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 #

SERIAL #

PURCHASE DATE

PURCHASED FROM
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1.0 INTRODUCTION

The TWR Lighting, Inc. (TWR) Model E-1DB Type L-864/L-865 Controller has been designed and built to the Federal Aviation Advisory (FAA) Circular 150/5345-43E, 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-1DB 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: 30.50" X 20.0" X 8.0" / 95.0 lbs
- Mounting Dim (H X W): 31.25" X 14.0"
- 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: 95 Watts
- Red Nightmode: 310 Watts
- White Nightmode: 35 Watts

Temperature: +55°C / -55°C

Beacon Wind Load: 2.1 ft²
2.0  INSTALLATION

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!!

2.1  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-269, and HDO-269, 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 HDO-269, and H40-269)

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 "LI," 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 H40-269)

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 Drawings 600-01, and 600 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 HDO-269, and INS-269)

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 Wire Color</th>
<th>To Match</th>
<th>Lamp platform Wire Color</th>
<th>Terminal Block Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Gauge Black</td>
<td>20 Gauge Black</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>10 Gauge Red/Black</td>
<td>12 Gauge Red</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>10 Gauge Red</td>
<td>12 Gauge Red/Black</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>14 Gauge White</td>
<td>20 Gauge White</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>14 Gauge White/Green</td>
<td>20 Gauge White/Green</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>14 Gauge Green</td>
<td>20 Gauge Green</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>16 Gauge Blue</td>
<td>20 Gauge Blue</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>16 Gauge Brown</td>
<td>20 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 HDO-269, 600, and 600-01 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 29CFR 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, and 600-01. 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 TB1-7.
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 Fuse Block marked S1.

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 H40-269, and M01-269.

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 to 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 four (4) second delay. After test, turn switch S1 to the normal operating 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 an eight (8) 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 five (5) seconds. After test, re-engage fuse switch S1.

2.8  **CONTROLLER CONFIGURATION** (Refer to Drawing H01-269)

This unit is factory setup to be a master controller. If this unit is to be used in conjunction with 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 18/20-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 18/20-gauge wire from TB1-9 of master unit to slave unit TB1-9.

2.8.3  Connect at least an 18/20-gauge wire (ground) from one chassis to the other chassis.

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

2.8.5  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 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 base of 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 900V AC. These outputs are sent to the high voltage rectifier PCB (PCB #2) and converts the 900V AC of the transformer to around +550V DC and -550V DC in daymode and +700V DC and -550V DC in nightmode. This high voltage is then used to charge the energy storage capacitor C102 through current limiting resistor R31, T3 and steering diode D5 for nightmode operation. Resistor R31 and R31A are by-passed through K5 for daymode 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 6390-FAA2 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 printed circuit board #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 1.2 seconds to operate the flashtube during daylight hours. The second is a burst at 100 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.
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.

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 flowing to the sidelights. This module can monitor from (1-4) 116W lamps. Factory setting is generally for three (3) lamps. When the current falls to two (2) amps (1 lamp less than the factory setting), then the onboard relay will engage, creating an alarm which 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.

**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 VOLTMETER 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 the printed circuit boards 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 safety switches CSS, BSS, isolation transformer T2 and fuse F11 on PCB #1. Once this low voltage is at PCB #1, it is rectified, then sent to LED4 (D5). If for any reason power is interrupted, (beacon opened, controller door open, blown F1 fuse, 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 F41 (PCB #4) is sent to current limiting resistor R1 and LED6 (D11). Under normal circumstances, the red LED should be at full intensity indicating voltage to be normal. An absence of this indication means that the voltage is no longer present.

3.7.4 Nightmode

Output voltage from the photocell (SSR) 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 U2. Relay U2 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 Primary Timing

The primary 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 the primary timing circuit has failed. Check LED9 (D28) for secondary 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 turns 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

Switch S1, when turned on, 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 / 600V DC Minimum

4.2 DIAGNOSTIC EVALUATION

The first step in trouble shooting 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 or corroded terminations. 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 lower 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 H40-269, and H01-269)
4.3 TROUBLESHOOTING ASSISTANCE

4.3.1 Flash Verify LED - 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. If the resonant cap is okay, replace PCB #2. 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 F41. If blown, replace with exact type of fuse. If the fuse blows again, check transformer T2. 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, re-lamp the beacon.

4.3.2 Control Power on LED - 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 Primary Timing LED – 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, 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 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 eight (8) seconds. This delay period can be tested by placing the control board (PCB #1) test switch to “ON.” On the analog board, this position is upward. On the digital board, this position is towards the front of the cabinet. After testing, return the test switch to the normal position. On the analog board, this is downward, and on the digital board, this is towards the back of the cabinet.

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.

**NOTE:** Once the unit fail-safes, you will need to reset the breaker at the panel in order to release the latched relay in this circuit anytime a failure has been detected. This is an important fact to remember when troubleshooting this system.
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 night mode 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 **POWER SUPPLY**

The only required maintenance to be performed is periodic inspection/cleaning of the vent filter. Monthly inspections should be made at first to familiarize yourself with the power supply’s particular maintenance requirements. Maintenance intervals can vary due to location, seasonal weather conditions, and general housekeeping of site.

The filter is located on the inside of the enclosure on the lower right hand side.

Tools Required: None

5.3.1 Turn off power at breaker panel.

5.3.2 Open the controller door.

5.3.3 Disconnect P1 connector from PCB #1.

5.3.4 Remove PCB #1 from track.

5.3.5 Slide filter up and remove from bracket.

5.3.6 Wash filter with water and squeeze until all excess water is removed. If no water is available, then knock out dust from filter before reinstalling.

5.3.7 Reinstall filter into bracket.

5.3.8 Reinstall PCB #1.

5.3.9 Reconnect P1 connector to PCB #1.

5.3.10 Close the controller door.

5.3.11 Turn on power at breaker panel.

5.4 **PHOTOCELL**

The photocell is a sealed unit. No maintenance is needed or required other than replacement as necessary.
### 6.0 MAJOR COMPONENTS LIST

<table>
<thead>
<tr>
<th>SCHEMATIC TAG #</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSS1</td>
<td>STJ02003</td>
<td>BEACON SAFETY SWITCH</td>
</tr>
<tr>
<td>C101</td>
<td>STB99005</td>
<td>4 uF 660V AC CAP</td>
</tr>
<tr>
<td>C102</td>
<td>STB99010</td>
<td>4 uF 2.5 KV CAP</td>
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<tr>
<td>C103 - C110</td>
<td>STB99006</td>
<td>40 uF 1KV CAP</td>
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<td>CSS</td>
<td>STJ02001</td>
<td>CABINET SAFETY SWITCH</td>
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<td>FAN</td>
<td>EP123815LBT</td>
<td>AXIAL FAN</td>
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<tr>
<td>F1, F2</td>
<td>KTK1, FNQ10</td>
<td>1 amp FUSE, 10 amp FUSE</td>
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<tr>
<td>F41</td>
<td>FUSE.125</td>
<td>1/8 amp FUSE</td>
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<tr>
<td>FT1, FT2</td>
<td>STFLSHTB6, STFLSHTB7</td>
<td>DAYMODE FLASHTUBE, NIGHTMODE FLASHTUBE</td>
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<tr>
<td>K1, K4, K5, K6, K8</td>
<td>KRPA11AG120V</td>
<td>DPDT OCTAL RELAY</td>
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<tr>
<td>K2, K3</td>
<td>STJ10006</td>
<td>HV BLEEDER RELAY</td>
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<td>K7</td>
<td>KRPA5AG120V</td>
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<td>M1</td>
<td>SCR430T</td>
<td>CURRENT SENSOR</td>
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<tr>
<td>MOVMOD1</td>
<td>DTK-120HW</td>
<td>SURGE SUPPRESSOR</td>
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<tr>
<td>MOV 1, 2</td>
<td>MOV524V15</td>
<td>METAL OXIDE VARISTOR</td>
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<td>MOV3, MOV4</td>
<td>V1000LA80A</td>
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<td>PCB1</td>
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<td>E-1DB CONTROL PCB</td>
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<td>PCB2</td>
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<td>HIGH VOLTAGE RECTIFIER PCB</td>
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6.0 MAJOR COMPONENTS LIST (continued)

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<td>R31</td>
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<td>STA08020</td>
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<td>T3</td>
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<td>TERMBLK-12</td>
<td>12 PART TERM BLK</td>
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<td>TB2</td>
<td>TERMBLK 141-12</td>
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<td>STBEAGSKT2</td>
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<td>STDBCLENS</td>
<td>CLEAR DUAL BEACON LENS</td>
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<td>STDBEACON</td>
<td>DB STROBE BEACON FIXTURE</td>
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<td>STROBCABLE-3</td>
<td>STROBE BEACON CABLE</td>
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### 6.0 MAJOR COMPONENTS LIST (continued)

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<tr>
<td>STCABLE0B</td>
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<tr>
<td>STFILTER</td>
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<td>STDBRLENS</td>
<td>Red Dual Beacon Lens</td>
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<td>STCABLTIE</td>
<td>Strobe Cable Tie</td>
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<td>STDHATPLT</td>
<td>Standard Beacon Hatch Latch Assembly</td>
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<td>DBTERMBLK8KIT</td>
<td>Dual Beacon Upper Terminal Block Kit</td>
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<td>116W, 120V Sidelight Bulb</td>
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## SUGGESTED SPARE PARTS LIST

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<td>1/2 amp FUSE</td>
</tr>
<tr>
<td>2</td>
<td>FUSE.125</td>
<td>1/8 amp FUSE</td>
</tr>
<tr>
<td>1</td>
<td>STH01269</td>
<td>E-1DB PCB #1</td>
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<tr>
<td>1</td>
<td>6390-FAA2</td>
<td>120 - 240V AC PHOTOCELL (This replaces the P2455L Photocell)</td>
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<tr>
<td>1</td>
<td>STJ10006</td>
<td>HV BLEEDER RELAY</td>
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<td>STJ02003</td>
<td>BEACON SAFETY SWITCH</td>
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<td>STJ02001</td>
<td>CABINET SAFETY SWITCH</td>
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<td>1</td>
<td>STFLSHTB6</td>
<td>DAYMODE FLASH TUBE</td>
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<tr>
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<td>STFLSHTB7</td>
<td>NIGHTMODE FLASH TUBE</td>
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<td>3</td>
<td>KRPA11AG120</td>
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<td>1</td>
<td>KRPA5AG120</td>
<td>SPDT OCTAL RELAY</td>
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</table>
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 75% of the minimum intensity requirements as defined in the FAA Advisory Circular 150/5345-43G dated 09/26/12. 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 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).
Warranty & Return Policy (continued)

**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.
Warranty & Return Policy
(continued)

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-1DB
3  WATER TIGHT CABLE CONNECTOR
   WITH SEALING GLAND.
4  ENTRANCE HUB 3/4" (19.055mm)
5  ENTRANCE HUB 1" (25.407mm)
6  RIGID GALVANIZED CONDUIT
   OR STROBE CABLE.
7  #6390-FAQ2 PHOTOCELL
8  VENT & FILTER COVER

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.
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 HDG-269 (CONTROLLER INSTALLATION), 600 (LIGHT KIT CABLE RUN), 500-01 (LIGHT KIT CONDUIT & CABLE RUN) AND 600-02 (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

PHOTOCELL HOUSING DETAIL

ENGINEER
V. Hernandez

DATE
02/03/2015

REV
B

AUTHOR
H. Ugamano

DESCRIPTION
UPDATED NOTES

DATA SHEET
1002391

SHEET NO. 1/1
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>QTY.</th>
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<tr>
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<td>D72401</td>
<td>DUAL BEACON</td>
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<td>2</td>
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<td>CONSTRUCTION LIGHT</td>
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<td>115 WATT 120 VOLT LAMP</td>
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<td>1/4 JUNCTION BOX</td>
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<td>63303</td>
<td>1/4 CONDUIT 3/4 GASKET</td>
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<td>1/4 30 FLUSH</td>
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<td>4 or 8 FIP NUT</td>
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<td>STAINLESS STEEL WRAPLOCK 5D</td>
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<td>17</td>
<td>30</td>
<td>020296-30</td>
<td>3/4 CONDUIT</td>
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ITEM NUMBERS 18-20 ARE NOT INCLUDED IN THE KIT BUT ARE AVAILABLE UPON REQUEST AND REQUIRED FOR INSTALLATION.

- 18 = STROBE CABLE, 150 FT. LACE WHT (5 x 20).  
- 19 = STROBE CONSTRUCTION LIGHT CABINET (2 TIMES MT 30%)
- 20 = STROBE CABLE-1 (STROBE CABLE (1/4 MT + 30%)

* ITEMS NOT SHOWN.  
* ITEMS QUANTITY CALCULATED ACCORDING TO STRUCTURE HEIGHT.

NOTES:

1) ITEM #7 CUT TO LENGTH FOR PROPER EXTENSION OF CABLE (6'-12') FROM STRUCTURE ATTACH ITEM #11 TO UNTHREADED CONDUIT TO COMPLETE ASSEMBLY.
2) MOUNT BEACON HINGE SO LENS WILL OPEN UNRESTRICTED BY STRUCTURE.
3) ON AM TOWER APPLICATIONS, IMPORT GROUND WIRE FROM BEING CONNECTED TO EARTH GROUND. GROUND TO THE TOWER ONLY.
4) THIS DRAWING IS PROVIDED AS A GENERAL REFERENCE. TWR LIGHTING, INC. DOCUMENTATION SUPERSEDES THIS DRAWING AND SHOULD BE REVIEWED PRIOR TO INSTALLATION OF THIS SYSTEM.
5) USE COUPLING THAT IS PROVIDED WITH ITEM #17.
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 OL FROM STRUCTURE (6″-12″) ATTACH ITEM #5 TO UNTHREADED CONDUIT TO COMPLETE ASSEMBLY.
4. USE COUPLING THAT IS PROVIDED BY ITEM #7.
5. GREEN WIRE USED ONLY ON LED SIDELIGHTS.

SLASSM
SIDE LIGHT MOUNT ASSEMBLY
(10″ FADE WITH 1″ W/30 CONDUIT LISTED)

04/05/07(A) UPDATED TO LED
DATE: LTR. REVISION
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.
- Neoprene gasket for weatherproofing.
- High quality porcelain receptacle.
- Stainless steel safety cable.

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

Specify conduit size
3/4", 1", 1-1/4" NPT (19.055mm), (25.407mm), (31.758mm)

No special tools required for maintenance.

**General Specifications**
- Height 7.5 inches (19.055 cm)
- Weight 3 lbs (13605.442g)
- 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.
TWR PART NUMBER | DESCRIPTION
--- | ---
1 | AR35222 RED SIDE LIGHT GLASS
2 | 005C SINGLE SIDE LIGHT BODY
3 | 006C LENS HOLDER RING
4 | 122245 OL LENS CUP
5 | 2x 832X14FH 8-32 X 1/4" PH. S.S. SLOT
6 | 2X25SS SIDE LIGHT LATCHES
7 | TX7SS 1/16 X 7 X 7 S.S. WIRE
8 | 4T4 STAKON CRIMP
9 | 0LG OL GASKET
10 | 09062 SIDE LIGHT RECEPTACLE
11 | 4XPRSS 1/8 POP RIVETS
12 | 4X14 3/4" CONDUIT LOCKNUT
13 | 2X54 WHITE TEFLOW WASHER
14 | 2x 832X34FH 8-32 X 3/4" S.S. PH. SLOT
15 | 1X0037 OL-1 SERIAL NUMBER LABEL
16 | 1X16A2TS 116W-120V LAMP (TYP.)

* = PART NOT SHOWN
~ = PART SOLD SEPARATELY

NOTE:
1. FAA APPROVED LIGHT USES THE 116A2TS LAMP.
   OTHER LAMPS ARE AVAILABLE TO MEET YOUR APPLICATION.
J8-5 AND J8-0
3/4" JUNCTION BOX

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

NOTES:

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

2) THE NATIONAL ELECTRICAL CODE—ARTICLE 300-19-B3 REQUIRES CONDUCTORS IN A VERTICAL CONDUIT 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.

<table>
<thead>
<tr>
<th>AWG</th>
<th>MAX. NUMBER</th>
<th>MAX. NUMBER</th>
<th>WIRE AREA</th>
<th>WEIGHT PER</th>
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<td>WIRE SIZE</td>
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<td>WIRES IN 1&quot;</td>
<td>SQ. INCHES</td>
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