

NOTE: If the actuator fails to respond, see Guide to Service Procedures.

2. Cold inlet controller / discharge sensor. For Variable Air Volume.

To adjust Min./Mix CFM:
   a. Apply 8.0 PSI pressure to the thermostat connection of the cold deck controller.
   b. If min./mix CFM equals zero, the cold inlet damper should assume a closed position. If not, adjust minimum LO knob on the cold inlet controller until the damper closes.
   c. If min./mix CFM is a non-zero value, place a manometer gauge across the balancing tees of the cold deck inlet. If the pressure matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate the minimum LO knob until the gauge shows the required differential pressure.

To adjust cold deck maximum:
   a. Apply 0 PSI pressure to the thermostat connection on the cold deck controller. Place a manometer gauge across the balancing tees at the cold deck inlet.
   b. If the manometer gauge differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, rotate the maximum HI knob slowly. Rotate the knob until the gauge reads the required differential pressure from the curve.

C. After Flow Rates are Adjusted

1. Replace the thermostat connection at the controller, if it has been removed during the adjustment process.
2. Remove the differential pressure gauge and replace the caps on the tees in the HI and LO tubes.

NOTE: The controller will not operate if these caps are left off.

3. Return the adjustment tool to its socket in the face of the controller.
4. Replace the covers over the controllers.

3. Cold inlet controller / discharge sensor. For Constant Air Volume.

To adjust unit Total CFM:
   a. If the desired (VP) is less than 0.5 inches W.G., set the thermostat switch on the control to DA/COLD. If greater than 0.5", set switch to RA/COLD.
   b. Apply zero PSI pressure to the thermostat connection on the cold deck controller. Place a manometer gauge across the inlet.

   c. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.

   d. If adjustment is necessary, rotate LO knob for DA or HI knob for RA until the gauge reads the required differential pressure from the curve.
Adjusting Minimum and Maximum Air Flow for Units with Cold Inlet Sensor and Hot Discharge Sensor

A. Direct Acting Thermostat Air Flow Adjustment

1. Cold inlet controller. Be sure the cold inlet damper assumes a fully closed position during heating conditions. Apply 0 PSI pressure to the thermostat connection of the cold inlet controller. If the cold inlet damper does not fully close, adjust LO air flow know until the damper closes. Allow several seconds for the controls to react to system pressure and stabilize.

To adjust cold deck maximum CFM:
   a. Apply 15-25 PSI to the thermostat connection on the cold deck controller. Place a manometer gauge across the balancing tees at the cold deck inlet.
   b. If the manometer gauge reading matches the required differential pressure from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, use the adjusting tool stored in the face of the controller (Titus II only) or a standard flat-blade screwdriver.
   d. Rotate the maximum HI knob slowly. A delay in response time has been deliberately built into the controls to avoid hunting. Allow several seconds from controls to react and the system to stabilize. Rotate the know until the gauge shows the required differential pressure.

NOTE: If the actuator fails to respond, see Guide to Service Procedures.

To adjust Min./Mix CFM on hot controller / discharge sensor:
   a. Apply 8.0 PSI pressure to the thermostat connection of the cold deck controller.
   b. If Min./Mix CFM equals zero. The hot inlet damper should assume a closed position. If not, adjust minimum LO knob on the hot inlet controller until the damper closes.
   c. If Min./Mix CFM is a non-zero value, place a manometer gauge across the balancing tees of the hot deck inlet. If the pressure matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate the minimum LO knob until the gauge shows the required differential pressure.

To adjust hot deck maximum CFM:
   a. Apply 0 PSI pressure to the thermostat connection on the hot deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
   b. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, rotate the maximum HI knob slowly. Rotate the knob until the gauge reads the required differential pressure from the curve.
Cold Inlet Sensor Calibration

2. Hot inlet controller / discharge sensor. For Constant Air Volume.

To adjust until Total CFM:
   a. If the desired (VP) is less than 0.5 inches W.G., set the thermostat switch on the control to DA/COLD. If greater than 0.5", set switch to RA/COLD.
   b. Apply zero PSI pressure to the thermostat connection on the hot deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
   c. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate LO knob for DA or HI knob for RA until the gauge reads the required differential pressure from the curve.

B. Reverse Acting Thermostat Air Flow Adjustment

1. Cold inlet controller. Be sure the cold inlet damper assumes a fully closed position during non-cooling conditions. Apply 15-25 PSI pressure to the thermostat connection of the cold inlet controller. If the cold inlet damper does not fully close, adjust LO air flow knob until the damper closes. Allow several seconds for the controls to react to system pressure and stabilize.

To adjust cold deck maximum CFM.
   a. Apply 0 PSI to the thermostat connection on the cold deck controller. Place a manometer gauge across the balancing tees at the cold deck inlet.
   b. If the manometer gauge reading matches the required differential pressure from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, use the adjusting tool stored in the face of the controller (Titus II only) or a standard flat-blade screwdriver.
   d. Rotate the maximum HI knob slowly. A delay in response time has been deliberately built into the controls to avoid hunting. Allow several seconds for controls to react and the system to stabilize. Rotate the knob until the gauge shows the required differential pressure.

NOTE: If the actuator fails to respond, see Guide to Service Procedures.

2. Hot inlet controller / discharge sensor. For Variable Air Volume.

To adjust Min./Mix CFM:
   a. Apply 8.0 PSI pressure to the thermostat connection of the hot deck controller.
   b. If min./mix CFM equals zero, the hot inlet damper should assume a closed position. If not, adjust minimum LO knob on the hot inlet controller until the damper closes.
   c. If min./mix CFM is a non-zero value, place a manometer gauge across the balancing tees of the hot deck inlet. If the pressure matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate the minimum LO knob until the gauge reads the required differential pressure.

To adjust hot deck maximum:
   a. Apply 15-25 PSI pressure to the thermostat connection on the hot deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
   b. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   c. If adjustment is necessary, rotate the maximum HI knob slowly. Rotate the knob until the gauge reads the required differential pressure from the curve.

C. After Flow Rates are Adjusted

1. Replace the thermostat connection at the controller, if it has been removed during the adjustment process.
2. Remove the differential pressure gauge and replace the caps on the tees in the HI and LO tubes.

NOTE: The controller will not operate if these caps are left off.

3. Hot inlet controller / discharge sensor. For Constant Air Volume.

To adjust unit Total CFM:
   a. If the desired (VP) is less than 0.5 inches W.G., set the thermostat switch on the control to DA/COLD. If greater than 0.5", set switch to RA/COLD.
   b. Apply zero PSI pressure to the thermostat connection on the cold deck controller. Place a manometer gauge across the balancing tees at the hot deck inlet.
   c. If the manometer gauge reading matches the required differential from the calibration curve (Page 6 and 7), no adjustment is necessary.
   d. If adjustment is necessary, rotate the LO knob for DA or HI knob for RA until the gauge reads the required differential pressure from the curve.

3. Replace the covers over the controllers.
**AeroCross™ Multi-Point Inlet Sensor**

![AeroCross™ Sensor Calibration Curves](image)

**Original Titus Multi-Point Inlet Sensor (for use with units shipped before April 1, 2002)**

![Original Sensor Calibration Curves](image)

---

**Table 2. AeroCross™ K-Factors**

<table>
<thead>
<tr>
<th>Terminal Size</th>
<th>K-Factor (CFM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>273</td>
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<tr>
<td>05</td>
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<td>8x18</td>
<td>2498</td>
</tr>
<tr>
<td>40(16x24)</td>
<td>7176</td>
</tr>
</tbody>
</table>

\[
\text{CFM} = K \sqrt{\Delta P}
\]

\[
\Delta P = \left(\frac{\text{CFM}}{K}\right)^2
\]

---

**Table 3. Original Sensor K-Factors**

<table>
<thead>
<tr>
<th>Terminal Size</th>
<th>K-Factor (CFM)</th>
</tr>
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<tbody>
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<td>04</td>
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<td>16</td>
<td>3677</td>
</tr>
<tr>
<td>40(16x24)</td>
<td>7784</td>
</tr>
</tbody>
</table>

\[
\text{CFM} = K \sqrt{\Delta P}
\]

\[
\Delta P = \left(\frac{\text{CFM}}{K}\right)^2
\]

---

Figure 8. AeroCross™ Sensor Calibration Curves

Figure 9. Original Sensor Calibration Curves
AeroCross™ Multi-Point Discharge Sensor

Figure 10. AeroCross™ Sensor Calibration Curves

Original Titus Multi-Point Discharge Sensor (for use with units shipped before April 1, 2002)

Figure 11. Original Sensor Calibration Curves

Table 4. AeroCross™ K-Factors for Dual Duct Discharge Sensors

<table>
<thead>
<tr>
<th>Terminal Size</th>
<th>K-Factor (CFM)</th>
</tr>
</thead>
<tbody>
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<td>3808</td>
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<td>16</td>
<td>4810</td>
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</tbody>
</table>

\[
\text{CFM} = K \sqrt{\Delta P} \\
\Delta P = \left( \frac{\text{CFM}}{K} \right)^2
\]

Table 5. Original Sensor K-Factors for Dual Duct Discharge Sensors

<table>
<thead>
<tr>
<th>Terminal Size</th>
<th>K-Factor (CFM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>236</td>
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<tr>
<td>05</td>
<td>406</td>
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<td>06</td>
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<td>1675</td>
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<td>2428</td>
</tr>
<tr>
<td>14</td>
<td>3647</td>
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<tr>
<td>16</td>
<td>4607</td>
</tr>
</tbody>
</table>

\[
\text{CFM} = K \sqrt{\Delta P} \\
\Delta P = \left( \frac{\text{CFM}}{K} \right)^2
\]
### Guide to Service Procedures

| Actuator will not stroke. (Generally any setting of the damper compatibility selector on the face of the controller) | 1. Leak in the control line between the controller and the actuator.  
2. Leak in the actuator.  
3. Insufficient main air supply pressure.  
4. Faulty controller.  
5. Pneumatic thermostat and main air line connections are reversed at the controller.  
6. Control lines from the sensor to the controller are reversed. | 1. Repair the leak.  
2. Apply 15-25 PSI air from the main air supply to the actuator. The actuator should stroke. Pinch the air supply line. If the actuator retracts, it is leaking. Replace the actuator and contact your TITUS distributor.  
3. The controller must receive compressed air from the main supply at 15-25 PSI. Be sure all connections are as shown in Figure 9.  
4. If the controller appears to be faulty, contact your Titus distributor.  
5. See Figure 9. The Thermostat must be connected to Port T and the main air to Port M.  
6. See Figure 9. Make the connections as shown. | 1-6 as above. | 7. Rubber caps on Hi or both balancing tees are missing.  
8. Hi control line or the Hi passage of the sensor is plugged.  
9. Damper compatibility selector on the face of the controller is set wrong.  
10. Low differential pressure at the sensor. |
| Actuator will not stroke. (Normally open setting of the damper compatibility selector on the face of the controller.) | 1-6 as above. | 1-6 as above. | 7. Replace the caps on the balancing tees. | 8. Clean out the passage or control line |
| Actuator will not stroke. (Normally closed setting of the damper compatibility selector on the face of the controller.) | 1-6 as above. | 1-6 as above. | 7. Replace the cap. | 8. Clean out the passage or control line. |
| Actuator remains fully stroked at all times. (Normally open setting of the damper compatibility selector on the face of the controller). | 1. Faulty controller.  
2. Rubber cap on the LO balancing tees is missing.  
3. LO control line or the LO passage in the sensor is plugged. | 1. If the controller appears to be faulty, contact your Titus products distributor.  
2. Replace the cap.  
3. Clean out the passage or control line. | 1. Faulty controller.  
2. Control lines from the sensor to the controller are reversed.  
3. Rubber caps on Hi or both balancing tees are missing.  
4. Hi control line or the Hi passage of the sensor is plugged.  
5. Damper compatibility selector on the face of the controller is set wrong.  
6. Low differential pressure at the sensor. |
| Actuator remains fully stroked at all times. (Normally open setting of the damper compatibility selector on the face of the controller). | 1. If the controller appears to be faulty, contact your Titus products distributor.  
2. See Figure 9. Make the connections as shown.  
3. Replace the caps on the balancing tees.  
4. Clean out the passage or control line.  
5. Set the damper compatibility selector to match the action of the damper.  
6. Increase the air flow rate to the terminal inlet if necessary. |
| Inaccurate or erratic air flow control. | 1. Poor inlet duct connection.  
2. Leakage in the duct work.  
3. Assembly mounted in a non-level position or upside down.  
4. Controller adjustment dials are not set correctly.  
5. Low velocity pressure in the inlet duct.  
6. Thermostat compatibility selector on the face of the controller is set wrong.  
7. Thermostat is out of calibration. | 1. Check inlet duct for blockage or kinks.  
2. Repair the leakage.  
3. Control must be horizontal ± 10 degrees.  
4. See “Adjusting the Minimum and Maximum Air flow”.  
5. Increase the air flow rate to the terminal inlet if necessary.  
6. Set the thermostat compatibility selector to match the action of the thermostat.  
7. Turn the thermostat adjusting dial through its full travel. The air pressure signal delivered by the thermostat to Port T on the back of the controller must vary from 0 to main air supply pressure (15-25 PSi). If this pressure range is not correct, recalibrate the thermostat or consult your Titus products distributor. |
# Replacement Parts

## Actuators
- **Krueter MCP-8031 (5-10PSI)**: 10058501
- **Johnson D-3062 (5-10PSI)**: 10058601

## Actuator Crank Arms
- **Krueter**: 30192002
- **Johnson**: 30192006

## Actuator Mounting Plate-RH/LH
- 70560301

## Controllers
- **Titus II**: 70500001
- **Titus IIA**: 10065001

## Room Thermostats
- **Std. DA one pipe**: 10182203
- **Std. RA one pipe**: 10182204
- **Std. DA two pipe**: 10182201
- **Std. RA two pipe**: 10182202
- **Restrictor Tee (.005)**: 41410174
- **Restrictor Inline (.0063)**: 41410164

## Pneumatic Controller Mounting Bracket
- **Titus II, IIA, III**: 70382901

## Controller Box
- **Enclosure (Titus II, IIA, III)**: 70073401
- **Cover (Titus II, IIA, III)**: 70073501

## AeroCross™ Flow Sensor
- **4"** 3151520001
- **6"** 3151520002
- **7"** 3151520003
- **8"** 3151520004
- **9"** 3151520005
- **10"** 3151520006
- **12"** 3151520007
- **14"** 3151520008
- **16"** 3151520009