IMPORTANT!!!!

PLEASE TAKE THE TIME TO FILL OUT THE FORM COMPLETELY. FILE IN A SAFE PLACE. IN THE EVENT YOU EXPERIENCE PROBLEMS WITH OR HAVE QUESTIONS CONCERNING YOUR CONTROLLER, THE FOLLOWING INFORMATION IS NECESSARY TO OBTAIN PROPER SERVICE AND PARTS.

MODEL #

E-1DB2

SERIAL #


PURCHASE DATE


PURCHASED FROM
# TWR Lighting, Inc.

Enlightened Technology℠

E-1DB2 CONTROLLER

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1.0 INTRODUCTION

The TWR Lighting, Inc. (TWR) Model E-1DB2 Type L-864/L-865 Controller has been designed and built to the Federal Aviation Administration's (FAA) Advisory Circular 150/5345-43F, with safety and reliability in mind. TWR is committed to providing our customers with some of the best products and services available. TWR welcomes you to our family of fine products, and we look forward to servicing your needs now and in the future.

1.1 APPLICATION

The E-1DB2 Controller is for use on lighting structures or towers (201' to 350' AGL) that are approved to be lighted with Dual White/Red Flashing Medium Intensity Strobes in accordance with the FAA's Advisory Circular 70/7460-1K.

1.2 SPECIFICATIONS OF EQUIPMENT

Dimensions:
- Controller (H X W X D) / Weight: 22" x 17.5625" x 10.75" / 62.0 lbs
- Mounting Dim (H X W): 21.25" x 10.0"
- Beacon Height / Weight: 28.0° / 36 lbs
- Cable Diameter / Weight per 100 ft.: .625" +/- 10% 24 lbs

Electrical Voltage:
- 120V AC +/- 10% 60 Hz (Standard)
- 240V AC +/- 10% 60 Hz (Available)

Intensity:
- White Daymode: 20,000 +/- 25% Effective Candelas
- Red Nightmode: 2,000 +/- 25% Effective Candelas
- White Nightmode (Back-up mode): 2,000 +/- 25% Effective Candelas

Beam Spread:
- Horizontal: 360°
- Vertical: 3° Minimum

Flash Rate:
- White Daymode: 40 fpm +/- 2 fpm
- Red Nightmode: 22 fpm +/- 2 fpm
- White Nightmode (Back-up mode): 40 fpm +/- 2 fpm

Wattage:
- Daymode: 298 Watts
- Red Nightmode: 128 Watts
- White Nightmode: 41 Watts

Temperature: +55°C / -55°C

Beacon Wind Load: 2.1 ft²
WARNING  DANGER!!!

THIS SYSTEM OPERATES AT HIGH VOLTAGE LEVELS THAT COULD BE LETHAL TO SERVICE PERSONNEL. ALL INSTALLATION AND MAINTENANCE WORK SHOULD BE DONE BY QUALIFIED SERVICE PERSONNEL ONLY. WHEN PERSONNEL IS INSTALLING SYSTEM OR PERFORMING MAINTENANCE ON THIS SYSTEM, MAKE SURE THE POWER IS TURNED OFF AT THE SERVICE BREAKER PANEL!!

READ AND UNDERSTAND THE THEORY OF OPERATION AND ITS SAFETY MESSAGES BEFORE ATTEMPTING INSTALLATION/MAINTENANCE OF THIS SYSTEM. DO NOT ATTEMPT TO DEFEAT THE INTERNAL SAFETY SWITCHES IN THE CONTROLLER AND BEACON!!

2.0 INSTALLATION

2.1 POWER SUPPLY CONTROL CABINET MOUNTING

The power supply control cabinet can be located at the base of the structure or in an equipment building. Mounting Dimensions can be found in Section 1.2 on page 1. Pay particular attention when choosing your controller mounting location to ensure proper door opening and room for service personnel. Refer to installation drawings INS-329, and HD0-329, for ease of install.

2.2 PHOTOCELL HOUSING

The standard photocell housing is supplied with a 20' pigtail of 16 AWG TYPE TFFN wire. On occasion in mounting of the photocell an additional amount of wire may be required. Refer to drawing 100239, for proper assistance on determining gauge of wire for your specific needs.

2.3 PHOTOCELL WIRING (Refer to Drawings HD0-329, and H40-329)

If the control cabinet is mounted inside an equipment building, the photocell should be mounted vertically on ½” conduit outside the building above the eaves facing north. Wiring from the photocell housing socket to the control cabinet should consist of one (1) each; red, black, and white wires. The white wire is connected to the socket terminal marked “N,” the black wire is connected to the socket terminal marked “L,” and the red wire is connected to the socket terminal marked “LO.” The photocell should be positioned so that it does not “see” ambient light, which would prevent it from switching to the nightmode. If the control cabinet is mounted outside an equipment building, the photocell should be mounted vertically on ½” conduit so the photocell is above the control cabinet. Care must be taken to assure that the photocell does not “see” any ambient light that would prevent it from switching into the nightmode. The photocell housing socket wiring is the same as above.
2.3.1 Connect the **BLACK** wire from the photocell to TB1-8.

2.3.2 Connect the **RED** wire from the photocell to TB1-9.

2.3.3 Connect the **WHITE** wire from the photocell to TB1-10.

2.3.4 Install the photocell into the receptacle and twist to the right while depressing to lock into place.

### 2.4 POWER WIRING
(Refer to Drawing H40-329)

Power wiring to the control cabinet should be in accordance with local methods and the National Electric Code (NEC).

2.4.1 A 15 amp circuit breaker is recommended at service panel.

2.4.2 Connect the "HOT" side of the 120V AC line to TB1-11.

2.4.3 Connect the "NEUTRAL" side of the 120V AC line to TB1-12.

2.4.4 Connect the AC ground to the ground stud to the lower right of the terminal block TB1.

2.4.5 Controller panel should be connected to the tower and/or building grounding system with the exception of installations on AM RF Applications where controller grounding to earth ground is prohibited. Ground the controller only to the tower itself using a suitable RF ground.

### 2.5 TOWER LIGHTING KIT

When installing this system, the customer will need to use strobe cable wiring method to wire the strobe beacon. Refer to drawing 600-04 for cable installations.
WARNING  DANGER!!!

THIS SYSTEM OPERATES AT HIGH VOLTAGE LEVELS THAT COULD BE LETHAL TO SERVICE PERSONNEL. ALL INSTALLATION AND MAINTENANCE WORK SHOULD BE DONE BY QUALIFIED SERVICE PERSONNEL ONLY. WHEN PERSONNEL IS INSTALLING SYSTEM OR PERFORMING MAINTENANCE ON THIS SYSTEM, MAKE SURE THE POWER IS TURNED OFF AT THE SERVICE BREAKER PANEL!!

READ AND UNDERSTAND THE THEORY OF OPERATION AND ITS SAFETY MESSAGES BEFORE ATTEMPTING INSTALLATION/MAINTENANCE OF THIS SYSTEM. DO NOT ATTEMPT TO DEFEAT THE INTERNAL SAFETY SWITCHES IN THE CONTROLLER AND BEACON!!

2.5.1 Beacon Mounting and Wiring (Refer to Drawings HD0-329, and INS-329)

2.5.1.1 Bolt the beacon to the mounting plate using four (4) 5/8" X 1 1/4" galvanized bolts that are supplied. Installer should make sure to check for full thread engagement on Anco locknut. Allow 16" clearance in back of the hinge (25" from the center of the base) to tilt lens back without hitting an obstruction.

2.5.1.2 Level the beacon using the spirit level at the base of the lens. Shims may be used under beacon base or triple nutting each bolt with palnuts on all four (4) nuts.

2.5.1.3 Slip the electrical cable for the dual beacon through the watertight connector (cable gland bushing), and tighten the gland nut to make a watertight seal. Attach the wires to the terminal strip as follows:

<table>
<thead>
<tr>
<th>Connect Cable</th>
<th>To Match</th>
<th>Lamp platform</th>
<th>Terminal Block Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Gauge Red/Black</td>
<td>12 Gauge Red/Black</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>10 Gauge Red</td>
<td>12 Gauge Red</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>14 Gauge Green</td>
<td>16 Gauge Green</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>10 Gauge Black</td>
<td>16 Gauge Black</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>14 Gauge White</td>
<td>16 Gauge White</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>14 Gauge White/Green</td>
<td>16 Gauge White/Green</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>16 Gauge Blue</td>
<td>16 Gauge Blue</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>16 Gauge Brown</td>
<td>16 Gauge Brown</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>16 Gauge Bare Wire</td>
<td>Beacon Base</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2.5.2 Lighting Kit Wiring

Install wiring from the controller to the beacon utilizing strobe cable method. (TWR LIGHTING CAN NOT WARRANTY SYSTEMS THAT EMPLOY SPLICING CABLE.) Refer to drawings HD0-329, 600-04, and T1369, for install of light kits. Following these minimum guidelines as well as any local or end user additional requirements, installing light kits will require lifting of the cable by the supplied cable grip or conduit to affix to the tower. Always work safely and adhere to all OSHA Safety Guidelines when lifting wiring or working on the structure or tower itself. It is the installer’s responsibility to install the lighting kit in a safe manner. Installers can request from OSHA their requirements 29CFT 1926.21, and 29CFR 1926.105, to ensure compliance to regulations.

**NOTE:** On occasion, a set of custom lighting kit drawings may be specifically requested by a customer and installed in this manual. In cases such as this, the drawings will precede the manual if a conflict occurs.

All the necessary information for wiring the dual beacon and sidelights is contained on the tower kit drawings 600-04, and T1369. The connections for the dual beacon and sidelights in the controller are as follows:

2.5.2.1 Connect the 10 gauge **Red/Black** wire from beacon wiring to **TB1-1**.

2.5.2.2 Connect the 10 gauge **Red** wire from beacon wiring to **TB1-2**.

2.5.2.3 Connect the 10 gauge **Black** wire from beacon wiring to **TB1-3**.

2.5.2.4 Connect the 14 gauge **White** wire from beacon wiring to **TB1-4**.

2.5.2.5 Connect the 14 gauge **White/Green** wire from beacon wiring to **TB1-5**.

2.5.2.6 Connect the 14 gauge **Green** wire from beacon wiring to the ground screw left of **TB1**.

2.5.2.7 Connect the 16 gauge **Brown** wire from beacon wiring to **TB1-6**.

2.5.2.8 Connect the 16 gauge **Blue** wire from beacon wiring to **TB1-7**.
E-1DB2 CONTROLLER

2.5.2.9 Connect the **Neutral** wire from sidelight wiring to TB1-12.

2.5.2.10 Connect the **Red** wire from sidelight wiring to TB1-13.

2.5.2.11 Connect the ground wire (if cable is used) from sidelight wiring to ground screw right of TB1.

2.6 ALARM WIRING

Individual alarm contacts (Form C) are provided for strobe failures, power failure, and photocell on. It is left up to the customer or installer on how they choose to utilize these contacts with their monitoring equipment. External monitoring equipment is available. Please inquire within the sales staff at the factory for models available and pricing. Alarm configurations are shown on drawings H40-329, and M01-329.

2.6.1 White Strobe Failure (SF)

Connect the customer's alarm common to plug J3, terminal #5. Connect the customer's alarm wire to plug J3, terminal #4, for normally open (or) terminal #6, for normally closed monitoring.

2.6.2 Red Strobe Failure (RF)

Connect the customer's alarm common to plug J3, terminal #11. Connect the customer's alarm wire to plug J3, terminal #10, for normally open (or) terminal #12, for normally closed monitoring.

2.6.3 Power Failure (PF)

Connect the customer's alarm common to plug J3, terminal #14. Connect the customer's alarm wire to plug J3, terminal #15, for normally open (or) terminal #13, for normally closed monitoring.

2.6.4 Photocell (PC)

Connect the customer's alarm common to plug J3, terminal #8. Connect the customer's alarm wire to plug J3, terminal #7, for "off" operation (or) terminal #9, for "on" operation monitoring.
2.6.5 Sidelight Alarm (SA)

Connect the customer's alarm common to plug J3, terminal #2. Connect the customer's alarm wire to plug J3, terminal #1, for normally open (or) terminal #3, for normally closed monitoring.

2.7 ALARM TESTING

To test alarms, follow these procedures using an "ohm" meter between alarm common and alarm points.

2.7.1 White Strobe Failure (SF)

White strobe failure testing can be performed in the daymode operation. Check for status of strobe beacon. Turn "on" switch S1 on PCB #1, and status will change after a nine (9) second delay. After test, turn switch "S1" to the normal operating position (down position).

2.7.2 Red Strobe Failure (RF)

Red strobe failure testing can be performed in the nightmode operation. Check for status of strobe beacon. Turn "off" switch SW2 on controller panel and status will change after a ten (10) second delay. This testing will cause the unit to go into the back-up white strobe operation. To clear this situation, turn "on" switch SW2, and reset the breaker.

2.7.3 Power Failure (PF)

While the controller is in normal operation, shut off power to the controller at the breaker panel. Alarm should be prompt. Reset the breaker to resume normal operation.

2.7.4 Photocell (PC)

Controller should be in the daymode of operation when performing this test. Check status of operation. Turn "on" switch SW1, (or) cover the photocell and operation status should change state. After test, turn switch SW1 to the normal operating position.
2.7.5 Sidelight Alarm (SA)

Controller should be in the nightmode of operation. Check status of operation. Pull fuse switch “S1” open. Alarm shall occur within 30 seconds. After test, re-engage fuse switch “S1.”

2.8 CONTROLLER CONFIGURATION
(Refer to Drawings H01-329, and H40-329)

This unit is factory setup to be a master controller. If this unit is to be used in conjunction with an additional unit, change dip-switch settings as drawing indicates. The following connections will need to be interfaced between systems.

2.8.1 Connect at least an 18-gauge wire from PCB #1, connector P1-15, from unit setup to be the master unit to PCB #1, connector P1-15, of unit setup to be the slave unit.

2.8.2 Connect at least an 18-gauge wire from J1-5 (item 10) of master unit to slave unit J1-5 (item 10).

2.8.3 Connect at least an 18-gauge wire (ground) from one chassis to the other chassis.

2.8.4 Connect at lease an 18-gauge wire from PCB#1, J3 (by LED1) of master unit to slave unit PCB #1, J3 (by LED1).

2.8.5 Use a single breaker for supply power to all controllers.

2.8.6 Use only one (1) photocell for one (1) system.

2.8.7 Follow standard instructions provided in the manual supplied with the controller.
3.0 THEORY OF OPERATION

3.1 THE POWER SUPPLY

The AC line is sent to transformers T1, and T2 through fuse F2, MOVMOD1, and relay K1. In order for K1 to energize and complete the circuit to T1, the safety interlock switch CSS, BSS, must be closed. The BSS switch is located in the beacon. In order for the system to operate, the beacon and the power supply must be closed and secured.

Transformer T1 secondary output is around 1,100V AC. These outputs are sent to the high voltage rectifier PCB (PCB #2) and converts the 1,100V AC to around +550V DC and -550V DC in daymode, and +750V DC and -550V DC in nightmode. This high voltage is then used to charge the energy storage capacitor C102 through current limiting resistors R31, T3 and steering diode D5 for nightmode operation.

Energy storage capacitors bank C103-110 is used for the daymode operation and are connected to the high voltage through the normally closed contacts of relay K5. When the light level drops below 3 foot candles the photocell supplies 120V AC to relay K5, which removes C103-110 from the discharge path leaving capacitor C102 in the circuit for nightmode operation. The energy storage capacitor banks are connected to the flashtube through the interconnecting tower wiring.

3.2 THE FLASHTUBE

The flashtubes FT1 (daymode) and FT2 (nightmode) are quartz tubes containing two (2) electrodes each. The electrode at the positive (+) end is called the anode and is connected to the positive side of the storage capacitors through inductor L1, and L2. The electrode at the negative (-) end of the tube is called the Cathode and is connected to the negative side of the energy storage capacitors banks.
The flashtube contains a gas called Xenon. When the high voltage energy in the storage capacitors is connected to the flashtube, nothing will happen since Xenon in its natural state is not a conductor of electricity. However, when a very short duration high voltage pulse is impressed on the trigger element of the tube (via the power supply and trigger transformers T4 and T5), the Xenon gas is ionized and thereby becomes a good conductor of electricity. This allows the electrical energy in the storage capacitors to discharge rapidly through the flashtube, which converts this energy to light energy and heat energy. When the voltage stored in the capacitors discharges to a low level, the Xenon gas can no longer sustain conduction and since the short trigger pulse is gone by this time, it deionizes returning to its nonconducting state until another trigger pulse arrives to repeat the process. Meanwhile, the storage capacitor is being recharged by the transformer and the high voltage rectifiers.

3.3 TIMING CIRCUIT

The timing circuit is contained entirely on PCB #1. The timing circuit has its own power supply. This circuit converts the AC voltage to approximately 12V DC, which is used to supply all of the components in this circuit. It uses this low voltage DC to generate pulses that control the flash rate of the flashtube. It actually generates two (2) groups of pulses. The first is a pulse approximately once every 1.5 seconds to operate the flashtube during daylight hours. The second is a burst at 50 Hz to elongate the apparent flash during the night time hours at reduced flash energy.

3.4 TRIGGER CIRCUIT

The trigger circuit is supplied by transformer T2 secondary windings. The 250V AC is converted to DC, which is stored in a storage capacitor much like the action of the high voltage circuit. The main difference is that the storage capacitor is much smaller. The trigger circuit receives the pulses generated by the timing circuit. It releases its stored energy with each pulse and delivers it to the flashtube's trigger element to initiate each flash.

3.5 ALARM CIRCUITS

3.5.1 White Strobe Failure (SF)

White Strobe Failure alarm circuit monitors each flash of the daymode flashtube within the beacon. If the flashtube fails to flash (for any reason), the alarm circuit operates relay K7 (on PCB #3) that the customer can connect to their alarm transmitting devices. The alarm point can be accessed on J3, of PCB #3.
3.5.2 Red Strobe Failure (RF)

Red Strobe Failure alarm circuit monitors each flash of the nightmode flashtube within the beacon. If the flashtube fails to flash (for any reason), the alarm circuit operates relay K8 (on PCB #3) that the customer can connect to their alarm transmitting devices. The alarm point can be accessed on J3, of PCB #3.

3.5.3 Power Failure (PF)

The power failure alarm relay is energized during normal operation. Should the power be removed for any reason, then relay K1 would drop, creating an alarm for the customer alarm-transmitting device. The alarm point can be accessed on J3, of PCB #3.

3.5.4 Photocell (PC)

The photocell alarm relay K4 is energized whenever the photocell or SW1 is on. This relay will allow the customer to monitor the modes of operation to determine if switch from day to nightmode has occurred. The monitor point can be accessed on J3, of PCB #3.

3.5.4.1 To test daymode operation in night time, set SW1 switch in the middle position. Make sure to switch downward to “NORMAL” position after testing.

3.5.5 Sidelight Alarm (SA)

Module M1 monitors the current to the sidelights. This module can monitor one (1) to five (5) 116W lamps. Factory setting is generally for three (3) lamps. When the current falls to two (2) lamps (1 lamp less than the factory setting), then the onboard relay will engage, creating an alarm that is then sent to PCB #3.
3.6 BLEEDER CIRCUIT

The bleeder circuit is the most important safety item in this system. It consists of resistor R32 connected to the high voltage storage capacitor through relay K2. When the AC line voltage is turned off, the relay will close, allowing the resistors to discharge the high voltage stored in the capacitor banks below 50V in 30 seconds. It also has auxiliary bleeder resistor R33 connecting day capacitors directly.

**CAUTION**

NEVER RELY ON THIS CIRCUIT TO RENDER THIS SYSTEM HARMLESS. ANY DEFECT IN THIS CIRCUIT COULD ALLOW A HAZARDOUS HIGH VOLTAGE CHARGE TO REMAIN ON THE STORAGE CAPACITORS. ALWAYS WAIT AT LEAST 30 SECONDS AFTER POWER HAS BEEN TURNED OFF BEFORE STARTING ANY WORK ON THIS SYSTEM. ALWAYS MEASURE THE VOLTAGE ON THE STORAGE CAPACITORS WITH A VOLTOMETER BEFORE STARTING ANY OTHER WORK ON THIS SYSTEM. NEVER ATTEMPT TO DEFEAT THE SAFETY INTERLOCKS.

3.7 STROBE DIAGNOSTIC CIRCUITS

The diagnostic circuit is provided as a means of making system checks and maintenance more convenient. This circuit is entirely contained on PCB #1, and PCB #2. The circuits that are contained on PCB #1, and PCB #2 are as follows:

3.7.1 Control Power On

Line from the 120V AC input is sent through F2, safety switches CSS, BSS, isolation transformer T2, and fuse f1 on PCB #1. Once this low voltage is at PCB #1, it is rectified, and then sent to LED4 (D5). If, for any reason, power is interrupted, (beacon opened, controller door open, blown fuses, failed relay, etc.) LED4 would be extinguished.

3.7.2 High Voltage

The Cathode side of the high voltage HV is routed through a current limiting resistor (R201). When the unit is in daymode, D14 will be at full brightness when the capacitors are at full charge, but dims with the discharging of the storage capacitors. A constant intensity indicates that high voltage is present but capacitors are not discharging (check other indicators for fault). When the red LED fails to glow, then the high voltage is no longer present.
3.7.3 Trigger Voltage

The trigger voltage from fuse F3 is sent to PCB #2, current limiting resistor R1, and PCB #1's, LED6 (D11). Under normal circumstances, the LED should be at full brightness when the trigger capacitor is at full charge and indicating voltage to be normal, but dims with trigger capacitor discharge (light flashing). An absence of this indication means that the voltage is no longer present.

3.7.4 Nightmode

Output voltage from the photocell (SSR1) is connected to the coil of relay K4 on PCB #3. Whenever the photocell senses the darkness or switch SW1 is on, relay K4 will energize, thereby sending 120V to relay K2, on PCB #1. Relay K2 will supply 12V DC to the timing circuit as well as LED7 (D7). LED7 will glow a constant red when in the nightmode.

3.7.5 Operation Timing

The operation timing pulses are received at LED8 (D12). LED8 will flash according to the pulses received from the timing circuit. If LED8 fails to flash, then check LED9 (D28) for timing operation. The strobe unit should produce 40 (+/- 2) pulses per minute in daymode or nightmode back-up operation. The strobe unit in nightmode operation should produce 22 (+/- 2) pulses per minute.

3.7.6 Timing Signal Verify

Timing pulses (either primary or secondary) are received at LED9 (D28). The LED will flash according to the pulses received from the timing circuit. In the unlikely event that this LED is out, then total timing failure has occurred.

3.7.7 Flash Verified

Current from the Cathode side of the flashtube (FTC) is sent through the current sensing transformer T4 on PCB #1. T4 will send a pulse to the gate of the SCR's Q13, and turn it on. Capacitor C15, via Q13, will send voltage to LED1 (D20). After each confirmed flash, LED1 will blink. Absence of a blinking LED signifies that strobe beacon has ceased to flash.

3.7.8 Strobe Fail Test

On PCB #1, switch S1, when turned up, cuts off the timing signal to the trigger circuit and extinguishes LED8 (D12). At this time a strobe alarm should be received at J3. The normal position of switch S1 is off (switch downward).
4.0 TROUBLESHOOTING

Much of the troubleshooting of this system will consist of correcting a "beacon out" situation. There may also be a failure mode where the flashtube is still flashing, but at the wrong rate or the wrong intensity.

You must study and understand the safety messages and the theory of operation before attempting any service on this system. Servicing this system must be done by qualified personnel only.

4.1 TOOL REQUIREMENTS

In order to be prepared to trouble shoot or repair this system, a minimum amount of tools and equipment will be required. A recommendation list includes:

1) 5/16 Flat Electrician's Screwdriver 1) 5/32 Allen Wrench
1) #2 Phillips Screwdriver 1) Needle Nose Pliers
1) Nut Driver or Socket Set 1) Precision Flat Screwdriver
1) Multi meter - Analog or Digital 600V AC / 1,000V DC Minimum

4.2 DIAGNOSTIC EVALUATION

The first step in troubleshooting of this system or performing annual maintenance will require the technician to open the controller door. With the power off to the controller, the technician should look over the controller circuit, and repair or replace any apparent problems such as loose wire connections, corroded terminations, or burnt parts. After the initial visual checks have been completed, restore power to the controller and pull out on the plunger of the cabinet safety switch (CSS) located at the right edge of the enclosure. Observe at this time the LEDs located on PCB #1, and PCB #2. Determine, by observation of these LED indicators, if the controller is performing to normal operation.

LEDs on PCB #1 are numbered from top to bottom, 1-9. LEDs on PCB #2 are numbered from top to bottom, D14 - D16. (See drawings H02-329, and H01-329.)
4.3 TROUBLESHOOTING ASSISTANCE

4.3.1 Flash Verify LED (LED 1) - Out

4.3.1.1 Observe high voltage LED (D14) on the same beacon circuit to determine if it is available. If the LED is dim or out completely, then check the high voltage capacitor bank (C103 - C110 daymode, C102 nightmode) for a short. If no capacitor is found to be shorted, check the resonant cap (C101) for a short. Disconnect strobe cable to see if D14 illuminates. Need to verify if bleeder relay is operating properly. If the LED is at full illumination, go to the next step.

4.3.1.2 Check the status of trigger LED6. If LED is dim or off, check fuse F3. If blown, replace with exact type of fuse. If the fuse blows again, check PCB #1, and PCB #2. Replace as necessary. If LED is okay, go to the next step.

4.3.1.3 If steps 4.3.1.1, and 4.3.1.2 check out okay, check or re-lamp the beacon.

4.3.2 Control Power on LED (LED 4) - Out

4.3.2.2 Check interlock circuit for an open circuit. If open, make the necessary repairs. If okay, check fuse F2 in the cabinet. Replace if bad.

4.3.3 Timing LED (LED 9) – Out

4.3.3.1 Observe the status of the timing LED8. If the LED is dim or out completely, check LED9, and if dim or out, check 18V AC between P1-13, 14 (Item 12). If yes, replace PCB #1. If one (1) or both are lit, you should have timing.

4.3.4 False or Nonexistent Beacon Alarm (SF)

4.3.4.1 If alarm trips when the system appears to be working normally or fails to show an alarm when there is an obvious failure, check PCB #1, P1-4, and P1 – 10, for 120V AC output. If voltage is okay, go to the next step.
4.3.4.2 Check relay K7 coil for an open condition. Normal resistance should be around 2K ohm. If coil is open, replace K7.

4.3.4.3 The time delay between an actual failure and the point where the relay trips is pre-set at the factory or about nine (9) seconds. This delay period can be tested by placing the control board (PCB #1) test switch to “ON.”

4.3.5 False or Nonexistent Beacon Alarm (RF)

If alarm trips when the system appears to be working normally or fails to show an alarm when there is an obvious failure, check relay K8 coil for an open condition. Normal resistance should be around 2K ohm. If coil is open, replace K8.

4.3.6 No Red Strobe Operation

4.3.6.1 Check if switch SW2 is on. If switch is off, turn switch to the on position (upward). If okay, go to the next step.

4.3.6.2 Turn switch SW1 to the on position (upward). On the breaker at the service panel to the lights, turn off then back on. If the beacon comes on then the unit fail-safes back to the white back-up mode of operation, then replace the red mode flashtube.
5.0 MAINTENANCE GUIDE

**WARNING - HIGH - VOLTAGE**

THIS SYSTEM OPERATES AT HIGH VOLTAGE LEVELS THAT COULD BE LETHAL TO SERVICE PERSONNEL. ALL INSTALLATION AND MAINTENANCE WORK SHOULD BE DONE BY QUALIFIED SERVICE PERSONNEL. READ AND UNDERSTAND THE THEORY OF OPERATION AND ITS SAFETY MESSAGES BEFORE ATTEMPTING INSTALLATION OF THIS SYSTEM. DO NOT ATTEMPT TO DEFEAT THE INTERNAL SAFETY DEVICES.

Tools Required: #2 Phillips Screwdriver
3/16 Flat Blade Screwdriver

5.1 FLASHTUBE REPLACEMENT

The only required maintenance needed to be performed is the replacement of the flashtubes every four (4) years. By following these instructions, maximum safety and performance can be achieved.

5.1.1 Loosen the single quick open bolt located on upper hinge assembly.

5.1.2 Open the lens and tilt it back.

ALWAYS WAIT AT LEAST 30 SECONDS AFTER OPENING THE BEACON BEFORE STARTING ANY WORK ON THE BEACON.

5.1.3 Loosen the three (3) socket screws with a #2 Phillips screwdriver to remove lamp.

5.1.4 Install the new nightmode flashtube making sure that the pins are aligned with the socket. Make sure tube is flush on the socket.

5.1.5 Tighten the socket screws snug, then 1/4 turn more.

5.1.6 Open the internal hatch plate latch and let it recline open.

5.1.7 Disconnect the cable running through the tube from the 10 position terminal block located at the base of the fixture.
5.1.8 Loosen the three (3) socket screws with a #2 Phillips screwdriver.

5.1.9 To remove the flashtube, slide the lamp down to the cable.

5.1.10 To install a flashtube, slide the lamp over the connector on to the cable with lamp in the base up position.

5.1.11 Insert the flashtube with the pins aligned with the socket.

5.1.12 Tighten the socket screws snug, then 1/4 turn more.

5.1.13 Reconnect cable connection. Make sure to follow the color codes on the cable to the terminal block.

5.1.14 Close the hatch and latch securely.

5.1.15 Close the upper hinge assembly and latch securely.

5.2 RED OBSTRUCTION LIGHTING

The only required maintenance needed to be performed is replacement of the lamps in the L-810 fixture. Lamps should be replaced after being operated for not more than 75% of the rated life or immediately upon failure as per FAA Advisory Circular 70/7460-1K. By following these instructions, maximum safety and performance can be achieved.

Tools Required: None

5.2.1 LAMP REPLACEMENT

5.2.1.1 Unclasp the two (2) latches and let the bail recline back.

5.2.1.2 Lift the lens up and over the lamp letting the lens hang from the safety cable.

5.2.1.3 Unscrew the lamp counter-clockwise and remove.

5.2.1.4 Install the new lamp by screwing the lamp clockwise.

5.2.1.5 Reinstall the lens making sure it is seated properly on the base.

5.2.1.6 Reclasp the two (2) latches.
5.3 PHOTOCELL

The photocell is a sealed unit. No maintenance is needed or required other than replacement as necessary.
# E-1DB2 CONTROLLER

## 6.0 MAJOR COMPONENTS LIST

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# E-1DB2 CONTROLLER

## 7.0 SUGGESTED SPARE PARTS LIST

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**TWR Lighting, Inc.**

**Enlightened Technology™**

Warranty & Return Policy

**TWR Lighting, Inc. (“TWR”) warrants its products (other than “LED Product”)** against defects in design, material (excluding incandescent bulbs) and workmanship for a period ending on the earlier of two (2) years from the date of shipment or one (1) year from the date of installation.

**TWR Lighting, Inc. (“TWR”) warrants its “LED Product”** against defects in design, material and workmanship for a period of five (5) years from the date of shipment. TWR, at its sole option, will, itself, or through others, repair, replace or refund the purchase price paid for “LED Product” that TWR verifies as being inoperable due to original design, material or workmanship. All warranty replacement “LED Product” is warranted only for the remainder of the original warranty of the “LED Product” replaced. Replacement “LED Product” will be equivalent in function, but not necessarily identical, to the replaced “LED Product.”

**TWR Lighting, Inc. (“TWR”) warrants its “LED Product”** against light degradation for a period of five (5) years from the date of installation. TWR, at its sole option, will, itself, or through others, repair, replace or refund the purchase price paid for “LED Product” that TWR verifies as failing to meet 70% of the minimum intensity requirements as defined in the FAA Advisory Circular 150/5345-43E dated 10/19/95. All warranty replacement “LED Product” is warranted only for the remainder of the original warranty of the “LED Product” replaced. Replacement “LED Product” will be equivalent in function, but not necessarily identical, to the replaced “LED Product.”

Replacement parts (other than “LED Product”) are warranted for 90 days from the date of shipment. Conditions not covered by this Warranty, or which might void this Warranty are as follows:

- Improper Installation or Operation
- Misuse
- Abuse
- Unauthorized or Improper Repair or Alteration
- Accident or Negligence in Use, Storage, Transportation, or Handling
- Any Acts of God or Nature
- Non-OEM Parts
  The use of non-OEM parts or modifications to original equipment design will void the manufacturer warranty and could invalidate the assurance of complying with FAA requirements as published in Advisory Circular 150/5345-43.

**Field Service** – Repairs are warranted for 90 days from the date of service, except where TWR has made recommendations that were not adhered to that may cause premature failure on previous repairs. Labor, Travel, and Tower Climb are not covered under warranty. Customer shall be obligated to pay for all incurred charges not related to warranty. All warranty repairs are performed by trained TWR personnel, or dispatched through an extensive network of certified and insured Service Representatives.
Return Policy

Return Terms – You must first contact our Customer Service Department at 713-973-6905, to acquire a Return Merchandise Authorization (RMA) number in order to return the product(s). Please have the following information available when requesting an RMA number:

- The contact name and phone number of the tower owner
- The contact name and phone number of the contractor
- The site name and number
- The part number(s)
- The serial number(s) (if any)
- A description of the problem
- The billing information
- The Ship To address

This RMA number must be clearly visible on the outside of the box. If the RMA number is not clearly labeled on the outside of the box, your shipment will be refused. Please ensure the material you are returning is packaged carefully. The warranty is null and void if the product(s) are damaged in the return shipment.

All RMAs must be received by TWR LIGHTING, INC., 4300 WINDFERN RD #100, HOUSTON TX 77041-8943, within 30 days of issuance.

Upon full compliance with the Return Terms, TWR will replace, repair and return, or credit product(s) returned by the customer. It is TWR’s sole discretion to determine the disposition of the returned item(s).

Replacements – Replacement part(s) will be shipped and billed to the customer for product(s) considered as Warranty, pending return of defective product(s). When available, a certified reconditioned part is shipped as warranty replacement with a Return Merchandise Authorization (RMA) number attached. Upon receipt of returned product(s), inspection, testing, and evaluation will be performed to determine the cause of defect. The customer is then notified of the determination of the testing.

- Product(s) that is deemed defective and/or unrepairable and covered under warranty - a credit will be issued to the customer’s account.

- Product(s) found to have no defect will be subject to a $60.00 per hour testing charge (1 hour minimum), which will be invoiced to the customer. At this time the customer may decide to have the tested part(s) returned and is responsible for the return charges.

- Product(s) under warranty, which the customer does not wish returned, the customer will be issued a credit against the replacement invoice.
Repair & Return – A Return Merchandise Authorization (RMA) will be issued for all part(s) returned to TWR for repair. Upon receipt of returned product(s), inspection, testing and evaluation will be performed to determine the cause of defect. The customer is then notified of the determination of the testing. If the returned part(s) is deemed unrepairable, or the returned part(s) is found to have no defect, the customer will be subject to a $60.00 per hour testing charge (1 hour minimum), which will be invoiced to the customer. Should the returned parts be determined to be repairable, a written estimated cost of repair will be sent to the customer for their written approval prior to any work being performed. In order to have the tested part(s) repaired and/or returned, the customer must issue a purchase order and is responsible for the return shipping charges.

Return to Stock – Any order that is returned to TWR for part(s) ordered incorrectly by the customer, or unneeded upon receipt, the customer is required to pay a 20% restocking fee. A credit will be issued once it is determined that the Return Terms are met.

Credits – Credits are issued once it is determined that all of the Warranty and Return Terms are met. All credits are processed on Fridays. In the event a Friday falls on a Holiday, the credit will be issued on the following Friday.

Freight – All warranty replacement part(s) will be shipped via ground delivery and paid for by TWR. Delivery other than ground is the responsibility of the customer.

REMEDIES UNDER THIS WARRANTY ARE LIMITED TO PROVISIONS OF REPLACEMENT PARTS AND REPAIRS AS SPECIFICALLY PROVIDED. IN NO EVENT SHALL TWR BE LIABLE FOR ANY OTHER LOSSES, DAMAGES, COSTS OR EXPENSES INCURRED BY THE CUSTOMER, INCLUDING, BUT NOT LIMITED TO, LOSS FROM FAILURE OF THE PRODUCT(S) TO OPERATE FOR ANY TIME, AND ALL OTHER DIRECT, INDIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING ALL PERSONAL INJURY OR PROPERTY DAMAGE DUE TO ALLEGED NEGLIGENCE, OR ANY OTHER LEGAL THEORY WHATSOEVER. THIS WARRANTY IS MADE BY TWR EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED. WITHOUT LIMITING THE GENERALITY OF THE FORGOING, TWR MAKES NO WARRANTY OF MERCHANTABILITY OR FITNESS OF THE PRODUCT(S) FOR ANY PARTICULAR PURPOSE. TWR EXPRESSLY DISCLAIMS ALL OTHER WARRANTIES.
RETURN MERCHANDISE AUTHORIZATION (RMA) FORM

RMA#: __________________________ DATE: __________________________

CUSTOMER: _______________________________________________________
                                                                
                                                                
CONTACT: ______________ PHONE NO.: __________________________

ITEM DESCRIPTION (PART NO.): ______________________________________
                                                                

MODEL NO.: ___________________ SERIAL NO.: ______________________

ORIGINAL TWR INVOICE NO.: __________ DATED: ________________

DESCRIPTION OF PROBLEM: __________________________________________


SIGNED ___________________________ DATE NEEDED ________________

RETURN ADDRESS: ________________________________________________


PLEASE RETURN PRODUCT TO: 4300 WINDFERN RD #100 HOUSTON TX 77041-8943
RETURN MERCHANDISE AUTHORIZATION (RMA) FORM

RMA#: ___________________________ DATE: ___________________________

CUSTOMER: ______________________________________________________

_______________________________________________________________

CONTACT: ______________ PHONE NO.: __________________________

ITEM DESCRIPTION (PART NO.):____________________________________

_________________________________________________________________

MODEL NO.: ___________________ SERIAL NO.: ______________________

ORIGINAL TWR INVOICE NO.: ___________ DATED: _____________

DESCRIPTION OF PROBLEM: _________________________________

_________________________________________________________________

_________________________________________________________________

SIGNED __________________________ DATE NEEDED ______________

RETURN ADDRESS: ________________________________________________

_________________________________________________________________

PLEASE RETURN PRODUCT TO: 4300 WINDFERN RD #100 HOUSTON TX 77041-8943
ITEM #   DESCRIPTION
1  BEACON L-864/L-865 DUAL RED/WHITE STROBE
2  POWER SUPPLY E-1DB2
3  WATER TIGHT CABLE CONNECTOR WITH SEALING GLAND.
4  ENTRANCE HUB 3/4" (19.055mm)
5  ENTRANCE HUB 1-1/4" (31.75mm)
6  RIGID GALVANIZED CONDUIT OR STROBE CABLE.
7  6390 FAA-2 PHOTOCELL

NOTES:

A  POWER SUPPLY IS NORMALLY MOUNTED AT GROUND LEVEL ON TOWER. IT CAN ALSO BE MOUNTED INDOORS. RECOMMENDED MOUNTING HEIGHT IS 48" (1219.512mm) TO BOTTOM OF THE ENCLOSURE FOR EASE OF MAINTENANCE.

B  MOUNT BEACON HINGES SO LENS WILL OPEN UNOBSTRUCTED BY STRUCTURE.

C  POWER SUPPLY DETAIL FOR LB64/LB65 MODEL NO. E1DB2 LIGHTING CONTROLLER.
NOTES:
1. THIS CONTROLLER CAN BE MOUNTED INDOOR OR OUTDOOR.
2. IT IS HIGHLY RECOMMENDED TO MOUNT A LIGHTING ROD AT THE TOP LEVEL.
3. FOR MORE DETAILS REFER TO DRAWINGS H00-329 (HOUSING DETAILS), 600-04 (LIGHT KIT CABLE RUN), AND T1369 (LIGHT KIT ONLY CONDUIT RUN).

TYPICAL SITE LAYOUT.
NOTES:

1. ITEM #7 CAN BE USED TO REDUCE 3/4" CONDUIT TO 1/2" CONDUIT AT THE HOUSING OR AT THE CONTROLLER ITSELF.

2. IF ADDITIONAL WIRE IS REQUIRED OVER THE FACTORY 20', USE THE FOLLOWING CHART.

   - 21' TO 300' - 16 AWG TFFN
   - 301' TO 500' - 14 AWG TFFN

3. WIRE CONNECTIONS ARE TO BE TINNED AT ITEM 3.
**BILL OF MATERIALS**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>QTY.</th>
<th>TWR PART NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>OL1/LED</td>
<td>3/4&quot; OBSTRUCTION LIGHT</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>T27CG</td>
<td>3/4&quot; CONDUIT W/COVER AND GASKET</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>F134-30</td>
<td>3/4&quot; 30° ELBOW</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>N3413</td>
<td>3/4&quot; x 3&quot; NIPPLE</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>HC402</td>
<td>3/4&quot; NO THREAD CONNECTOR</td>
</tr>
<tr>
<td>6</td>
<td>5</td>
<td>A314</td>
<td>3/4&quot; CONDUIT LOCKNUTS</td>
</tr>
<tr>
<td>7</td>
<td>30'</td>
<td>CONDUIT34</td>
<td>3/4&quot; CONDUIT</td>
</tr>
</tbody>
</table>

* = ITEMS NOT SHOWN

**NOTES:**

1. THIS DRAWING IS A TYPICAL INSTALLATION DETAIL FOR 3 OL-1 PER LEVEL SYSTEM.
2. IN VIEW C ITEM NUMBER 3 MAY BE OMITTED WHEN ARRANGING FOUR LEG TOWERS.
3. ITEMS #7 CUT TO LENGTH FOR PROPER EXTENSION OF OL1 FROM STRUCTURE (6"-12"). ATTACH ITEM #6 TO UNTURED CONDUIT TO COMPLETE ASSEMBLY.
4. USE COUPLING THAT IS PROVIDED BY ITEM #7.
5. GREEN WIRE USED ONLY ON LED SIDELIGHTS

---

**SLASSM**

**SIDELIGHT MOUNT ASSEMBLY**

(10" FACE WIDTH MAX W/30" CONDUIT LISTED)

---

**TWR Lighting, Inc.**

Enlightened Technology

---

**DATE:** 04/05/07

**REVISION:** [A] UPDATED TO LED
<table>
<thead>
<tr>
<th>TAG NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1...D5</td>
<td>3W 2.5 RECTIFIER SCD25D0V2A</td>
</tr>
<tr>
<td>R201</td>
<td>1.5 MO 2W RESITOR STA08014</td>
</tr>
<tr>
<td>D14</td>
<td>HIGH VOLTAGE INDICATOR STD05001</td>
</tr>
<tr>
<td>D16</td>
<td>TRIGGER VOLTAGE INDICATOR STD05002</td>
</tr>
<tr>
<td>R1</td>
<td>TRIGGER RESISTR 10K 1W STA08001</td>
</tr>
<tr>
<td>D10...D13</td>
<td>D10DE STD01006</td>
</tr>
<tr>
<td>R203</td>
<td>RESISTER 270K 1/4W STA02014</td>
</tr>
</tbody>
</table>

![Diagram](image-url)
**CURRENT MEASUREMENT RELAY**

**OUTPUT TO LOAD**
**CONTROL VOLTAGE INPUT**

<table>
<thead>
<tr>
<th>QTY.</th>
<th>PART NO.</th>
<th>INPUT</th>
<th>#1</th>
<th>#2</th>
<th>#3</th>
<th>#4</th>
<th>PRD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>860-1R01-001</td>
<td>B2</td>
<td>40</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>DIALIGHT</td>
</tr>
<tr>
<td>1</td>
<td>LEDBEACON</td>
<td>B1</td>
<td>32</td>
<td>12</td>
<td>100</td>
<td>&lt;30</td>
<td>DIALIGHT</td>
</tr>
<tr>
<td>2</td>
<td>LEDBEACON</td>
<td>B2</td>
<td>30</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>DIALIGHT</td>
</tr>
<tr>
<td>2</td>
<td>STDLEDACON</td>
<td>B2</td>
<td>30</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>DIALIGHT</td>
</tr>
<tr>
<td>2</td>
<td>LEDBEACON</td>
<td>B1</td>
<td>30</td>
<td>15</td>
<td>100</td>
<td>&lt;30</td>
<td>ORGA</td>
</tr>
<tr>
<td>2</td>
<td>LEDBEACON</td>
<td>B1</td>
<td>30</td>
<td>15</td>
<td>100</td>
<td>&lt;30</td>
<td>ORGA</td>
</tr>
<tr>
<td>3</td>
<td>LEDBEACON2</td>
<td>B2</td>
<td>50</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>ORGA</td>
</tr>
<tr>
<td>1</td>
<td>116A2T5S</td>
<td>B1</td>
<td>30</td>
<td>15</td>
<td>100</td>
<td>&lt;30</td>
<td>TWR</td>
</tr>
<tr>
<td>2</td>
<td>116A2T5S</td>
<td>B2</td>
<td>30</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>TWR</td>
</tr>
<tr>
<td>3</td>
<td>116A2T5S</td>
<td>B2</td>
<td>50</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>TWR</td>
</tr>
<tr>
<td>4</td>
<td>116A2T5S</td>
<td>B3</td>
<td>50</td>
<td>5</td>
<td>100</td>
<td>&lt;30</td>
<td>TWR</td>
</tr>
<tr>
<td>6</td>
<td>116A2T5S</td>
<td>B3</td>
<td>36</td>
<td>15</td>
<td>100</td>
<td>&lt;30</td>
<td>TWR</td>
</tr>
</tbody>
</table>

**FUNCTIONS**

1. Adjustment of current threshold as % of setting range max. ±5%
2. Hysteresis adjustment from 5 to 30 % ▲.
3. Fine adjustment of time delay as % of setting range max. value.
4. 10-position switch combining
   -- selection of the timing range: 1 s, 3 s, 10 s, 30 s, no time delay.
   -- selection of overcurrent (>) or undercurrent (<) detection. See table below.

R  Yellow LED: indicates relay state (Off for de-energized relay, On for energized).
U  Green LED: indicates that supply to the RM4 is present.

**Detailed Positions for Switch 4**

<table>
<thead>
<tr>
<th>Switch Position</th>
<th>Function</th>
<th>Time Delay (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 0</td>
<td>Undercurrent detection</td>
<td>No time delay</td>
</tr>
<tr>
<td>&lt; 1</td>
<td>Undercurrent detection</td>
<td>0.05 to 1 s</td>
</tr>
<tr>
<td>&lt; 3</td>
<td>Undercurrent detection</td>
<td>0.15 to 3 s</td>
</tr>
<tr>
<td>&lt; 10</td>
<td>Undercurrent detection</td>
<td>0.5 to 10 s</td>
</tr>
<tr>
<td>&lt; 30</td>
<td>Undercurrent detection</td>
<td>1.5 to 30 s</td>
</tr>
<tr>
<td>&gt; 0</td>
<td>Overcurrent detection</td>
<td>No time delay</td>
</tr>
<tr>
<td>&gt; 1</td>
<td>Overcurrent detection</td>
<td>0.05 to 1 s</td>
</tr>
<tr>
<td>&gt; 3</td>
<td>Overcurrent detection</td>
<td>0.15 to 3 s</td>
</tr>
<tr>
<td>&gt; 10</td>
<td>Overcurrent detection</td>
<td>0.5 to 10 s</td>
</tr>
<tr>
<td>&gt; 30</td>
<td>Overcurrent detection</td>
<td>1.5 to 30 s</td>
</tr>
</tbody>
</table>

▲ = Value of current between energization and de-energization of the output relay (% of the current threshold to be measured).
■ = Selection by switch on front face

*Due to current draw tolerances slight adjustments to setting #1 may be needed for proper alarming.*
TWR Lighting, Inc.

FAA Approved L–810
Single Obstruction Light Side Hub
OL1

For use as an obstruction light on towers, building, bridges, cooling towers. Meets or exceeds all FAA specs as found in AC 150/5345–43 Type L–810.

Our most popular light. The side hub allows for a straight run of conduit from the junction box for hook up.

High temperature, ultra pure FAA approved Aviation red, blue, yellow, or clear glass fresnel lens.

Can be used steady burning or flashing.

Can be used steady burning or flashing.

Neoprene gasket for weatherproofing.

Copper free aluminum casting and all stainless steel latches and hardware for corrosion protection.

High quality porcelain receptacle.

Specify conduit size 3/4”, 1”, 1-1/4” NPT (19.055mm), (25.407mm), (31.756mm)

Stainless steel safety cable.

No special tools required for maintenance.

General Specifications

Height 7.5 inches (19.055 cm)
Weight 3 lbs (1360.442g)
Power 120, 230, or 240 volts AC
Uses 116W, 120V or 240V bulbs
Bulbs sold separately

TWR Lighting, Inc.
4300 Windfern Rd. #100
Houston, Tx., 77041-8943
Phone: (713)973-6905
Fax: (713)973-9352
WEB SITE: http://www.twrlighting.com
©2003 TWR Lighting, Inc.
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>QTY.</th>
<th>TWR PART NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>AP35222</td>
<td>RED SIDELIGHT GLASS</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>'05C</td>
<td>SINGLE SIDELIGHT BODY</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>'06C</td>
<td>LENS HOLDER RING</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>'2V245</td>
<td>OIL LENS CUP</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>832X14PH</td>
<td>8-32 X 1/4&quot; PH S.S. SLOT</td>
</tr>
<tr>
<td>6</td>
<td>2</td>
<td>0C255SS</td>
<td>SIDELIGHT LATCHES</td>
</tr>
<tr>
<td>7</td>
<td>1</td>
<td>7X7SS</td>
<td>1/16&quot; 7 X 7 S.S. WIRE</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>A1A</td>
<td>STAKON CRIMP</td>
</tr>
<tr>
<td>9</td>
<td>1</td>
<td>OLG</td>
<td>OIL GASKET</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
<td>'9062</td>
<td>SIDELIGHT RECEPTACLE</td>
</tr>
<tr>
<td>11</td>
<td>4</td>
<td>'8PRSS</td>
<td>1/8 POP RIVETS</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>A314</td>
<td>3/4&quot; CONDUIT LOCKNUT</td>
</tr>
<tr>
<td>13</td>
<td>2</td>
<td>'04G</td>
<td>WHITE TEFLOON WASHER</td>
</tr>
<tr>
<td>14</td>
<td>2</td>
<td>832X34PH</td>
<td>8-32 X 3/4&quot; S.S. RH SLOT</td>
</tr>
<tr>
<td>15</td>
<td>1</td>
<td>'00327</td>
<td>OIL-1 SERIAL NUMBER LABEL</td>
</tr>
<tr>
<td>16</td>
<td>1</td>
<td>'16A21TS</td>
<td>116W-120V LAMP (TYP.)</td>
</tr>
</tbody>
</table>

**=PART NOT SHOWN
~~=PART SOLD SEPARATELY

NOTE:
1. FAA APPROVED LIGHT USES THE 116A21TS LAMP. OTHER LAMPS ARE AVAILABLE TO MEET YOUR APPLICATION.

OL1
3/4" OL-1 SIDE HUB
ASSEMBLY DETAIL (PART #OL1)

TWR Lighting, Inc.
Enlightened Technology

DATE: 05/13/03
UPDATED B.O.M.

LTR: REVISION

209-06
J8-5 AND J8-0
3/4" JUNCTION BOX

J8-8 AND J8-8R
1" JUNCTION BOX

NOTES:

1) DRAWING ILLUSTRATES METHOD OF STRAIN RELIEVING WIRES. USE THIS METHOD ON ALL JUNCTION BOXES.

2) THE NATIONAL ELECTRICAL CODE - ARTICLE 300-19-B3 REQUIRES CONDUCTORS IN A VERTICAL CONDUIT TO BE SUPPORTED TO RELIEVE STRAIN ON TERMINAL BLOCK CONNECTIONS.

3) SKETCH ILLUSTRATES METHOD OF STRAIN RELIEVING A SINGLE CONDUCTOR. SEVERAL CONDUCTORS MAY BE GROUPED TOGETHER.

4) CONDUCTORS MAY BE MIXED BUT SHOULD NOT TAKE UP MORE THAN 40% OF CONDUIT'S INSIDE AREA.

USING THIS JUNCTION BOX METHOD SPACING IS 100 FEET MAXIMUM.

<table>
<thead>
<tr>
<th>AWG</th>
<th>MAX. NUMBER WIRES IN 3/4&quot; CONDUIT</th>
<th>MAX. NUMBER WIRES IN 1&quot; CONDUIT</th>
<th>WIRE AREA</th>
<th>WEIGHT PER 100 FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 THHN</td>
<td>16</td>
<td>26</td>
<td>0.0117</td>
<td>2.50</td>
</tr>
<tr>
<td>10 THHN</td>
<td>10</td>
<td>17</td>
<td>0.0184</td>
<td>4.10</td>
</tr>
<tr>
<td>8 THHN</td>
<td>6</td>
<td>9</td>
<td>0.0373</td>
<td>6.70</td>
</tr>
<tr>
<td>6 THHN</td>
<td>4</td>
<td>7</td>
<td>0.0519</td>
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<tr>
<td>4 THHN</td>
<td>2</td>
<td>4</td>
<td>0.0845</td>
<td>16.20</td>
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</table>