

POINTSPEC™ SERIES  
INCANDESCENT  
SPECIFICATION GUIDE

POINT OBSTRUCTION LIGHTS  
POL  
POINTSPEC SERIES

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The following pages provide detailed specifications for the expanded list of versions and options of the POINTSPEC Series of aviation obstruction lights. In all cases, the basic POL-20000 head is FAA L-810 certified when used with the approved lamp. Additional features are generally not addressed by the FAA Advisory Circular 70/7460-1 latest revision. Some features and options are generally used outside the United States or for ICAO installations or for non-aviation purposes. Upon request, Point Lighting will provide technical assistance in determining the proper specification for the site and the application. In all cases, the owner is responsible to make the final decision for equipment selection.

Due to the many POL variations listed on the following pages, the following preliminary list comprises the most basic and commonly sold 120v versions. These are single installation schemes without integral alarms. All POL versions may be used with separate control components or a POC controller.

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

RECOMMENDED BASIC POL OBSTRUCTION LIGHT VERSIONS



POL-20000-R-116-34B

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

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POL-20000-R-116-34B-S3-P

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

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POL-20000-R-116-34B-DJ

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

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POL-20000-R-116-34B-DJ-P

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

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POL-20000-R-116-34B-DT

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

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POL-20000-R-116-34B-DT-P

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

Note: For ground wire(s), add -G to add to any version.

## OPTIONS AVAILABLE

OPTION: -G GROUND WIRE(S)

OPTION: -P FAA PHOTOELECTRIC CONTROLLER

Point Lighting PPC mounted and prewired to the POL to comply with FAA required footcandle specifications. The PPC uses a thermal time delay relay that prevents the accidental turn-off of the lights due to stray lighting incidence. The unit is rated for 5000 on-off operations minimum and the plug-in photocell module is replaceable.

OPTION: -CF[B] COMPRESSION FITTING

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

OPTION: -CF[C] COMPRESSION FITTING

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

OPTION: -TS TEST SWITCH

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

OPTION: -TSR TEST SWITCH REMOTE

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

OPTION: -TP TRANSIENT PROTECTION

Metal oxide varistors (MOV's) are installed to provide limited protection of installed photocell and/or relay against short duration voltage spikes on the line input and load output. The number and configuration will be appropriate to the POL version.

OPTION: -MT MARINE TREATMENT

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

## STYLE –S1

Description: POINTSPEC single POL with the lamp flashing.

Specification: The red flashing 120v (220-240v) aviation obstruction light shall be FAA L-810 certified. Alarm sensing, if any, shall be remote from the light unit. The obstruction light shall be prewired to an encapsulated electronic flasher module operating at the FAA specified beacon flash rate of 30 +/- 10 per minute. The flasher shall be protected from line voltage spikes by a factory installed metal oxide varistor (MOV). The light unit shall have an integral cast aluminum junction box containing the flasher with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The lens of the L-810 light head and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050. Note: If multiple POLs are to be flashed simultaneously, use Standard Series POLs & one POF flasher unit in the line power.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-S1 manufactured by Point Lighting Corporation.

## STYLE –S2

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

Specification: The red steady-burning 120v (220-240v) aviation obstruction light shall be FAA L-810 certified with non-isolated lamp failure alarm. Upon lamp failure, an electronic alarm relay module shall activate a remote alarm line powered by the POLs normal line voltage. The light unit shall have an integral cast aluminum junction box containing the relay with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The lens of the L-810 light head and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-S2 manufactured by Point Lighting Corporation.

## STYLE –S3

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

Specification: The red steady-burning 120v (220-240v) aviation obstruction light shall be FAA L-810 certified. Alarm sensing, if any, shall be remote from the light unit. The light unit shall have an integral cast aluminum junction box with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The lens of the L-810 light head and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-S3 manufactured by Point Lighting Corporation.

## STYLE –S4

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

Specification: The red steady-burning 120v (220-240v) aviation obstruction light shall be FAA L-810 certified with isolated lamp failure alarm. Upon lamp failure, an electronic alarm relay module shall activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the dry alarm contact(s) which then operate independently of the line power to the POL lamp. The light unit shall have an integral cast aluminum junction box containing the relay with a minimum of 70 cubic inches of enclosed wiring space accessible from the front of the light unit. The lens of the L-810 light head and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-S4 manufactured by Point Lighting Corporation.

## STYLE –DJ

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with both (2) lamps operating. Alarm sensing, if any, shall be remote from the light unit. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-DJ manufactured by Point Lighting Corporation.

## STYLE –DT

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Alarm sensing, if any, shall be remote from the light unit. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-DT manufactured by Point Lighting Corporation.

## STYLE –D1

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary lamp failure to provide visual indication that the unit is operating on its standby lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D1 manufactured by Point Lighting Corporation.

## STYLE –D2

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Power shall also transfer to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a maximum 100w lamp (remote by others). There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D2 manufactured by Point Lighting Corporation.

## STYLE –D3

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Power shall also transfer to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a maximum 100w lamp (remote by others). The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary lamp failure to provide visual indication that the unit is operating on its standby lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D3 manufactured by Point Lighting Corporation.

## STYLE –D4

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Upon lamp failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D4 manufactured by Point Lighting Corporation.

## STYLE –D4.2

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with both lamps operating. Upon failure of the first lamp,, the electronic relay module shall activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D4.2 manufactured by Point Lighting Corporation.

## STYLE –D5

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Upon lamp failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary lamp failure to provide visual indication that the unit is operating on its standby lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050. The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D5 manufactured by Point Lighting Corporation.

## STYLE –D6

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Upon lamp failure, the electronic relay module shall also activate remote alarm contacts. The contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. The transfer/alarm relay shall be factory prewired with six (6) color-coded wires for power, neutral, ground and alarm lines. Each wire shall be 2-meters long & strain relief shall be provided. Each wire shall be factory tagged with its function at the remote end ready for installation. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D6 manufactured by Point Lighting Corporation.

## STYLE –D7

Description: POINTSPEC double POL with both lamps operating & flashing simultaneously.

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with both lamps operating and flashing simultaneously. Alarm sensing, if any, shall be remote from the light unit. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050. Note: If multiple POLs are to be flashed simultaneously, use standard POLs & one POF flasher unit in the line power to the POLs.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D7 manufactured by Point Lighting Corporation.

## STYLE –D8

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one operating lamp that is flashing and one standby lamp. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module and it will flash. Alarm sensing, if any, shall be remote from the light unit. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050. Note: If multiple POLs are to be flashed simultaneously and retain the transfer function, use style –D9 POLs & one external POF flasher unit in the line power to the POLs.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D8 manufactured by Point Lighting Corporation.

## STYLE –D9

Description: POINTSPEC double POL with one operating lamp that is flashing and one standby lamp. Upon failure of the operating lamp, power is transferred to the standby lamp and it flashes. The flasher is an external POF flasher unit which is sold separately. No alarm function. Intended for use in a system of two or more POL-D9 units powered by one external POF. This option was previously sold as –C012. Note: This system is installed on the Washington Monument.

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one operating lamp that is flashing and one standby lamp. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module and it will flash. A separate POF flasher unit shall be installed to operate the multiple POL-D9 light units. Alarm sensing, if any, shall be remote from the light unit. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D9 manufactured by Point Lighting Corporation.

## STYLE –D10

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one operating lamp that is flashing and one standby lamp. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module and it will flash. Upon lamp failure, the electronic relay module shall also activate a primary lamp failure alarm line powered by the POLs normal line voltage. This is not an isolated alarm line; if line power fails, this alarm line fails. The obstruction light shall be prewired to an encapsulated electronic flasher module operating at the flash rate of  $30 \pm 10$  per minute. The flasher shall be protected from line voltage spikes by a factory installed metal oxide varistor (MOV). The flasher is a solid-state incandescent module mounted on a special heat sink compound. The period of darkness is equal to about half the full luminous period. The POL requires a neutral for the switching operation: the power must be line to neutral or the second leg must be grounded to create a zero voltage condition. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050. Note: If multiple POLs are to be flashed simultaneously while retaining the transfer function, use style -D11 POLs & one external POF flasher unit in the line power to the POLs.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D10 manufactured by Point Lighting Corporation.

## STYLE –D11

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

Specification: Same as version "-D10" except there is to be one external flasher to operate the separate "-D11" units.

The external flasher shall be POF-40040. The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D11 manufactured by Point Lighting Corporation.

## STYLE –D12

Description: POINTSPEC POL Dock Light with one green lens and one red lens. One lamp is operating as set manually by keyed switch. The operating lamp flashes either green or red as keyed.

Specification: The green and red POINTSPEC POL Dock Light shall be configured as a 120v (220-240v) double unit with one lamp operating and flashing. The light heads shall be prewired to an encapsulated electronic flasher module operating at the flash rate of  $30 \pm 10$  per minute. The flasher shall be protected from line voltage spikes by a factory installed metal oxide varistor (MOV). The flasher is a solid-state incandescent module mounted on a special heat sink compound. The period of darkness is equal to about half the full luminous period. The POL requires a neutral for the switching operation: the power must be line to neutral or the second leg must be grounded to create a zero voltage condition. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The wiring access cover shall have a NEMA 4 rated three (3) position keyed switch: GREEN - OFF - RED. The operating lamp shall be manually set by the keyed switch to either red or green which will flash. The center position of the keyed switch shall be power OFF. The red and green lenses shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The Dock Light shall be POINTSPEC Series POL-20000-G+R-116-34B-D12 manufactured by Point Lighting Corporation.

## STYLE –D13

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one lamp operating and one lamp standby. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module. Upon lamp failure, the electronic relay module shall also activate remote alarm contacts. Upon failure of the standby lamp (after transfer), alarm contacts are activated. Line power failure shall also generate an alarm. For all three (3) alarm modes, the contacts shall be isolated "dry" (voltage free). There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. The unit shall be factory prewired with color-coded wires for power, neutral, ground and alarm lines. Each wire shall be 0.5-meter long & strain relief shall be provided. Each wire shall be factory tagged with its function at the remote end ready for installation. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-10B-D13 manufactured by Point Lighting Corporation.

## STYLE –D14

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with both lamps operating and flashing simultaneously. There shall be available both normally open and normally closed alarm contacts. The installer shall provide external power (specify: 24v, 120v, 220v, etc.) to the alarm contact(s) which then operate independently of the line power to the POL lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D14 manufactured by Point Lighting Corporation.

## STYLE –D15

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with both lamps operating and flashing simultaneously. Upon failure of the first lamp, power shall be transferred to activate a separate relay for a remote alarm line which derives its power from the light unit's input line voltage. The alarm line shall have sufficient capacity to operate a maximum 100w lamp (remote by others). There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D15 manufactured by Point Lighting Corporation.

## STYLE –D16

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

Specification: The red steady-burning aviation obstruction light shall be FAA L-810 certified. It shall be configured as a 120v (220-240v) double unit with one operating lamp that is flashing and one standby lamp. Upon failure of the operating lamp, power shall be transferred to the standby lamp by means of a current sensing encapsulated electronic module and it will flash. Alarm sensing, if any, shall be remote from the light unit. The light unit shall have a 30mm amber (yellow) pilot light mounted on the wiring access cover. The pilot light shall activate upon primary lamp failure to provide visual indication that the unit is operating on its standby lamp. There shall be a minimum of 100 cubic inches of enclosed wiring space accessible from the front of the light unit. The lenses of the L-810 light heads and the wiring access cover shall be secured to the unit with tethers. The wiring access cover shall be gasketed to be watertight and have captive screws. The entire light unit shall be powdercoat painted aviation yellow for corrosion resistance certified by the manufacturer to comply with the US Military Standard Salt Fog Test conducted per MIL-STD-810E, Method 509.3, Procedure I. All hardware shall be stainless steel. The red glass lens shall be Fresnel military Type M-1 and shall be certified to meet U.S. military specifications MIL-L-7082D, MIL-C-7989B and the chromaticity requirements of MIL-C-25050.

The aviation obstruction light shall be POINTSPEC Series POL-20000-R-116-34B-D16 manufactured by Point Lighting Corporation.

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