

POINTSPEC™ SERIES
LED
SPECIFICATION GUIDE

POINT OBSTRUCTION LIGHTS
POL
POINTSPEC SERIES

The following pages provide detailed specifications for the expanded list of versions and options of the POINTSPEC Series of LED aviation obstruction lights. In all cases, the basic POL-21003 head is FAA L-810 certified when used with the approved head. Additional features are generally not addressed by the FAA Advisory Circular 70/7460-1 latest revision. Some features and options are generally used outside the United States or for ICAO installations or for non-LED aviation purposes. Upon request, Point Lighting will provide technical assistance in determining the proper specification for the site and the application. In all cases, the owner is responsible to make the final decision for equipment selection.

Due to the many POL variations listed on the following pages, the following preliminary list comprises the most basic and commonly sold 120v versions. These are single installation schemes without integral alarms.

For an FAA photoelectric controller, add option -P to each light or, if it is to be mounted remote from the light or to switch several lights, add a separate PPC-40001-34T.

Important Note: Alarm options must be selected at time of initial order. Alarms cannot be added in the field or retrofitted. POL LED lights cannot be monitored by 3rd party systems or controllers without selecting an alarmed version of the POL LED.

RECOMMENDED BASIC POL LED OBSTRUCTION LIGHT VERSIONS

POL-21003-R-1F-34B-S

Standard Series 120v single POL with one head operating steady-burning. If an FAA photoelectric controller is to be mounted remote from the light or to switch several lights, add a separate PPC-40001-34T.

POL-21003-R-1F-34B-S3-P

POINTSPEC 120v single POL with integral cast aluminum junction box to provide large wiring space accessible from the front of the light unit. Option -P: An FAA photoelectric controller is integral to the POL and prewired.

POL-21003-R-1F-34B-D

POINTSPEC 120v double POL with both heads operating and steady-burning. Includes a large 100 cubic inches of enclosed wiring space accessible from the front of the light unit. If an FAA photoelectric controller is to be mounted remote from the light or to switch several lights, add a separate PPC-40001-34T.

POL-21003-R-1F-34B-D-P

POINTSPEC 120v double POL with both heads operating and steady-burning. Includes a large 100 cubic inches of enclosed wiring space accessible from the front of the light unit. Option -P: An FAA photoelectric controller is integral to the POL and prewired.

POL-21003-R-1F-34B-DT

POINTSPEC 120v double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head. No alarm function. If an FAA photoelectric controller is to be mounted remote from the light or to switch several lights, add a separate PPC-40001-34T.

POL-21003-R-1F-34B-DT-P

POINTSPEC 120v double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head. No alarm function. Option -P: An FAA photoelectric controller is integral to the POL and prewired.

OPTIONS AVAILABLE

OPTION: -P FAA PHOTOELECTRIC CONTROLLER

Point Lighting PPC mounted and prewired to the POL to comply with FAA required footcandle specifications. The PPC uses a thermal time delay relay that prevents the accidental turn-off of the lights due to stray lighting incidence. The plug-in photocell module is replaceable.

OPTION: -FF FLOOR FLANGE

5-inches (127mm) square mounting plate with 4 screw holes and 6-inches (152mm) long pipe extension.

OPTION: -BKT TOWER MOUNTING BRACKET

L-shaped mounting plain aluminum plate with with mounting hole for light. Installer drills at site for attachment to tower. Hardware by others

OPTION: -CF[B] COMPRESSION FITTING

Through holes with 1.5-inch long ¼-20 hex head stainless steel screws and sealing washers. Cable compression fitting for outside diameter: 12 to 18-mm (0.47 to 0.70-inch). Available for -34L unilet style single lights.

OPTION: -CF[C] COMPRESSION FITTING

Through holes with 1.5-inch long ¼-20 hex head stainless steel screws and sealing washers. Cable compression fitting for outside diameter: 12 to 18-mm (0.47 to 0.70-inch). Available for all doubles and junction box style single lights.

OPTION: -TS TEST SWITCH

Cover mounted toggle switch to simulate failure of primary head or, for units with option -P, it may be configured as a PPC override switch to verify the function of the light during daylight. Intended to demonstrate proper operation.

OPTION: -TSR TEST SWITCH REMOTE

Terminals for connection of remote mounted switch (by others) to simulate failure of primary head remote from the light. Intended to demonstrate proper operation of the transfer relay. Available for all POINTSPEC POLs with head transfer and/or alarm functions.

OPTION: -MT MARINE TREATMENT

The fixture shall be treated for marine conditions by cleaning per US MIL method III of TT-C-490, chromate priming per US MIL-C-5541, epoxy powder base coat and glossy polyester powdercoat finish coat in color RAL 6003 (FED-STD-595 color #14097) dark green. Oven cured per US MIL-PRF-24712A.

STYLE –S1

Description: POINTSPEC single flashing POL LED light.

Specification: The red flashing 120v (220v) LED aviation obstruction light shall be FAA L-810 certified. The obstruction lights shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. Note: Alarm sensing is not required. The obstruction light shall flash at the FAA specified flash rate of 30 +/- 10 per minute. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lens shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lens shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-S1 manufactured by Point Lighting Corporation.

STYLE –S2

Description: POINTSPEC single POL with non-isolated failure alarm. Upon failure, an alarm relay activates a remote alarm line powered by the POLs normal line voltage. This is not an isolated alarm line; if the line power fails, this alarm line fails.

Specification: The red steady-burning 120v (220v) LED aviation obstruction light shall be FAA L-810 certified with non-isolated head failure alarm. Upon head failure, an electronic alarm relay module shall activate a remote alarm line powered by the POLs normal line voltage. The light head shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The light unit shall have an integral cast aluminum junction box containing the relay with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lens shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lens shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The entire light unit shall be powdercoat painted LED aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-S2 manufactured by Point Lighting Corporation.

STYLE –S3

Description: POINTSPEC single POL with integral cast aluminum junction box to provide large wiring space.

Specification: The red steady-burning 120v (220v) LED aviation obstruction light shall be FAA L-810 certified. Note: Alarm sensing is not required. The light head shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The light unit shall have an integral cast aluminum junction box containing the relay with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lens shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lens shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The entire light unit shall be powdercoat painted LED aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-S3 manufactured by Point Lighting Corporation.

STYLE –S4

Description: POINTSPEC single POL with isolated failure alarm. Upon failure, an alarm relay activates remote alarm contacts. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the dry alarm contact(s) which then operate independently of the line power to the POL.

Specification: The red steady-burning 120v (220v) LED aviation obstruction light shall be FAA L-810 certified. The light head shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The unit shall have an isolated failure alarm. Upon failure, an alarm relay activates remote alarm contacts. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the dry alarm contact(s) which then operate independently of the line power to the POL. The light unit shall have an integral cast aluminum junction box containing the relay with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lens shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lens shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The entire light unit shall be powdercoat painted LED aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-S4 manufactured by Point Lighting Corporation.

STYLE –S5

Description: POINTSPEC single dual mode flashing or steady-burning POL LED light.

Specification: The red flashing 120v (220v) LED aviation obstruction light shall be FAA L-810 certified. Note: Alarm sensing is not required. The obstruction light shall normally flash at the FAA specified flash rate of 30 +/- 10 per minute. There shall be a switch inside the unit to set the light to be steady-burning or flashing. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lens shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lens shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-S5 manufactured by Point Lighting Corporation.

STYLE –D

Description: POINTSPEC double POL with both heads operating and large wiring space. No alarm function.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both (2) heads operating. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. Note: Alarm sensing is not required. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D manufactured by Point Lighting Corporation.

STYLE –DT

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head. No alarm function.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-DT manufactured by Point Lighting Corporation.

STYLE –D1

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head & to an amber alarm pilot light on the POL cover. The pilot light provides visual indication to maintenance that power has transferred to the POL standby head. No remote alarm function.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary head failure to provide visual indication that the unit is operating on its standby head. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D1 manufactured by Point Lighting Corporation.

STYLE –D2

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head & to a primary head failure alarm line powered by the POL's normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Power shall also transfer to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a minimum 100w load (remote by others). The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D2 manufactured by Point Lighting Corporation.

STYLE –D2.2

Description: POINTSPEC double POL with both heads operating. Upon failure of the first head, the alarm contacts are activated powered by the POL's normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both heads operating. Power shall also transfer to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a minimum 100w load (remote by others). The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D2 manufactured by Point Lighting Corporation.

STYLE –D3

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head & to an amber alarm pilot light on the POL cover & to a primary head failure alarm line powered by the POL's normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails. The pilot light provides visual indication to maintenance that power has transferred to the POL standby head & to the remote alarm line. Since alarm lines are normally paralleled to a single remote alarm, the pilot light provides local indication that the POL has transferred to its standby head.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Power shall also transfer to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a minimum 100w load (remote by others). The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary head failure to provide visual indication that the unit is operating on its standby head. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D3 manufactured by Point Lighting Corporation.

STYLE –D4

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head and to alarm contacts. The contacts are isolated “dry” (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the contact(s) which then operate independently of the line power to the POL heads.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated “dry” (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head or the line power may be used as a non-isolated alarm line. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D4 manufactured by Point Lighting Corporation.

STYLE –D4.2

Description: POINTSPEC double POL with both heads operating. Upon failure of the first head, the alarm contacts are activated. The contacts are isolated “dry” (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the contact(s) which then operate independently of the line power to the POL heads.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both heads operating. Upon failure of the first head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated “dry” (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head or the line power may be used as a non-isolated alarm line. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D4.2 manufactured by Point Lighting Corporation.

STYLE –D5

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head & to an amber alarm pilot light on the POL cover & to alarm contacts. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL heads. The pilot light provides visual indication to maintenance that power has transferred to the POL standby head. Since alarm lines are normally paralleled to a single remote alarm, the pilot light provides local indication that this POL has transferred to its standby head.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head or the line power may be used as a non-isolated alarm line. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary head failure to provide visual indication that the unit is operating on its standby head. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D5 manufactured by Point Lighting Corporation.

STYLE –D6

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head and to alarm contacts. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL heads. The POL relay is externally prewired with six (6) color-coded wires for power, neutral, ground and alarm lines. Each wire is 2-meters long & strain relief is provided. Each wire is tagged with its function at the remote end ready for installation.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head or the line power may be used as a non-isolated alarm line. The transfer/alarm relay shall be factory prewired with six (6) color-coded wires for power, neutral, ground and alarm lines. Each wire shall be 2-meters long & strain relief shall be provided. Each wire shall be factory tagged with its function at the remote end ready for installation. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D6 manufactured by Point Lighting Corporation.

STYLE –D7

Description: POINTSPEC double POL with both heads operating & flashing simultaneously. No alarm function.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both heads operating and flashing simultaneously. Note: Alarm sensing is not required. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. Note: If multiple POLs are to be flashed simultaneously, use standard POLs & one POF flasher unit in the line power to the POLs.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D7 manufactured by Point Lighting Corporation.

STYLE –D8

Description: POINTSPEC double POL with one operating head that is flashing and one standby head. Upon failure of the operating head, power is transferred to the standby head and it flashes. The flasher is integral to the POL. No alarm function.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one operating head that is flashing and one standby head. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module and it will flash. Note: Alarm sensing is not required. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D8 manufactured by Point Lighting Corporation.

STYLE –D10

Description: POINTSPEC double POL with one operating head that is flashing and one standby head. Upon failure of the operating head, power is transferred to the standby head, which flashes, and to a primary head failure alarm line powered by the POLs normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one operating head that is flashing and one standby head. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module and it will flash. Upon head failure, the electronic relay module shall also activate a primary head failure alarm line powered by the POLs normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D10 manufactured by Point Lighting Corporation.

STYLE –D13

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head and to alarm contacts. There are three (3) alarm modes: primary head failure & transfer; standby head failure; and line power failure. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the contact(s) which then operate independently of the line power to the POL heads. The unit has prewired and tagged leads for use of the installer.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon head failure, the electronic relay module shall also activate remote alarm contacts. Upon failure of the standby head (after transfer), alarm contacts are activated. Line power failure shall also generate an alarm. For all three (3) alarm modes, the contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head. The unit shall be factory prewired with color-coded wires for power, neutral, ground and alarm lines. Each wire shall be 0.5-meter long & strain relief shall be provided. Each wire shall be factory tagged with its function at the remote end ready for installation. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-10B-D13 manufactured by Point Lighting Corporation.

STYLE –D14

Description: POINTSPEC double POL with both heads operating & flashing simultaneously. Upon failure of the first head, the alarm contacts are activated. The contacts are isolated "dry" (voltage free) normally open and normally closed alarm contacts. The installer must provide external power (24v, 120v, 220v, etc.) to the contact(s) which then operate independently of the line power to the POL heads.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both heads operating and flashing simultaneously. There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL head. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D14 manufactured by Point Lighting Corporation.

STYLE –D15

Description: POINTSPEC double POL with both heads operating & flashing simultaneously. Upon failure of the first head, the alarm line is activated powered by the POL's normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails.

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with both heads operating and flashing simultaneously. Upon failure of the first head, power shall be transferred to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a minimum 100w load (remote by others). The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The aviation obstruction light shall be POINTSPEC Series POL-21003-R-116-34B-D15 manufactured by Point Lighting Corporation.

STYLE –D16

Description: POINTSPEC double POL with one operating head that is flashing and one standby head. Upon failure of the operating head, power is transferred to the standby head and it flashes. Line power will be transferred to an amber alarm pilot light on the POL cover. The flasher is integral to the POL. No remote alarm function. The pilot light provides visual indication to maintenance that power has transferred to the POL standby head.

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one operating head that is flashing and one standby head. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module and it will flash. Note: Remote alarm sensing is not required. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary head failure to provide visual indication that the unit is operating on its standby head. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The aviation obstruction light shall be POINTSPEC Series POL-21003-R-116-34B-D16 manufactured by Point Lighting Corporation.

STYLE –D18

Description: POINTSPEC double POL with one head operating & one head standby. Upon failure of the operating head, power is transferred to the standby head and to alarm contacts. There are two (2) alarm modes: primary head failure & transfer; standby head failure. The alarm lines are non-isolated and powered by the line.

Specification: The red steady-burning LED aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220v) double unit with one head operating and one head standby. Upon failure of the operating head, power shall be transferred to the standby head by means of an encapsulated electronic module. Upon transfer, the electronic relay module shall also activate remote alarm contacts. Upon failure of the standby head (after transfer), alarm contacts are activated. Line power failure shall also generate an alarm. For all alarm modes, the contacts shall be powered by the normal line power. The light heads shall be listed and labeled *Suitable for Use in Wet Locations* in accordance with UL1598 2nd Edition Luminaries; CSA C22.2 No. 250.0-04, 2nd Edition; UL50 11th Edition Standard for Enclosures for Electrical Equipment and CSA C22.2 No. 94-M91 Special Purpose Enclosures. The obstruction light shall operate properly within an input voltage supply range of +/- 20% for 120V units (93V to 144V) and for 220V units (176V to 250V). The red lenses shall be strong soda lime glass with the wave-length matched to the LEDs to permit the fullest light transmission. The lenses shall be smooth and rounded to reduce the adhesion of dirt, ice and snow. The red emitting LEDs shall meet the chromaticity requirements of US MIL-C-25050. The high output LEDs shall not exceed eight (8) in number and the LED average life shall exceed 100,000 hours. The LEDs shall be soldered in a factory set position to insure consistent light output. Wire mounted raised LEDs that can be bent out of position shall be unacceptable and cause for rejection. The LED board shall be treated with a protective dielectric conformal coating for protection from moisture and corrosion. The body shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel.

The LED aviation obstruction light shall be POINTSPEC Series POL-21003-R-1F-34B-D18 manufactured by Point Lighting Corporation.