



Solar Runway Guard Light System SRGLS

User Manual

96A0421, Rev. E, 2018/12/20


**ADB
SAFEGATE**

A.0 Disclaimer / Standard Warranty

CE certification

The equipment listed as CE certified means that the product complies with the essential requirements concerning safety and hygiene. The directives that have been taken into consideration in the design are available on written request to ADB SAFEGATE.

ETL certification

The equipment listed as ETL certified means that the product complies with the essential requirements concerning safety and FAA Airfield regulations. The directives that have been taken into consideration in the design are available on written request to ADB SAFEGATE.

LED Product Guarantee

Where applicable, per FAA EB67(applicable edition), ADB SAFEGATE L858(L) Airfield Guidance Signs are warranted against electrical defects in design or manufacture of the LED or LED specific circuitry for a period of 4 years. ADB SAFEGATE LED light fixtures (with the exception of obstruction lighting) are warranted against mechanical and physical defects in design or manufacture for a period of 12 months from date of installation; and are warranted against electrical defects in design or manufacture of the LED or LED specific circuitry for a period of 4 years per FAA EB67 (applicable edition).



Note

See your sales order contract for a complete warranty description. In some specific cases, deviations are (to be) accepted in the contract, which will supersede the standard warranty.

Standard Product Guarantee

Products of ADB SAFEGATE manufacture are guaranteed against mechanical, electrical, and physical defects (excluding lamps) which may occur during proper and normal use for a period of one year from the date of installation or 2 years from date of shipment and are guaranteed to be merchantable and fit for the ordinary purposes for which such products are made. ADB SAFEGATE L858 Airfield Guidance Signs are warranted against mechanical and physical defects in design or manufacture for a period of 2 years from date of installation per FAA AC 150/5345-44 (applicable edition).



Note

See your sales order contract for a complete warranty description.

All Products Guarantee

LED Products of ADB SAFEGATE, manufactured and sold by ADB SAFEGATE or its licensed representatives, meets the corresponding requirements of FAA, ICAO and IEC.

ADB SAFEGATE will correct by repair or replacement per the applicable guarantee above, at its option, equipment or parts which fail because of mechanical, electrical or physical defects, provided that the goods have been properly handled and stored prior to installation, properly installed and properly operated after installation, and provided further that Buyer gives ADB SAFEGATE written notice of such defects after delivery of the goods to Buyer. Refer to the Safety section for more information on Material Handling Precautions and Storage precautions that must be followed.

ADB SAFEGATE reserves the right to examine goods upon which a claim is made. Said goods must be presented in the same condition as when the defect therein was discovered. ADB SAFEGATE further reserves the right to require the return of such goods to establish any claim.

ADB SAFEGATE's obligation under this guarantee is limited to making repair or replacement within a reasonable time after receipt of such written notice and does not include any other costs such as the cost of removal of defective part, installation of repaired product, labor or consequential damages of any kind, the exclusive remedy being to require such new parts to be furnished.

ADB SAFEGATE's liability under no circumstances will exceed the contract price of goods claimed to be defective. Any returns under this guarantee are to be on a transportation charges prepaid basis. For products not manufactured by, but sold by ADB SAFEGATE, warranty is limited to that extended by the original manufacturer.

This is ADB SAFEGATE's sole guarantee and warranty with respect to the goods; there are no express warranties or warranties of fitness for any particular purpose or any implied warranties of fitness for any particular purpose or any implied warranties other than those made expressly herein. All such warranties being expressly disclaimed.

Liability



WARNING

Use of the equipment in ways other than described in the catalogue leaflet and the manual may result in personal injury, death, or property and equipment damage. Use this equipment only as described in the manual.

ADB SAFEGATE cannot be held responsible for injuries or damages resulting from non-standard, unintended uses of its equipment. The equipment is designed and intended only for the purpose described in the manual. Uses not described in the manual are considered unintended uses and may result in serious personal injury, death or property damage.

Unintended uses includes the following actions:

- Making changes to equipment that have not been recommended or described in this manual or using parts that are not genuine ADB SAFEGATE replacement parts or accessories.
- Failing to make sure that auxiliary equipment complies with approval agency requirements, local codes, and all applicable safety standards if not in contradiction with the general rules.
- Using materials or auxiliary equipment that are inappropriate or incompatible with your ADB SAFEGATE equipment.
- Allowing unskilled personnel to perform any task on or with the equipment.

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1.0 Safety

Introduction to Safety

This section contains general safety instructions for installing and using ADB SAFEGATE equipment. Some safety instructions may not apply to the equipment in this manual. Task- and equipment-specific warnings are included in other sections of this manual where appropriate.

1.1 Safety Messages

HAZARD Icons used in the manual

For all HAZARD symbols in use, see the Safety section. All symbols must comply with ISO and ANSI standards.

Carefully read and observe all safety instructions in this manual, which alert you to safety hazards and conditions that may result in personal injury, death or property and equipment damage and are accompanied by the symbol shown below.



WARNING

Failure to observe a warning may result in personal injury, death or equipment damage.



Danger - Risk of electrical shock or ARC FLASH

Disconnect equipment from line voltage. Failure to observe this warning may result in personal injury, death, or equipment damage. ARC Flash may cause blindness, severe burns or death.



WARNING - Wear personal protective equipment

Failure to observe may result in serious injury.



WARNING - Do not touch

Failure to observe this warning may result in personal injury, death, or equipment damage.



CAUTION

Failure to observe a caution may result in equipment damage.

Qualified Personnel



Important Information

The term **qualified personnel** is defined here as individuals who thoroughly understand the equipment and its safe operation, maintenance and repair. Qualified personnel are physically capable of performing the required tasks, familiar with all relevant safety rules and regulations and have been trained to safely install, operate, maintain and repair the equipment. It is the responsibility of the company operating this equipment to ensure that its personnel meet these requirements.

Always use required personal protective equipment (PPE) and follow safe electrical work practice.

1.1.1 Introduction to Safety



CAUTION

Unsafe Equipment Use

This equipment may contain electrostatic devices, hazardous voltages and sharp edges on components

- Read installation instructions in their entirety before starting installation.
- Become familiar with the general safety instructions in this section of the manual before installing, operating, maintaining or repairing this equipment.
- Read and carefully follow the instructions throughout this manual for performing specific tasks and working with specific equipment.
- Make this manual available to personnel installing, operating, maintaining or repairing this equipment.
- Follow all applicable safety procedures required by your company, industry standards and government or other regulatory agencies.
- Install all electrical connections to local code.
- Use only electrical wire of sufficient gauge and insulation to handle the rated current demand. All wiring must meet local codes.
- Route electrical wiring along a protected path. Make sure they will not be damaged by moving equipment.
- Protect components from damage, wear, and harsh environment conditions.
- Allow ample room for maintenance, panel accessibility, and cover removal.
- Protect equipment with safety devices as specified by applicable safety regulations
- If safety devices must be removed for installation, install them immediately after the work is completed and check them for proper functioning prior to returning power to the circuit.

Failure to follow this instruction can result in serious injury or equipment damage

Additional Reference Materials



Important Information

- IEC - International Standards and Conformity Assessment for all electrical, electronic and related technologies.
- IEC 60364 - Electrical Installations in Buildings.
- FAA Advisory: AC 150/5340-26 (current edition), chapter 45, section 4, Maintenance of Airport Visual Aid Facilities.
- Maintenance personnel must refer to the maintenance procedure described in the ICAO Airport Services Manual, Part 9.
- ANSI/NFPA 79, Electrical Standards for Metalworking Machine Tools.
- National and local electrical codes and standards.

1.1.2 Intended Use



CAUTION

Use this equipment as intended by the manufacturer

This equipment is designed to perform a specific function, do not use this equipment for other purposes

- Using this equipment in ways other than described in this manual may result in personal injury, death or property and equipment damage. Use this equipment only as described in this manual.

Failure to follow this instruction can result in serious injury or equipment damage

1.1.3 Material Handling Precautions: Storage



CAUTION

Improper Storage

Store this equipment properly

- If equipment is to be stored prior to installation, it must be protected from the weather and kept free of condensation and dust.

Failure to follow this instruction can result in equipment damage

1.1.4 Operation Safety



CAUTION

Improper Operation

Do Not Operate this equipment other than as specified by the manufacturer

- Only qualified personnel, physically capable of operating the equipment and with no impairments in their judgment or reaction times, should operate this equipment.
- Read all system component manuals before operating this equipment. A thorough understanding of system components and their operation will help you operate the system safely and efficiently.
- Before starting this equipment, check all safety interlocks, fire-detection systems, and protective devices such as panels and covers. Make sure all devices are fully functional. Do not operate the system if these devices are not working properly. Do not deactivate or bypass automatic safety interlocks or locked-out electrical disconnects or pneumatic valves.
- Protect equipment with safety devices as specified by applicable safety regulations.
- If safety devices must be removed for installation, install them immediately after the work is completed and check them for proper functioning.
- Route electrical wiring along a protected path. Make sure they will not be damaged by moving equipment.
- Never operate equipment with a known malfunction.
- Do not attempt to operate or service electrical equipment if standing water is present.
- Use this equipment only in the environments for which it is rated. Do not operate this equipment in humid, flammable, or explosive environments unless it has been rated for safe operation in these environments.
- Never touch exposed electrical connections on equipment while the power is ON.

Failure to follow these instructions can result in equipment damage

1.1.5 Maintenance Safety



DANGER

Electric Shock Hazard

This equipment may contain electrostatic devices

- Do not operate a system that contains malfunctioning components. If a component malfunctions, turn the system OFF immediately.
- Disconnect and lock out electrical power.
- Allow only qualified personnel to make repairs. Repair or replace the malfunctioning component according to instructions provided in its manual.

Failure to follow these instructions can result in death or equipment damage

1.1.6 Material Handling Precautions, ESD



CAUTION

Electrostatic Sensitive Devices

This equipment may contain electrostatic devices

- Protect from electrostatic discharge.
- Electronic modules and components should be touched only when this is unavoidable e.g. soldering, replacement.
- Before touching any component of the cabinet you shall bring your body to the same potential as the cabinet by touching a conductive earthed part of the cabinet.
- Electronic modules or components must not be brought in contact with highly insulating materials such as plastic sheets, synthetic fiber clothing. They must be laid down on conductive surfaces.
- The tip of the soldering iron must be grounded.
- Electronic modules and components must be stored and transported in conductive packing.

Failure to follow this instruction can result in equipment damage

2.0 Solar Runway Guard Light System (SRGLS)

2.1 About this manual

The manual shows the information necessary to:

- Install
- Carry Out Maintenance
- Carry Out Troubleshooting

on the SRGLS light, in the manual referred to as the equipment.

2.1.1 How to work with the manual

1. Familiarize yourself with the structure and content.
2. Carry out the actions completely and in the given sequence.

3.0 Introduction

ADB Solar Runway Guard Lighting System (SRGLS) is an ideal choice for an airfield that requires improved safety measures, but experience difficulties with grid access. ADB Solar Runway Guard Lighting System (SRGLS) consists of an elevated unidirectional flashing yellow light Solar-powered Runway Guard Light (SRGL) and a Solar Engine Power Supply (SEPS). See [Figure 1](#). The SRGL provides a distinctive warning to pilots that they are approaching a runway holding position and are about to enter an active runway. The SEPS incorporates the latest technology in solar technology, hardware and software to provide power and control to the SRGL.

The SRGLS is typically installed in pairs, one on either side of the taxiway holding position. The SRGLS can also be used in combination with L-852G (In-pavement Runway Guard Light), L-852S (In-pavement Stop Bar Light), and L-862S (Elevated Stop Bar Light) to provide additional safety under low-visibility conditions on the airfield.

- Note**
- SEPS is a standalone enclosure designed to power the SRGL. The SEPS houses a 95 watt solar panel, a 12 VDC battery, and the Energy Management System (EMS) which controls the flow of energy between the solar panel, the battery and SRGL. See [Figure 2](#) for a block diagram of the system. The EMS is made up of three components:
- EMS Battery Charger
 - EMS SRGL LED Lamps driver
 - EMS Controller
 - Radio (Optional)

Figure 1: Solar SRGL System overview diagram

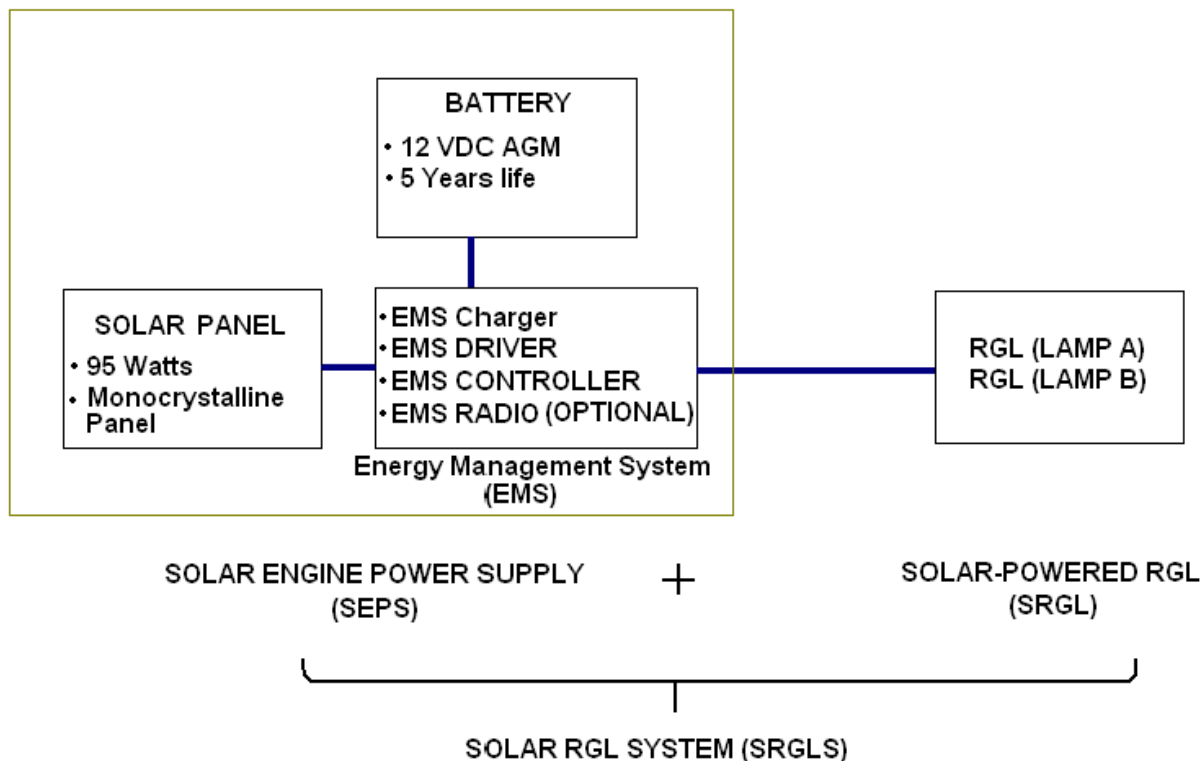


Figure 2: Solar SRGL System



3.1 FCC Compliance

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation. Changes or modifications not expressly approved by ADB could void your authority to operate the equipment.

3.1.1 FCC Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications; however, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off or on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna
- Increase the separation between the equipment and receiver
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected
- Consult the dealer or an experienced radio/TV technician for help

3.1.2 Theory of Operation

The ADB SEPS is factory configured to work autonomously for either dusk-to-dawn or for 24-hour period operation. On autonomous mode the product turns on at the intensity that is sustainable in that solar region. See [Figure 3](#) and [Figure 3](#) for % intensity by solar region.

SEPS has the option to be controlled remotely with a Hand Held Radio Control. The wireless handheld controller allows for intensity adjustment, some configuring, and grouping of loads. One of the benefits of radio controller is that the user can temporary override the autonomous intensity factory settings. However there is a limitation on the amount of hours the SRGLS can operate at different intensities.

SEPS can be controlled using the Wireless Hand-Held Controller in a similar manner to ADB's wireless solar lights.

One or more wireless solar lights can be remotely operated from the ground or air with a hand-held wireless controller using a secure radio transceiver with antenna and keypad.

The hand-held remote control option allows the user to temporarily override the intensity set in the autonomous modes. In temporary mode, 10%, 30%, 100% intensities can be selected for a 15 minute Time-Out or a maximum Time-Out.

The 15-minute Time-Out option is for only momentary intensity brightness operations of the SRGLS for airports that actively manage their airfields. After 15 minutes, the SRGLS will be return to the autonomous configuration.

The maximum Time-Out option is for airports that require “the most intensity for as long as possible”. The SEPS software prevents the battery from being ON indefinitely at the chosen intensity, thereby preventing battery full discharge. To determine the maximum activation time for each selected intensity and region, See [Figure 4](#).

The minimum autonomy or operational days without charging is 7 days and the battery daily depth of discharge is sized for a minimum of 5 years of service.



Warning

Continuous selection of the temporary mode will exceed the maximum allocated time period of operation in [Table 2](#), and will cause the battery to drain.

3.2 SRGLS Performance

This gives the customer an idea of expected performance depending on which solar region they are in.

Figure 3: Solar Region Map

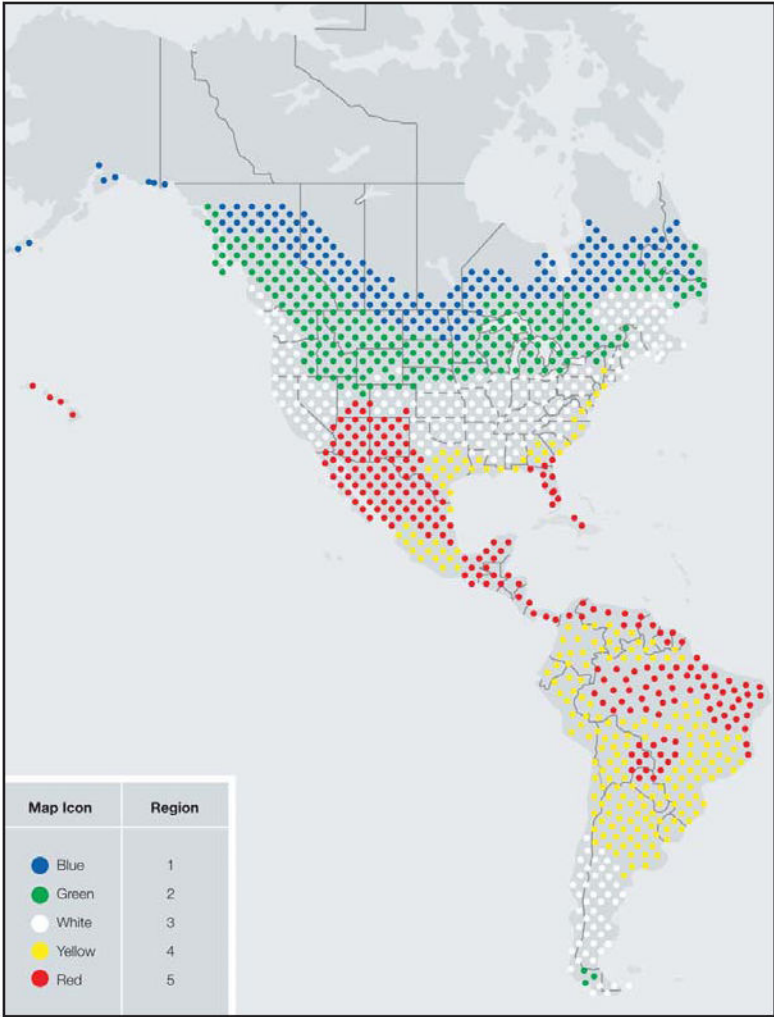
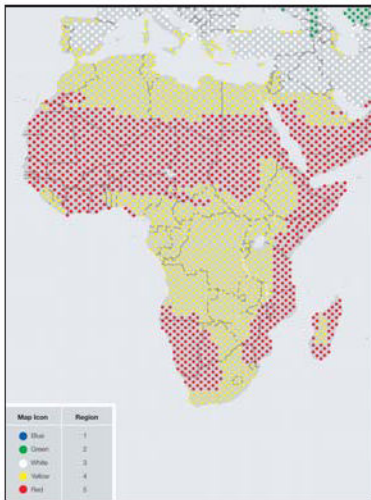
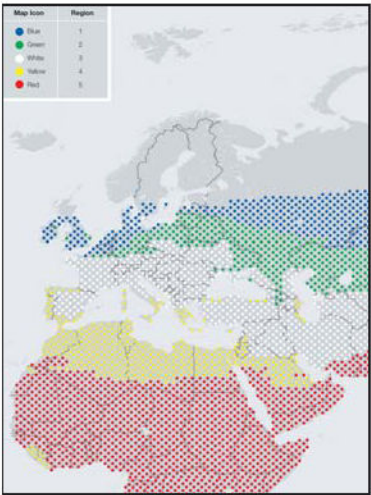


Table 1: Percent % Intensity per region in Autonomous mode

REGION		Autonomous Dusk-to-Dawn % Intensity	Autonomous 24Hr % Intensity
1	Blue	73%	49%
2	Green	94%	60%
3	White	100%	70%
4	Yellow	100%	82%
5	Red	100%	92%



From Cat Sheet 3036

3.2.1 TILT ANGLES

Figure 4: Solar Tilt Angle Chart



3.2.2 Standards

Perform all installation, wiring and maintenance in conformance with local building and electrical codes. Adherence to the National Electrical Code (NEC) or Canadian Electrical Code (CEC) is mandatory to comply with any certification markings. Non-adherence to code may void the warranty. Qualified, licensed professionals should perform all installation work.

3.2.3 Safety and Usage Precautions

Batteries are shipped fully-charged. Use extreme caution when handling the batteries as they are capable of generating hazardous short-circuit currents. Remove all jewellery (bracelets, metal-strap watches, etc.) before attempting to handle the batteries.

Solar Modules produce DC electricity when exposed to light and can, therefore, produce an electrical shock or burn. To render Solar Modules inoperative, remove them from sunlight, or fully cover their front surface with an opaque material.

Before lifting any heavy or bulky equipment, ensure that the load is secured so that moving parts do not shift and it can be lifted as far as needed without back strain or loss of grip. Installation may require more than one person.

Re-check all completed wiring for proper polarity prior to energizing the system.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation.

If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Consult the dealer or an experienced technician for help.

3.3 SEPS Specifications

Equipment Data

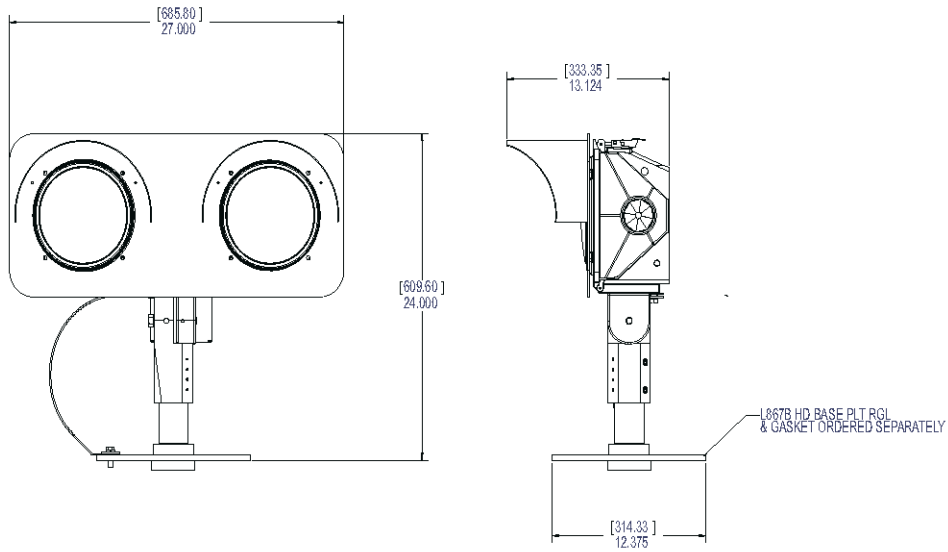
Table 1: Solar Engine Power Supply (SEPS)

Name	Specification
Installed weight	132 lbs. (59.8 kg)
Shipping weight	Box 1 (SEPS) - 76 lbs. (34.4 kg)
	Box 2 (battery) - 68 lbs. (30.8 kg)
Installed dimensions*	29.9 H × 42.9 W × 17.4 D in. (75.9 H × 108.9 W × 44.1 D cm)
	*with wireless antenna at 55° tilt
Shipping dimensions	Box 1 (SEPS) 25.5 H × 46.9 W × 14.0 D in. (64.7 H × 119.1 W × 35.56 D cm)
	Box 2 (battery) 8.3 H × 13.1 W × 7.4 D in. (21 H × 33.2 W × 18.8 D cm)
Temperature	Operating: -22° to 122°F (-30° to 50°C)
	Storage: -40° to 176°F (-40° to 80°C)
Chassis	Weather and corrosion-resistant construction of stainless steel and powder coated aluminum
Mounting	ADB frangible couplings and floor flange mounts
Wind loading	300 mph min. installed at 55° tilt
Tilt	15°, 35°, 55°

Table 1: Solar Engine Power Supply (SEPS) (continued)

Name	Specification
Diagnostics	On-board feedback indicators for: Battery Status, System Status, Battery Reverse Polarity, and Solar Panel Reverse Polarity
Certifications	RoHS, WEEE, CE, FCC
Battery	Power 12 VDC 105 A-hr. at C/100 discharge rate
	Type Replaceable and recyclable, absorbent glass mat (AGM) SLA. Standard with one battery, upgradable to two batteries when increased system autonomy is required.
	Lifetime 4,000 cycles to 20% depth of discharge at 68°F
	Charger Temperature-compensated, maximum power point tracking (TC-MPPT)
LED Driver	
Channels	2 independent channels
Power	Channel A: 18 – 38 VDC from 0.3 – 1.4 A and 5 – 100 % duty cycle, constant current
	Channel B: 18 – 38 VDC from 0.3 – 1.4 A and 5 – 100 % duty cycle, constant current
Automatic Light Control (ALC)	ALC dynamically reduces brightness in response to unusually low amounts of sunlight to ensure continued autonomous operation. Available on Channels A and B.
Control, Autonomous Mode	Dusk-to-dawn, steady on or flashing, ALC on or off; 24 hrs., steady on or flashing, ALC on or off; Multiple flash patterns available
Load Cabling	22 ft. (6.7 m) cable can exit onto the surface or down into a ground pot
PV Panel	Power: 17 VDC, 95 W
	Type: High Efficiency Monocrystalline, IEC 61215
	Lifetime: 10 yrs. at 90% output
Wireless	Range: 2.5 miles minimum with 1W wirelesshand-held controller
	Frequency: 900 MHz ISM Band (902 – 928 MHz), FHSS
	Encryption: 256-bit AES
Control, On-demand Mode	<ul style="list-style-type: none"> Seamless integration with existing ADB wireless solar products. Up to 8 independent groups. Flash Mode, Emergency Mode, Autonomous Mode On-demand Temporary Mode (High, Medium, and Low) Configuration Mode, ARCAL

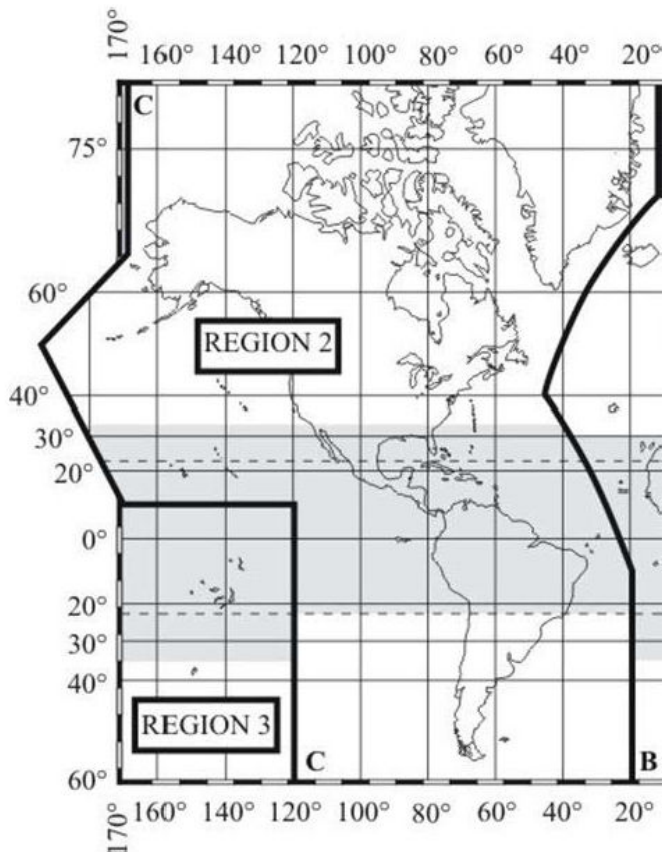
Figure 5: SRGL Dimensions



3.4 Wireless Regions

Note

This product is only approved for installation in ISM Region 2 900 MHz (902 – 928 MHz)



4.4 Wireless Operation

SEPS is controlled using the Wireless Handheld Controller in a similar manner as the wireless SAWL lights.

The primary differences for SEPS are:

- There are no infrared (IR) loads. Selecting "IR" will turn the load off.
- "AUTO LOW", "AUTO MED", and "AUTO HIGH" are the same. They are all one, pre-configured autonomous intensity level based on the load and which solar region it is installed in.
- "TEMP HIGH" is 100% intensity.
- The black button on the EMS is pressed once to put SEPS in a "listening" mode where it can be added to groups. Grouping is similar to the SAWL lights. SAWL and SEPS can be controlled with the same Controller and also in the same group.

Please see the Wireless Handheld Controller Quick Reference Card and User Manual for details.



Note

Wireless Hand-Held Controller Ordering Code Part # SAWL-HC

Battery Replacement Kit for Wireless Hand-held Controller Part # 48247

5.0 Glossary

Aircraft Radio Control of Aerodrome Lighting (ARCAL):	The Aircraft Radio Control of Aerodrome Lighting (ARCAL) feature works in conjunction with an ARCAL VHF receiver to allow aircraft pilots to control the airfield lights. Contact your representative for more information about this feature.
Automatic Light Control (ALC):	Automatic Light Control (ALC) is a patented algorithm that allows the light to adjust its energy consumption to the amount of sunlight available to charge the batteries. This ensures the light will continue to operate through periods of limited sunlight.
Autonomy:	The amount of time in hours or days that the product can continue normal operation in the absence of sunlight.
Electrostatic Discharge (ESD):	Electrostatic discharge (in layman's terms, a shock) is a build-up of charge difference between a person and an object, often caused by friction between synthetic materials, or electronic equipment. ESD can easily destroy semiconductor products, even when the discharge is too small to be felt.
EMS	Energy Management System
Light Emitting Diode (LED):	A Light Emitting Diode (LED) is a solid-state semiconductor device that converts electrical energy directly into light.
Self-discharge:	During storage, the charge in the batteries will experience a normal, gradual decrease. The chemistry of the batteries creates a small electrical current within them, and the electronics of the product will draw an even smaller amount of electricity to keep itself ready for use. The self-discharge is extremely low compared to the electrical currents when the product is in operation, but over time it becomes significant enough to require the regular recharge intervals.
SEPS	Solar Engine Power Supply
SRGLS	Solar Runway Guard Lighting System
Unique Code Sequence (UCS):	The UCS feature allows one or more controllers to be uniquely associated to one or more products. When UCS is enabled, the controller sends a UCS with each radio transmission; only lights configured to accept that particular UCS will respond to the transmission.

6.0 RGL Installation



Warning

Read the instructions in their entirety before starting installation.

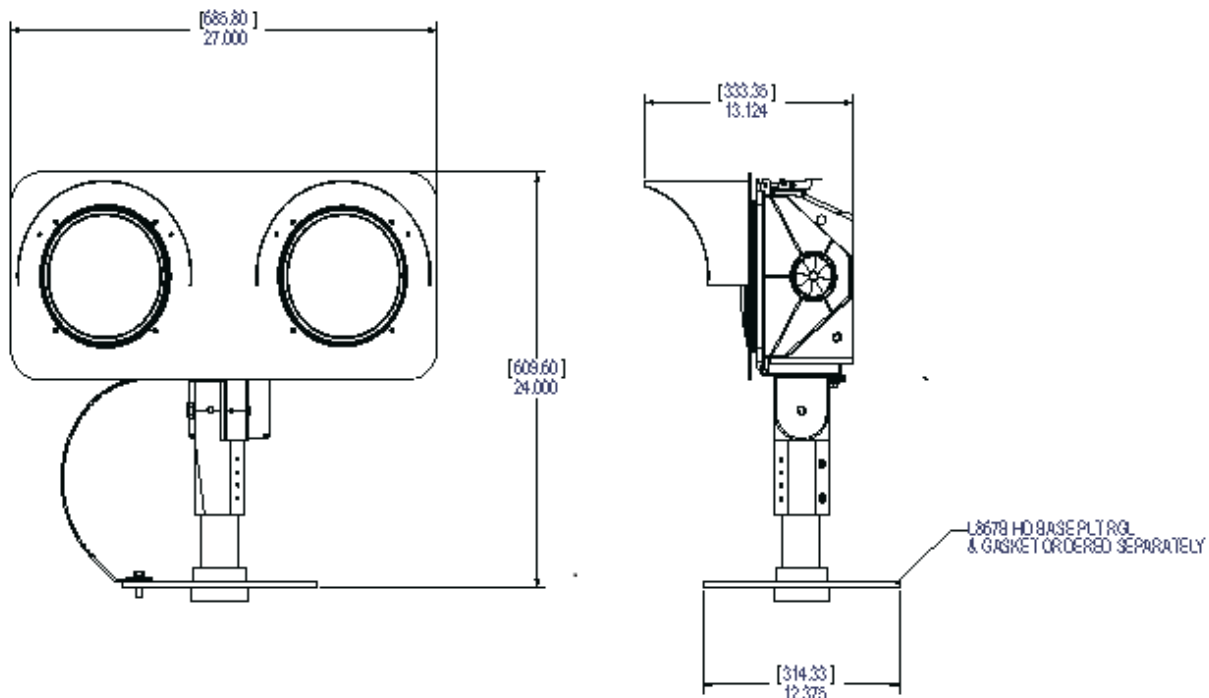
Allow only qualified personnel to perform the following tasks.

Observe and follow the safety instructions in this document and all other related documentation.

Also see FAA AC 150/5340-30, Design and Installation Details for Airport Visual Aids.

This section provides instructions for installing the Solar-powered Runway Guard Light (SRGL). Refer to the airport project plans and specifications for the specific installation instructions.

Figure 6: SRGL Dimensions



6.1 Unpacking

The equipment is shipped ready for installation. Handle equipment very carefully to prevent component damage. Unpack the carton upon receipt and check the contents and their condition. Note any exterior damage to the carton that might lead to detection of equipment damage.

If you note any damage to any equipment, file a claim with the carrier immediately. The carrier may need to inspect the equipment.

6.2 Installing a Runway Guard Light

Solar Runway Guard Light System (SRGLS) are installed at a runway holding position to provide a distinctive warning to anyone that they are about to enter an active runway. Normally the SRGLs are installed in pairs, one on either side of the taxiway. Refer to FAA Advisory Circular, AC 150/5340-30, *Design and Installation Details for Airport Visual Aids* for dimensional location of the elevated SRGL.

The SRGL is designed to be installed on an L-867B light base housing using an L-867B heavy duty base plate that has been specifically designed per FAA specifications found in FAA AC 150/5345-46C to withstand the high bending moments induced on the elevated fixture.



Note

SRGL shall not be stake mounted per FAA AC 150/5345-46C.

6.2.1 Installing an L-867B Base

To install the base, perform the following procedure:

1. Install the L-867B per the site plans and specifications.
See FAA AC 150/5340-30 for additional installation instructions.
2. Orient the cable entrance hubs of the base in the proper directions.
3. Level the light base so that the mounting flange surface is flush with the finished grade.
4. With the light base at proper orientation and held at proper elevation, pour concrete around the outside of the base.
If the base is installed outside the concrete pad, backfill with compacted earth.
5. Slope top of concrete away from the flange portion of the base.
6. In closed duct systems installed in soil conditions of good drainage, use light bases having a drain hole to prevent water accumulation.
7. Pull the cable SEPS.
8. Install the base plate w/gasket on top of the light base.
The baseplate is designed to receive the SRGL frangible column.

6.2.2 Installing an SRGL on an L-867B Base

To install the SRGL, perform the following procedure:

1. Install the SRGL assembly and frangible column, and connect the cable from the SEPS in the terminal block located inside the SRGL.
2. Bolt the base plate to the light base.



Note

Only use two of the mounting bolts at this time and only hand tighten these bolts. After horizontal aiming has been completed and verified, install the remaining baseplate bolts and then torque bolts to 180 – 190 in-Lbs.

3. Aim the SRGL both vertically and horizontally per site plans and specifications.
Aiming procedure is as follows: See: "Horizontal Aiming" on page 18 and "Vertical Aiming" on page 20.

6.2.3 Installing a Concrete Pad for the SRGL

If the SRGLS will be installed without using any L-867B base cans, and the cable between the SEPS and SRGL will be above ground, a mount concrete PAD will be needed for both SRGL and SEPS. Reference the following guidelines.



Note

Follow site plans and specifications for concrete dimensions.

To pour concrete pad, consider the following procedures:

1. Use the PAD mounting pattern shown in application drawing to determine minimum diameter of the concrete PAD.
2. Pour a minimum of 4" (101.6mm) depth of concrete, extending below the frost line to prevent frost heave.
3. Use anchor 6 (six) bolts and 6 (six) lock washers to mount base plate to concrete pad.

6.2.4 Installing an SRGL on a Concrete Pad

1. Install the SRGL assembly and frangible column.
2. Connect the cable from SEPS through the side of the SRGL
3. Terminate the cable on the terminal block located inside the SRGL See application drawing "Electrical Wiring Schematics".
Aim the SRGL both vertically and horizontally per site plans and specifications. Use procedures in "Horizontal Aiming" and "Vertical Aiming".

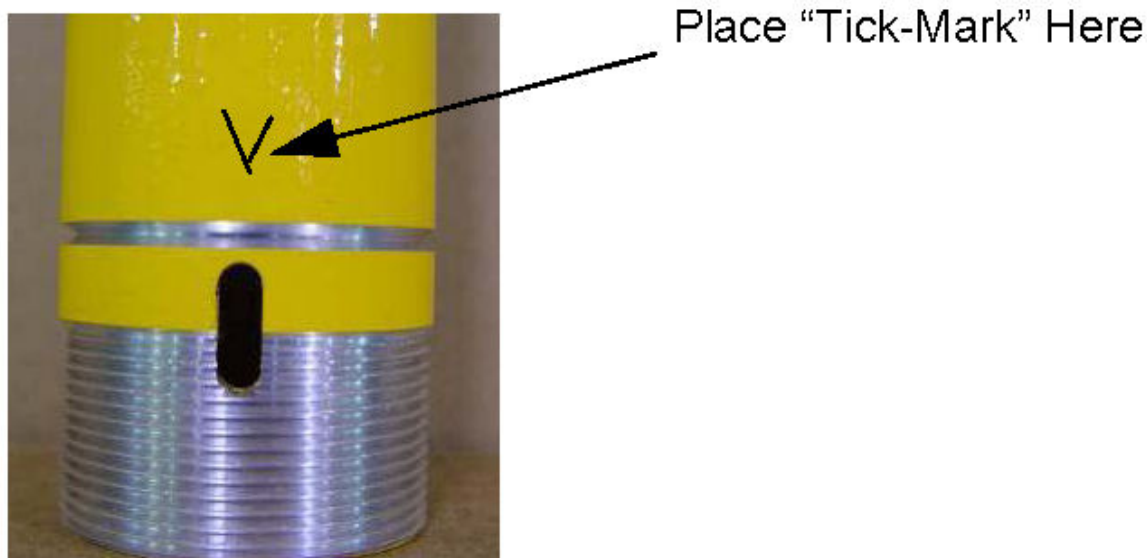
6.2.5 Horizontal Aiming

Note See Figure 11 and "Installing the Coupling " on page 22 before proceeding. Back out or remove the two hex head set screws that are in the side of the baseplate hub so that the coupling can be screwed into the hub.

Before screwing the coupling into the baseplate, use a black magic-marker to put "tick mark" in line with the slot and above the frangible groove as shown in the photo below.

Note The tick-mark will aid in locating the slot after the coupling is screwed into the baseplate hub.

Figure 7:



1. Apply anti-seize paste on threads and then screw the frangible coupling into the hub on the baseplate until the frangible groove is just above the top edge of the hub.
Locate the set screw hole in the side of the hub that is nearest to the slot in the coupling by locating the "Tick-Mark." Rotate the coupling, either clock or counter-clockwise, until the "tickmark" on the coupling is in line with the set screw hole in the hub.



Note

It is important to make sure that the slot and the set screw hole are aligned because of the close fit between the slot and the $\frac{1}{4}$ -20 screw. The close fit between the screw and the slot prevents the coupling from turning and loosening when the face of the SRGL is subjected to jet engine exhaust or wind.

2. Thread the set screw into the hub and through the slot in the coupling.

The screw must pass through the slot so it does not tighten against the screw threads on the coupling. Hand-tighten this screw only until final horizontal aiming has been completed.

6.2.5.1 Adjusting the Horizontal Setting

To adjust the horizontal setting, perform the following procedure:

1. Thread the set screw into the hub and through the slot in the coupling.

The screw must pass through the slot so it does not tighten against the screw threads on the coupling. Hand-tighten this screw only until final horizontal aiming has been completed.

2. See [Figure 11](#) and photo below.

Locate the four Phillips head screws – ref [Figure 8](#) and loosen them so that the frangible coupling can be inserted into the hub. Also, if necessary, loosen the two $\frac{3}{8}$ -16 allen hex head set screws in the SRGL adjustable joint – Ref [Figure 11](#).

Figure 8:



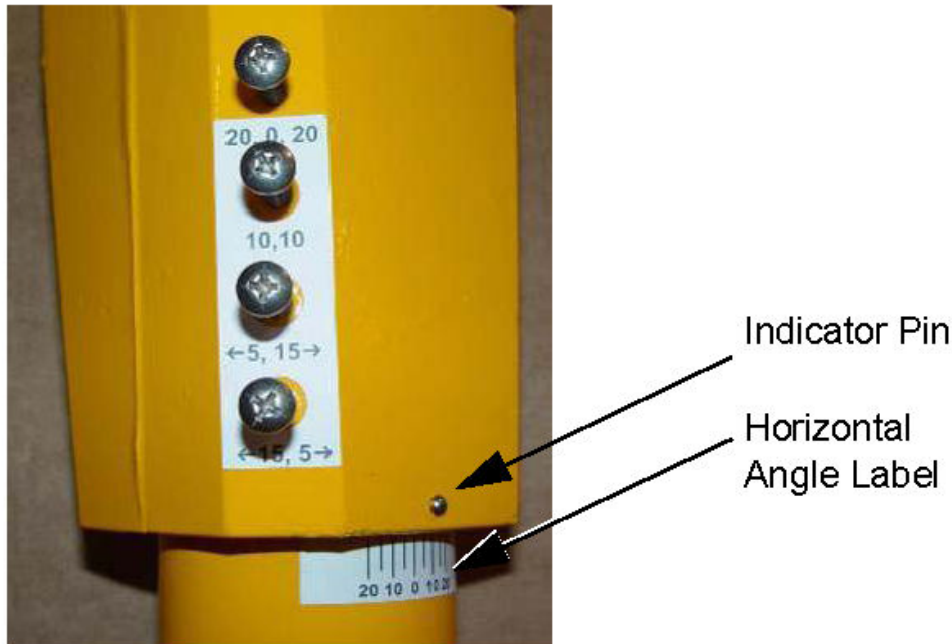
Note

The Zero ("0") on the horizontal label that is affixed to the frangible coupling, has been aligned at the factory with the index pin pressed into the lower hub of the adjustable arm. This alignment will then allow the 10-32 screw to be screwed into the top center Zero ("0") hole and pass through the Zero ("0") hole that is located at the top of the coupling. See figures above.

3. Rotate SRGL assembly until the indicator pin that is found at the bottom edge of the adjustable arm hub is aligned with the desired angle.

The horizontal angle label that is affixed to the coupling is marked in 5 degree increments. See the following [Figure 9](#).

Figure 9:



Note

The appropriate screw to tighten all the way into the mating hole in the frangible coupling is determined by the degrees adjusted. For example, if the horizontal is adjusted to 20 degrees, the top screw marked 20, 0, 20 should go in all the way. Hand tighten all four screws. See photos above.

Verify that the selected angle meets the requirements of the site plans and specifications. If the horizontal aiming angle is not correct make one or both of the following adjustments:

4. Remove the two screws in the side of the baseplate hub and rotate the coupling slot to line up with the other tapped hole in the hub.
Repeat horizontal aiming procedure above.
5. If additional adjustment is needed then remove the two mounting bolts used to fasten the baseplate to the L867B light base.
Rotate the baseplate either clock or counter-clock wise at least 30 degrees. Repeat the horizontal aiming procedure above.
6. Once horizontal aiming is completed install and torque all mounting hardware that secures the baseplate to the L867B light base.

6.2.6 Vertical Aiming

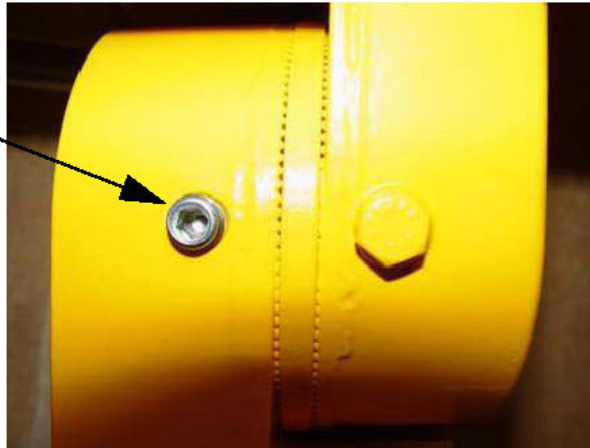
To adjust the vertical setting, perform the following procedure:

See [Figure 11](#).

Loosen two allen hex set screws on side shown in photo and on opposite side.

Figure 10:

Set Screw - 2 Places
180 Degrees Apart



- a) Loosen hex bolt (6) on the face (side) of the mount.
- b) Adjust the vertical setting to the desired number of degrees in one-degree increments by lining up the indicator pin (9) from 0 to +20 degrees.
- c) Tighten the hex bolt (6).
- d) Tighten the hex bolts (1).



Note

See [Figure 11](#) for additional installation instructions and bolt torque values.

- e) After the SRGL has been aimed and operation has been verified, install the tether by attaching one end of the tether to one of the bolts on the center housing of the SRGL and attach the other end to nearest bolts securing the baseplate to the light base housing.



Note

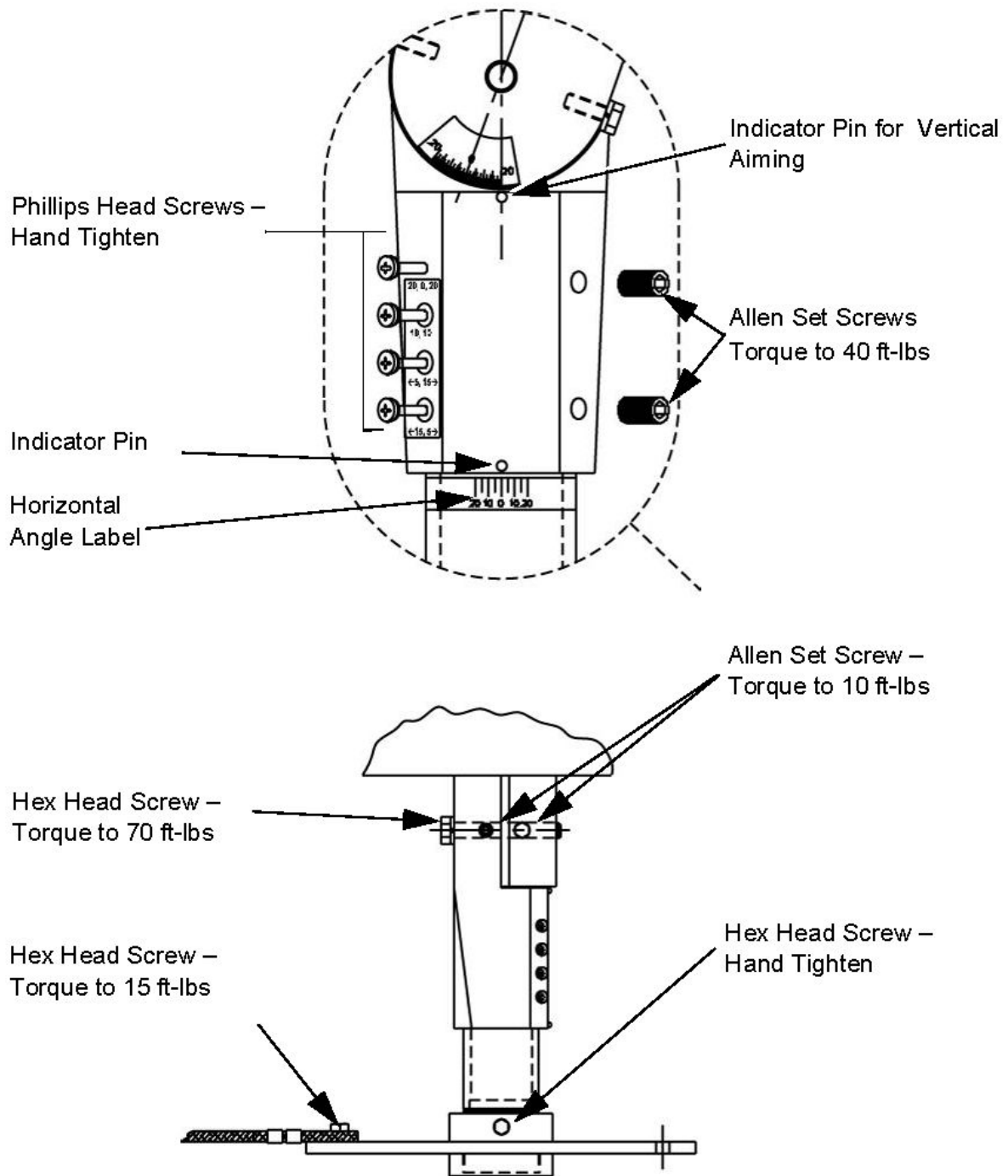
There are two set screws in the side of the hub. These set screws are used when the SRGL is being aimed horizontally.



Note

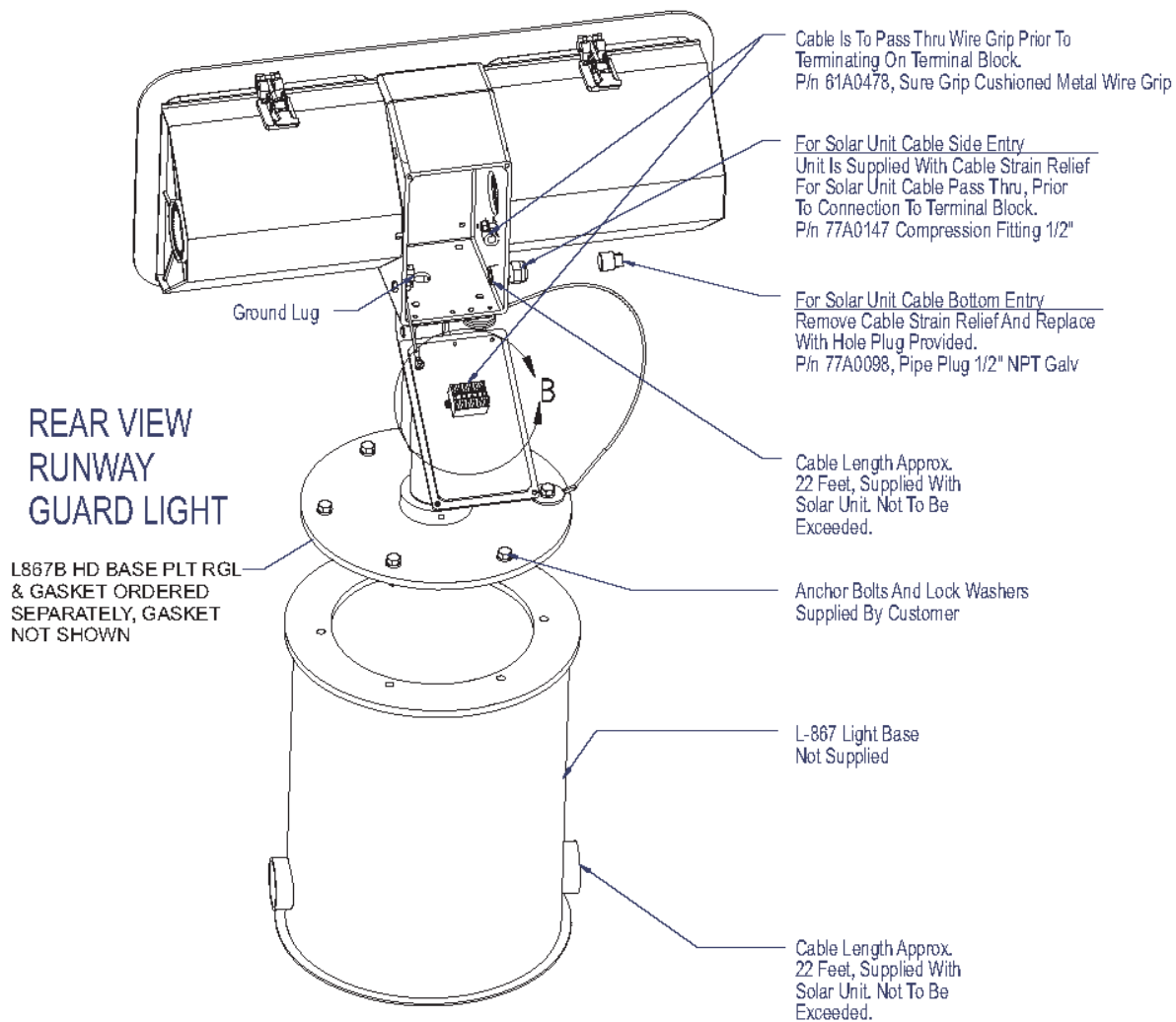
Bolt/Screw Torque Values,
See [Figure 11](#) for location and torque vales for identified screws.
Some screws have multiple locations.

Figure 11: Bolt Torque Values



6.3 Installing the Coupling

Figure 12: SRGL L867 Light Base Installation



6.4 SEPS Installation

6.4.1 Site Preparation

Follow these steps to prepare the installation site:

1. Ensure that the site has year-round, unrestricted sun exposure throughout the day.



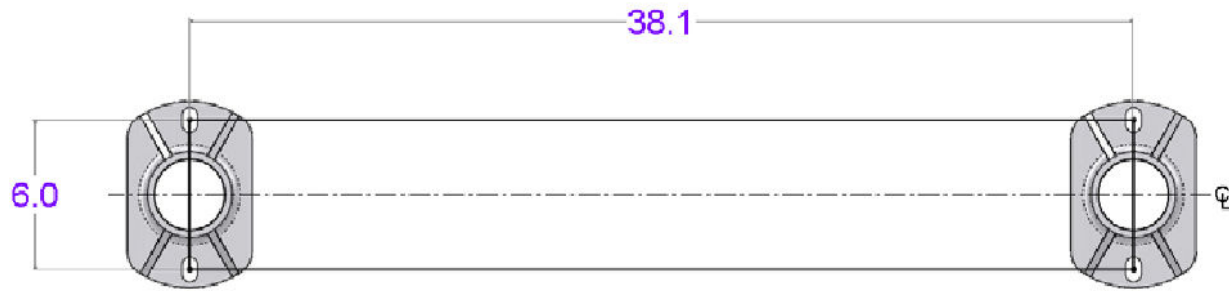
Note

Shading even a small portion of the solar panel will significantly reduce its ability to collect solar power.

2. Any pad design should meet FAA AC 150/5340-30:
 - a) Above ground wiring: install a level concrete pad within 20 ft. of the load that SEPS will be powering. Mounting to wood, soil, or asphalt may work but is not recommended since they will not have the strength required for high wind loads.
 - b) Below ground wiring: install a level concrete pad with L-867B base can and base plate or conduit within 20 ft. of the load that SEPS will be powering.

- Use the below template (in inches) to mark 4 mounting points for the 2 floor flanges.

Note that the centerline of SEPS should be parallel to the equator, so that the installed solar panel will face south in northern latitudes and north in southern latitudes.



- At each of the 4 mounting points, install a 1/2-13 UNC anchor bolt or stud.

6.4.2 Assembly

Follow these steps to assembly the SEPS:

- Open SEPS's solar panel lid by loosening the 2 black, captive thumb screws under the bottom lip.

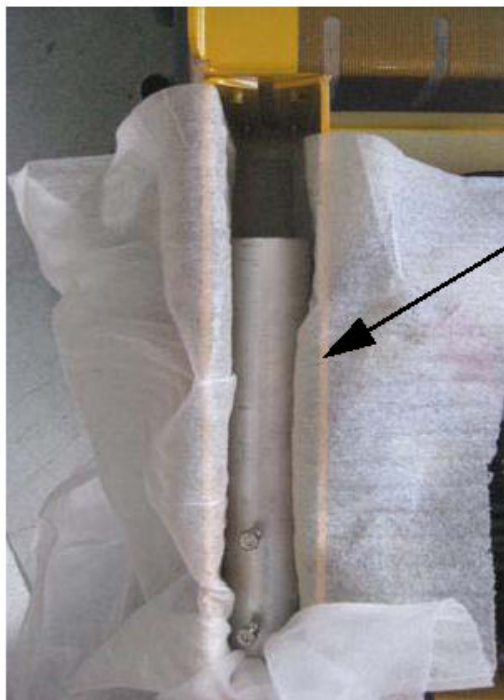


Note

Slowly hold and open the lid since it has a gas shock that will push the lid open.

Lid is designed to best open and close once SEPS is fully installed and the lid can open quickly when SEPS is lying flat on the ground during preparation.

- Unpack two mounting posts and their fasteners from within SEPS.



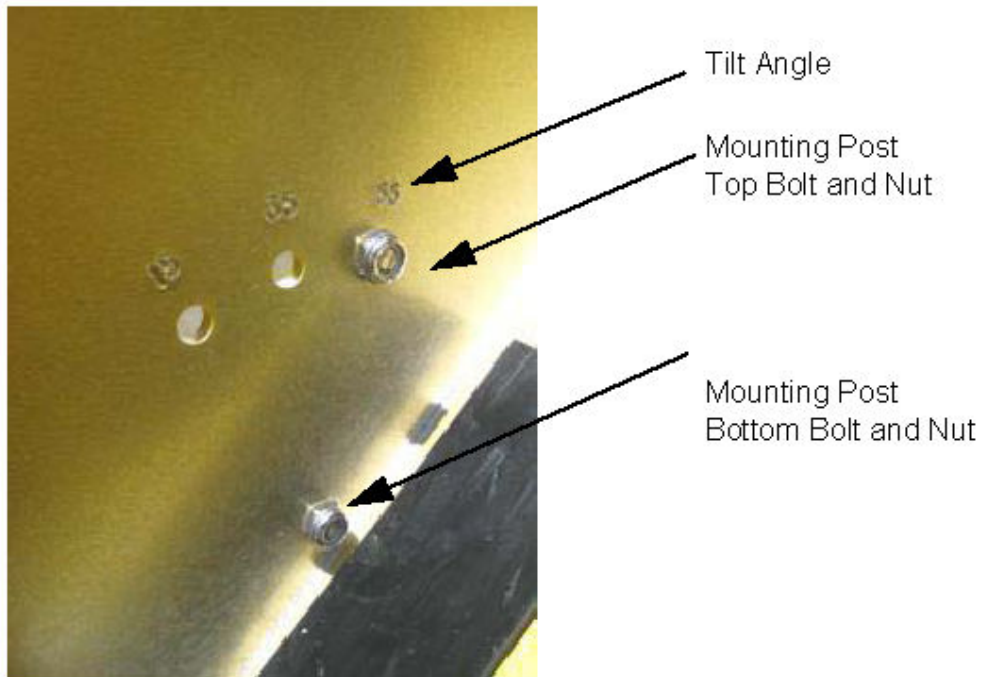
Mounting Post inside
SEPS

- Slide the mounting post down its oblong hole.

Align mounting post's bottom bolt hole with the bottom bolt hole in the chassis. Loosely install the 5/16-18 UNC bolt from the outside and the nut on the inside. Note that this bolt does not have extra length and when tightened will pull the chassis frame members together.

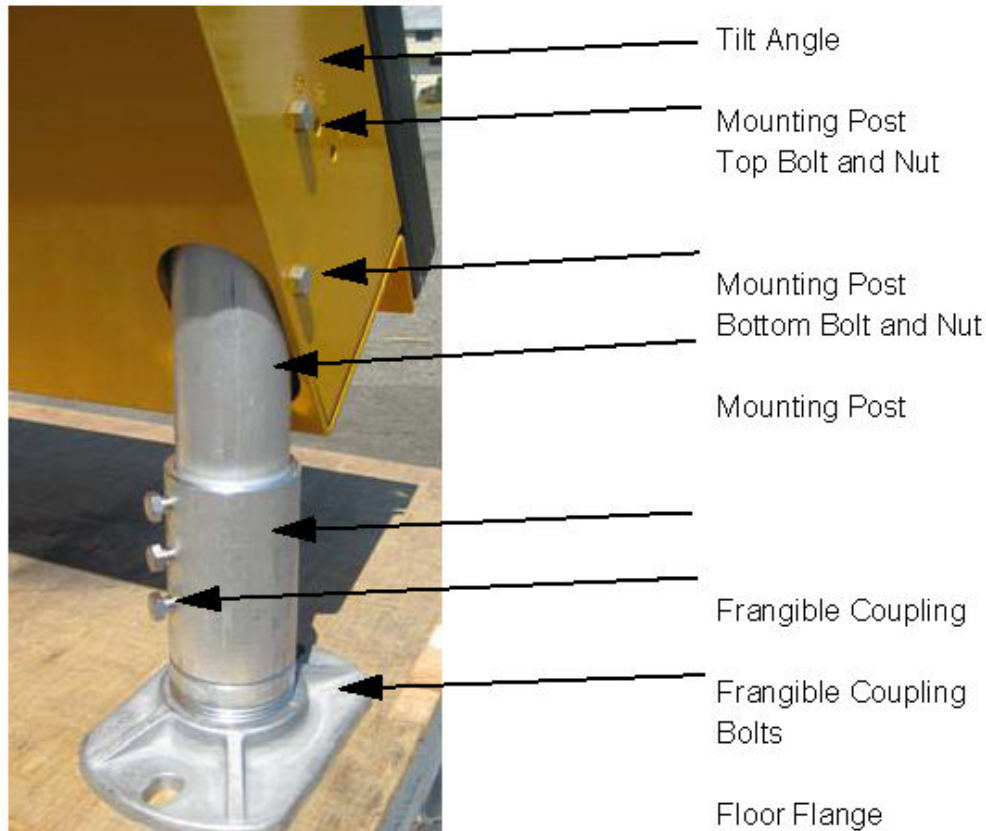
- Tilt the mounting post to its desired tilt angle and install top bolt and nut.

Tighten both top and bottom fasteners. Tilt angle is dependant on your location. See tilt angle map [Figure 4](#).



5. Repeat above steps for second mounting post.
6. Close the lid and finger tighten the thumb screws to better balance the unit.
7. Thread the frangible coupling into the floor flange until tight.
Install the frangible coupling's 3 bolts. Repeat for second subassembly.
8. Slide the frangible coupling subassembly onto the mounting post.

Finger tighten 1 of the frangible coupling's screws to hold the subassembly onto the mounting post. Repeat for second



subassembly.

9. Pick up the SEPS and set down over the 4 anchor bolts installed above.

If required, loosen frangible coupling bolts to adjust the rotation of frangible coupling. Do not loosen the floor flange and frangible coupling thread.

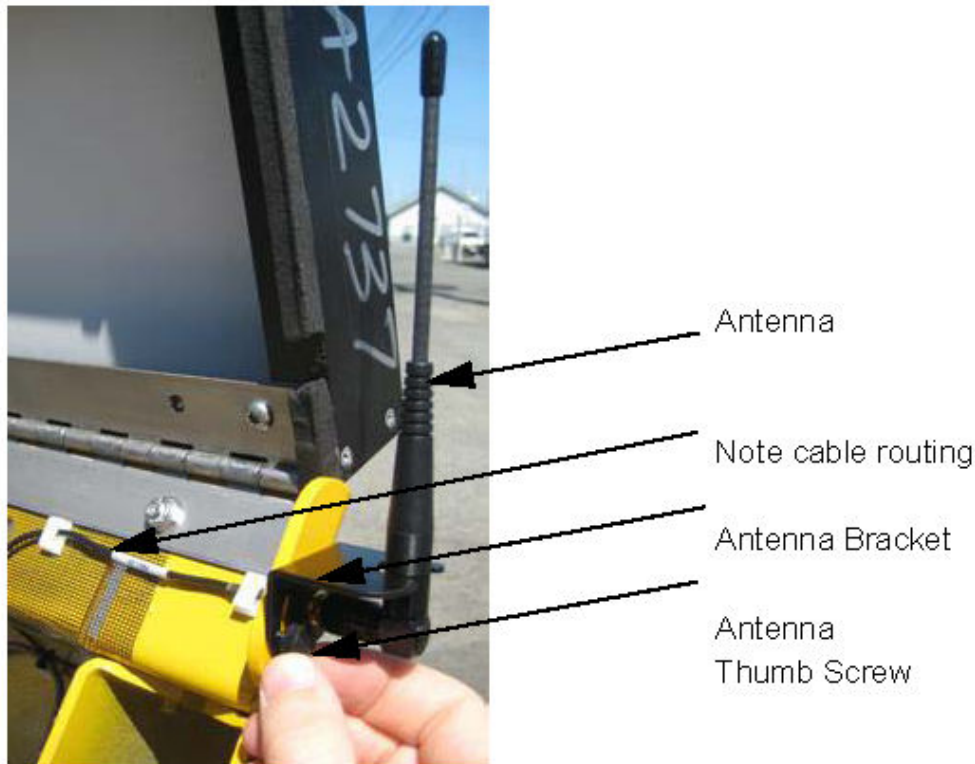
10. Tighten all frangible coupling bolts.

Tighten all anchor bolts.

6.4.3 Antenna Assembly

If your SEPS has wireless control capability, it will have a wireless antenna subassembly that needs to be installed. During manufacturing, the antenna is uninstalled and placed inside SEPS to protect it from shipping damage. To install:

1. Open lid slowly and carefully unpack antenna subassembly.
2. Remove 8-32 UNC thumb screw and its toothed washer.
3. Slide antenna cable back through hole to remove slack.
4. Ensure antenna and bracket are vertical and re-install thumb screw and toothed washer.
5. Route cable as shown below.



6.4.4 Grounding



Note

Failure to install an appropriate grounding system may cause a safety risk in the event of lightning strike, electrostatic discharge (ESD), or damaged cabling.

Failure to install an appropriate grounding system will increase the risk of system damage in the event of lightning strike or ESD.

Surges resulting from lightning strikes in the proximity of the installation are one of the most common causes of solar system failure. Installation of an appropriate grounding system allows the static electricity that accumulates in the solar panel and mounting structure to discharge. In addition to preventing the attraction of lightning, a properly grounded installation may divert the surge associated with lightning from electrical circuitry, limiting the potential for damage.

SEPS is negatively grounded. The solar panel frame, solar panel negative terminal, battery negative terminal, chassis, and grounding lug are all electrically connected together.

SEPS should be grounded as follows:

1. Install a 14 – 2 AWG stranded grounding wire (not included) into the grounding lug under the bottom lip of the chassis.
2. Connect the grounding wire to an appropriate grounding stake and install the stake in the ground.
3. Note that the load cable does not provide any grounding for the load.

The load should also be properly grounded to prevent damage to it and SEPS.

Grounding techniques vary depending on site specifics and local electrical authorities. Consultation with a local grounding expert is recommended.

6.4.5 Connect Load

Connect the load to SEPS as follows:

1. Uncoil the load cable.

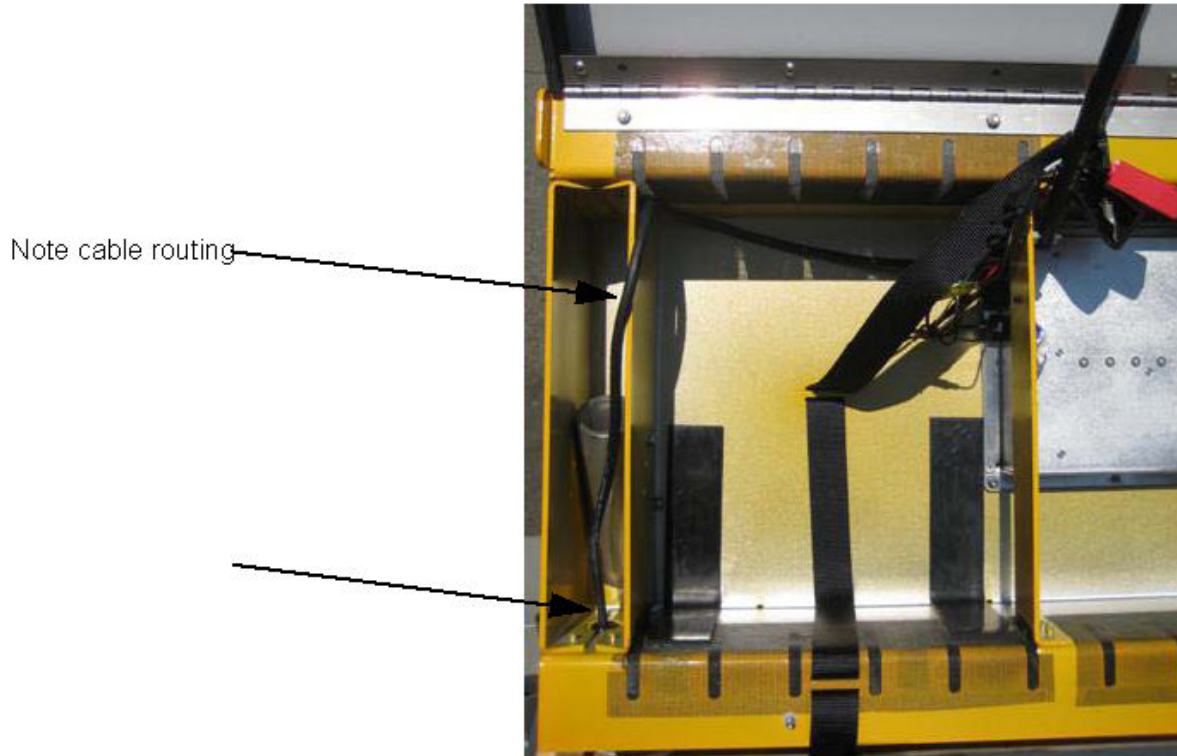
The cable is stiff and should be routed above where the battery will be installed.

2. For installations with cabling going into the ground, feed the load cable down either mounting post.

For a more finished look, the black, liquid tight cable fitting exiting the SEPS unit may be replaced with the included 7/8 in. hole plug.

3. For installations with cabling lying on the surface of the ground, feed the load cable out through the liquid tight cable fitting.

Tighten fitting.



4. Pull the loose, 6 conductor end of the load cable into the appropriate junction box to connect to the load.

5. Connect the 6 conductors to the load as per the electrical load connection diagrams.

6.4.6 Install Battery



Note

Exercise caution when handling batteries. They are capable of generating enormous short-circuit currents. Remove all jewelry (bracelets, metal-strap watches, rings) before attempting to handle or remove the battery packs.

Be careful not to short battery terminals with tools.

Batteries are heavy. Ensure that you use proper lifting techniques when moving batteries.

Do not discard batteries in the garbage – please recycle!

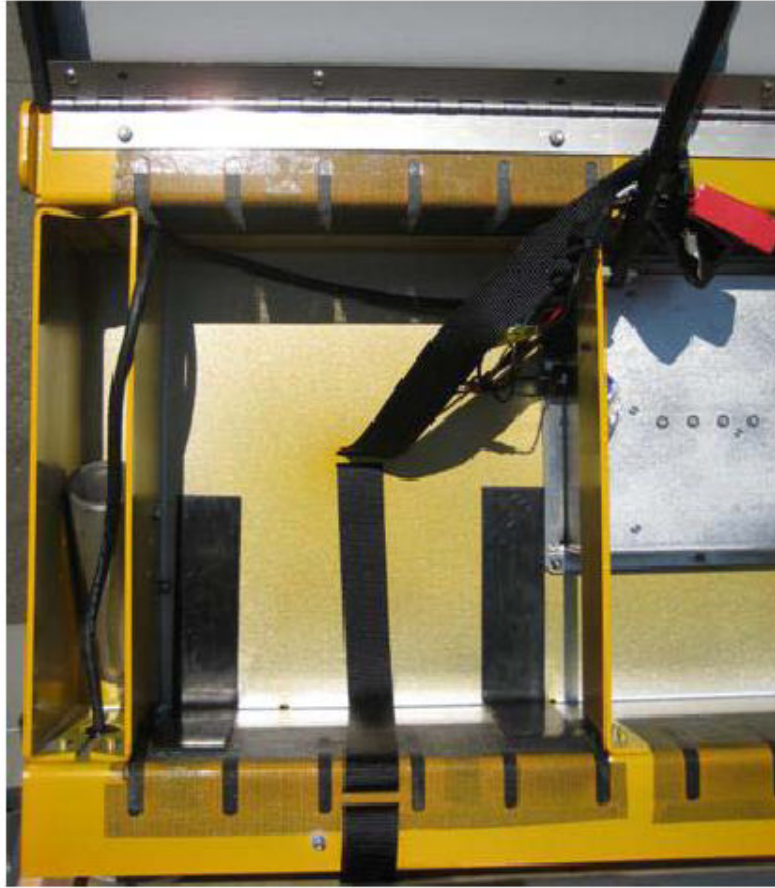
These batteries are rechargeable lead-acid AGM batteries. Consult your local municipal bylaws for information on recycling the cells when replacing.

SEPS has the capability to accept 1 or 2 batteries. SEPS is shipped from the factory with 1 battery since this is fine for most applications. For locations with long periods of poor solar insolation, a second battery can be installed.

The battery must always be installed last, after site preparation, assembly, wireless assembly, grounding, and load connection. There is no switch to power up the system. Once the battery and its fuse are installed, SEPS's EMS turns on. The EMS will immediately attempt to charge the battery from the solar panel and perform a load scan to determine if any load is connected.

Battery 1 sits in the left hand cavity inside SEPS. To install battery 1:

1. Remove the battery fuse from the battery harness.
2. Release the battery strap buckle and loosen the buckle to the end of the strap.
3. Loop the strap buckle, battery harness leads, and temperature sensor above the solar panel's gas shock and out of the way.

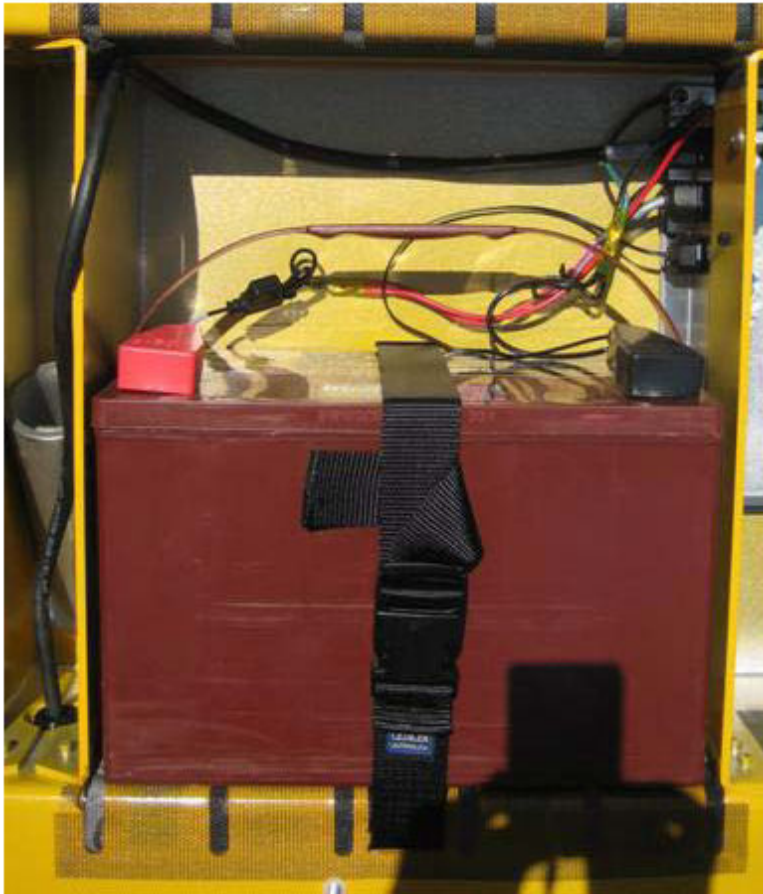


4. Balance the battery on the bottom lip of the SEPS chassis and then slowly let it drop back into its cavity.

Do not let the battery fall backwards or crush any electrical connections.



5. Battery terminals should be closest to you, with the positive (+) on the left and negative (–) on the right.
6. Loop the battery strap under the battery handle.
Connect the battery strap buckle. Tighten the battery strap and fold loose end underneath itself.
7. Loop the positive (+) harness lead under the battery handle.
Apply anti-corrosion compound (not included) to the terminal. Connect the harness lead to the terminal and slide on the red, positive, battery terminal boot. Use supplied 5/16-18 UNC nut and lock washer.
8. Loop the negative (–) harness lead and its temperature sensor under the battery handle.
Apply anti-corrosion compound (not included) to the terminal. Connect the harness lead first and then the temperature sensor to the terminal and slide on the black, negative, battery terminal boot. Use supplied 5/16-18 UNC nut and lock washer.
9. Install the battery fuse.



7.0 SRGLS Maintenance

7.1 Introduction

To keep the light operating efficiently, follow a preventive maintenance schedule. Refer to [Table 2](#) and, refer to FAA AC 150/5340-26 for more detailed information.



Warning

Read installation instructions in their entirety before starting installation.

- Refer to the FAA Advisory Circular AC 150/5340-26, Maintenance of Airport Visual Aids Facilities, for instructions on safety precautions.
- Observe all safety regulations. To avoid injuries, always disconnect power before making any wiring connections or touching any parts. Refer to FAA Advisory Circular AC 150/5340-26.
- Become familiar with the general safety instructions in this section of the manual before installing, operating, maintaining or repairing this equipment.
- Read and carefully follow the instructions throughout this manual for performing specific tasks and working with specific equipment.
- Make this manual available to personnel installing, operating, maintaining or repairing this equipment.
- Follow all applicable safety procedures required by your company, industry standards and government or other regulatory agencies.
- Route electrical wiring along a protected path. Make sure they will not be damaged by moving equipment.
- Protect components from damage, wear, and harsh environment conditions.
- Allow ample room for maintenance, panel accessibility, and cover removal.
- Protect equipment with safety devices as specified by applicable safety regulations.
- If safety devices must be removed for installation, install them immediately after the work is completed and check them for proper functioning prior to returning power to the circuit.
- Turn off the disconnect switch or main circuit breaker attempting to service the fixture.

Failure to follow these warnings may result in personal injury, death, or equipment damage.

7.1.1 Maintenance Schedule

Table 2: Solar-powered Runway Guard (SRGL) Light Maintenance Schedule

Interval	Maintenance Task	Action
Daily	Check for burned-out LED Engine.	Replace the light fixture.
	Check for dim LED.	Clean lens. Replace the light fixture, if necessary.
Weekly	Check for vegetation.	Remove vegetation. Use weed killer.
	Check for dirty lens.	Clean the lens.
	Check for incorrect aiming angle.	Adjust elevation setting.
Semi-annually	Check for moisture in the fixture.	Check for cracks in the lens or housing. Repair or replace lens or housing.
Annually	Inspect fixture for deterioration.	Repair or replace fixture.
	Inspect cable insulation.	

7.2 Troubleshooting

Table 3: Troubleshooting the SEPS

Issue	Action
Load Appears Dim	<p>If your system does not operate according to its specifications, the unit may be using Automatic Light Control (ALC). If the battery's state of charge drops below 66%, ALC engages and reduces the power output to protect the batteries under unusually poor solar conditions. If the Battery Status indicator is red or yellow, the battery is low on charge. The system will recover on its own.</p> <p>If the Battery Status indicator is blinking green, verify that the load is functional independent of SEPS. If not, verify correct wire polarity and electrical connections.</p>
Load is Unexpectedly Blinking or System Status Indicator is Red	<p>If the fixture is blinking once every 30 seconds, the product is in Low Voltage Discharge (LVD) mode. This indicates that the battery is at an extremely low state of charge and turns off the output power to the load. Ensure that the solar panel is not covered by debris or dirt, and that it is in the correct orientation (northern hemisphere solar panel faces south, southern hemisphere solar panel faces north). If required, remove the debris or clean the solar panel with a soft cloth and water. Wait at least 24 hours for the system to recover. If it does not recover, contact customer support.</p> <p>If the fixture is blinking twice every 30 seconds, the product is in 24 Hour Shutdown Mode. This mode turns on if the product does not discover any power coming from the solar panel for 24 hours. The product then interprets this as being indoors or inside packaging. Install product outside in good solar conditions. If it does not recover, contact customer support.</p>
Reverse Polarity	<p>If the Battery Reverse Polarity indicator is lit, switch the positive and negative terminals.</p> <p>If the Solar Panel Reverse Polarity indicator is lit, switch the positive and negative connectors.</p>
No Response to Wireless Handheld Controller	<p>If the balance of SEPS is checked to be operational (battery, fuse, load wiring, product orientation, indicators) and the product does not respond to commands from the wireless handheld controller, check:</p> <p>External antenna is connected and installed properly.</p> <p>Grouping of the loads. Check that you've selected the appropriate group when sending wireless commands. When in doubt, select all groups when sending commands from the wireless handheld controller.</p> <p>Ensure that both the antenna of SEPS and the wireless handheld controller are line-of-sight, vertical, and within range.</p>
No Illuminated Indicators	<p>If none of the on-board indicators are illuminated, check the battery fuse.</p>

Table 3: Troubleshooting the SEPS (continued)

Issue	Action
SRGL Does Not Turn On	If the Battery Status and System Status indicators are blinking green, the Reverse Polarity indicators are not lit, and the load does not turn on, check:
	Proper wiring of load.
	If SEPS is configured to Autonomous Dusk-to-Dawn Mode, the load will only turn on if it is dark or the solar panel is obstructed.
	If SEPS is configured to On-Demand Wireless Mode, the load will only turn on when commanded by the wireless handheld controller.
	SEPS only does a load scan once at first power up. This load scan will look like a series of short flashes upon first power up while SEPS determines if a load is connected. If the load was connected after SEPS first power up, SEPS would have performed a load scan, detected nothing, and turned the output off. To force a load scan, remove the battery fuse, check that the load is connected properly, and re-install the fuse. SEPS will then perform a load scan as it first powers up.

Table 4: Troubleshooting the SRGL Unit

Problem	Possible Cause	Corrective Action
1. LED not energizing	Defective LED Engine	Replace LED Engine (s).
	Loose wires at terminal block	Tighten the wires to the terminal block.
	Deteriorated wire insulation	Replace the damaged wires.
	Moisture inside assembly causing current leakage	Open up light fixture. Inspect lens for cracks. Replace LED and any damaged parts.
2. Short LED life	Defective LED Engine	Replace LED Engine.
3. LEDs appear dim	Dirty lens	Clean with soft cotton cloth and glass cleaner or mild detergent.
	Current too low	Replace the PCB.. Refer to <i>Replacing LED Engine</i> in the <i>Maintenance</i> section.
4. Both LEDs are on and not flashing	SEPS failure	Replace the EMS

7.3 Maintenance

7.3.1 Inspection

The SEPS is designed to operate reliably for years with virtually no need for maintenance. Routine inspections of the solar panel are recommended to ensure that it is unobstructed by anything that could prevent the effectiveness of the solar charging, including:

- Dirt and Dust
- Snow
- Leaves
- Debris
- Shade that may have developed after installation due to adjacent plant growth.

The frequency of the inspections depends on location and local weather patterns. Solar engines installed at 15° or 35° will usually require more frequent inspection than solar engines installed at 55°. A yearly visual inspection of the solar engine is typically sufficient.

Check all electrical and mechanical connectors to ensure they are clean, secure and undamaged.

Ensure that all vents and drain holes are free of debris.

Visual inspection – check over exterior assembly for cracks, missing or broken hardware or other potential problems.

7.3.2 Cleaning

The system is designed to be maintenance free, however large performance gains can be made with clean solar panels and optical surfaces.

Use water and a soft sponge or cloth for cleaning and a mild, non-abrasive cleaning agent for more stubborn residue. Rinse well.

Pressure washers should not be used.

Clean solar panels more frequently during drier months, as they may become soiled more quickly.

7.4 Batteries



Note

Exercise caution when handling batteries. They are capable of generating enormous short-circuit currents. Remove all jewelry (bracelets, metal-strap watches, rings) before attempting to handle or remove the battery packs.

Be careful not to short battery terminals with tools.

Batteries are heavy. Ensure that you use proper lifting techniques when moving batteries.

Do not discard batteries in the garbage – please recycle!

These batteries are rechargeable lead-acid AGM batteries. Consult your local municipal bylaws for information on recycling the cells when replacing.

Battery 1 sits in the left hand cavity inside SEPS. To replace battery 1:

1. Remove the battery fuse from the battery harness.
2. Slide back the black, negative, battery terminal boot.
Disconnect the negative (–) harness lead and the temperature sensor.
3. Slide back the red, positive, battery terminal boot.
Disconnect the positive (+) harness lead.
4. Release the battery strap buckle and loosen the buckle to the end of the strap.
5. Loop the strap buckle, harness leads, and temperature sensor above the solar panel's gas shock and out of the way.
6. Pull on the battery's handle to lever the battery up onto the front sill of the SEPS chassis and away from the electrical connections on the EMS.
Then, lift the old battery clear.
7. Balance the new battery on the bottom lip of the SEPS chassis and then slowly let it drop back into its cavity.
Do not let the battery fall backwards or crush any electrical connections.
8. Battery terminals should be closest to you, with the positive (+) on the left and negative (–) on the right.
9. Loop the battery strap under the battery handle.
Connect the battery strap buckle. Tighten the battery strap and fold loose end underneath itself.
10. Loop the positive (+) harness lead under the battery handle.
Apply anti-corrosion compound (not included) to the terminal. Connect the harness lead to the terminal and slide on the red, positive, battery terminal boot.
11. Loop the negative (–) harness lead and its temperature sensor under the battery handle.
Apply anti-corrosion compound (not included) to the terminal. Connect the harness lead and then the temperature sensor to the terminal and slide on the black, negative, battery terminal boot.
12. Install the battery fuse.

Battery 2 sits in the right hand cavity inside SEPS. To add battery 2 to an existing system:



Note

Verify that batteries 1 and 2 are within 10% state of charge of each other or similar terminal voltage before installing. A large difference may blow the fuses in the battery harnesses.

13. Install the two adhesive rubber bars in a manner similar to battery 1's, being careful not to cover drain holes or ventilation slots.
14. Install the battery strap in a manner similar to battery 1's.
15. Balance the new battery on the bottom lip of the SEPS chassis and then slowly let it drop back into its cavity.
Do not let the battery fall backwards or crush any electrical connections.
16. Battery terminals should be closest to you, with the positive (+) on the left and negative (–) on the right.
17. Loop the battery strap under the battery handle.
Connect the battery strap buckle. Tighten the battery strap and fold loose end underneath itself.
18. Loop the battery 2 positive (+) harness lead under the battery handle.
Apply anti-corrosion compound (not included) to the terminal. Connect the harness lead to the terminal and slide on the red, positive, battery terminal boot.
19. Loop the battery 2 negative (–) harness lead under the battery handle.
Apply anticorrosion compound (not included) to the terminal. Connect the harness lead to the terminal and slide on the black, negative, battery terminal boot. Note that battery 2 has no temperature sensor.
20. Remove the white, blank, socket connector from battery 1's harness.
This blank connector can be stored in SEPS for possible future use.
21. Route the battery 2 harness under the chassis cross-members and plug into the mating, white, plug connector from battery 1's harness.
Ensure the harness's blue interface seals are in place and click the socket and plug together.
22. Install the battery 2 fuse.
To replace battery 2, follow the replacement instructions above for battery 1 except that battery 2 has no temperature sensor.

7.5 Energy Management System (EMS) Recycling

Production of the EMS required the extraction and use of natural resources. The EMS may contain substances that could be harmful to the environment or human health if improperly handled at the product's end of life. In order to avoid release of such substances into the environment and to reduce the use of natural resources, we encourage you to recycle the EMS in an appropriate way that will ensure most of the materials are reused or recycled appropriately. Check your local municipality for electronics recyclers.

The symbol indicates that this product complies with the European Union's requirements according to Directive 2002/96/EC on waste electrical and electronic equipment (WEEE).



7.6 Electrical Wiring Schematics

Figure 13: Terminal Block Connections

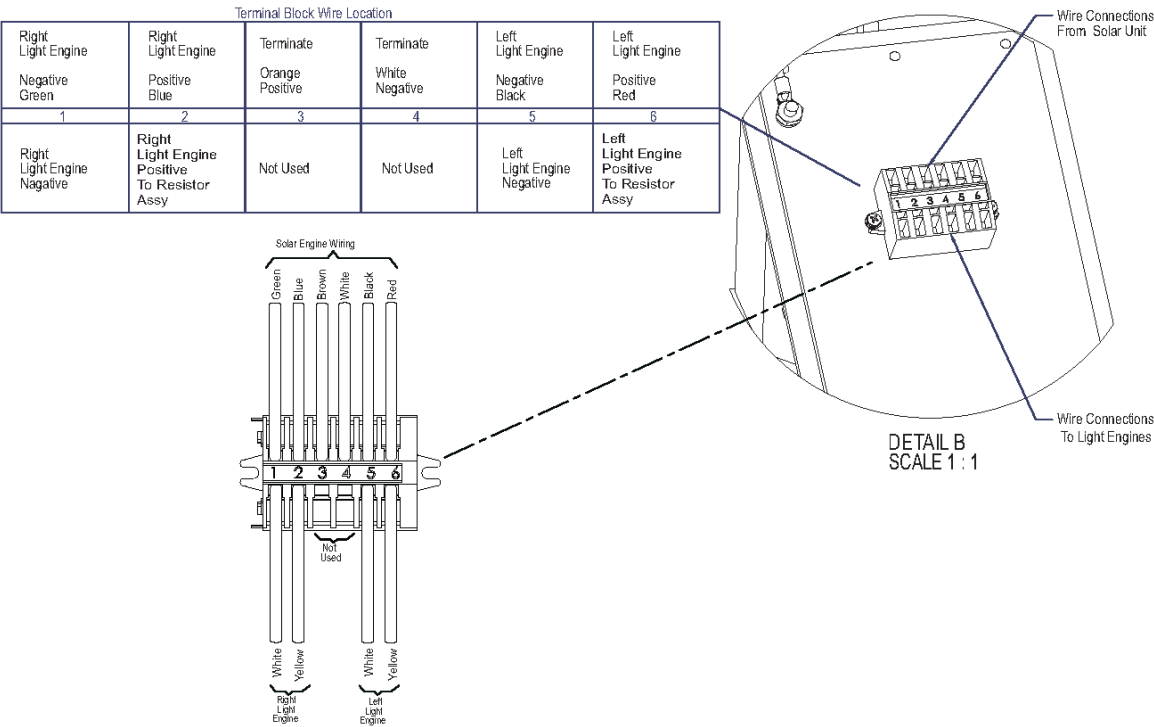
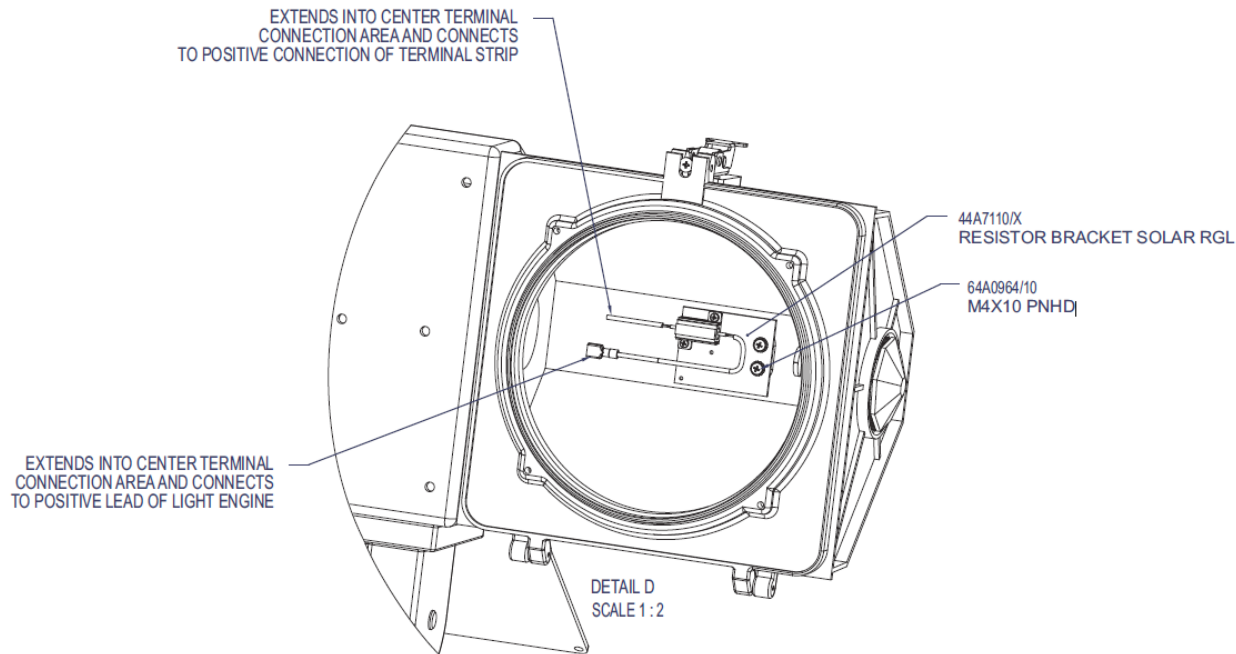


Figure 14: Light Head Resistor Bracket



8.0 Runway Guard Light Parts

Figure 15: Solar-powered Runway Guard Light - front

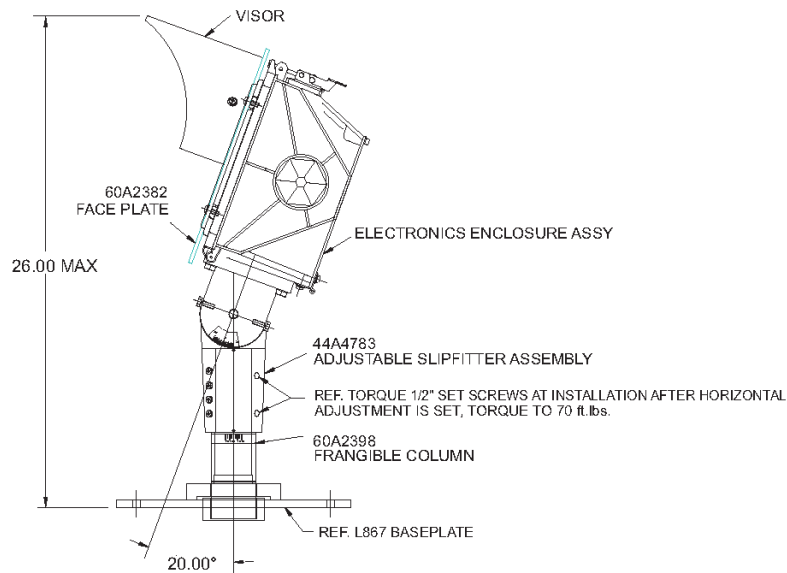
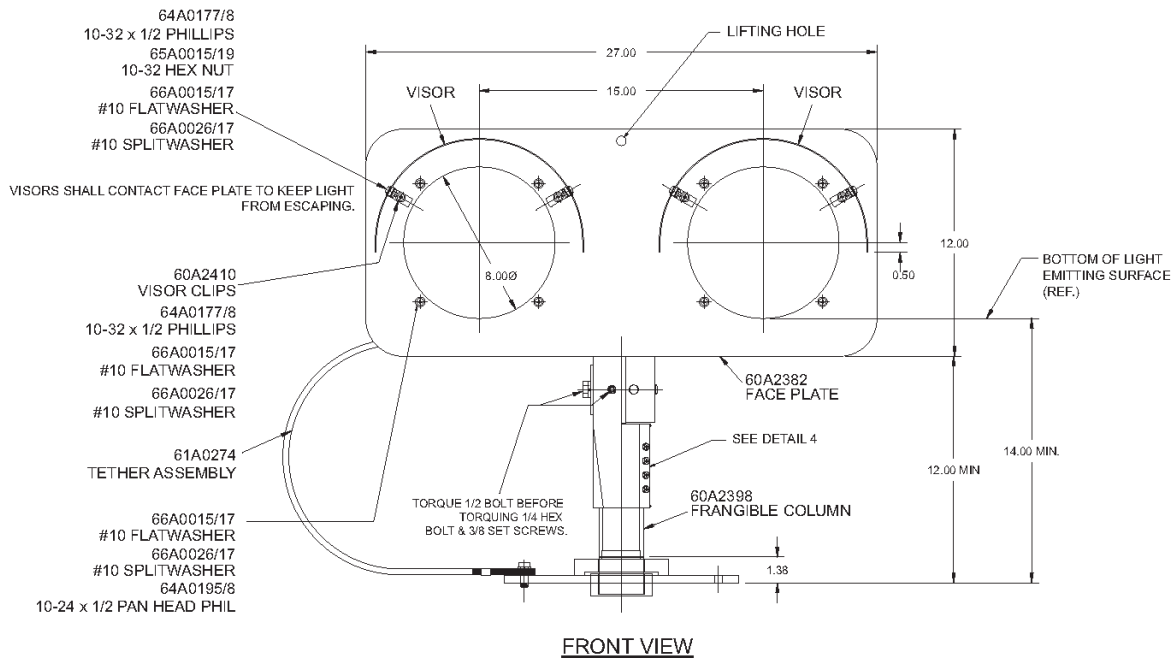


Figure 16: Solar-powered Runway Guard Light - side

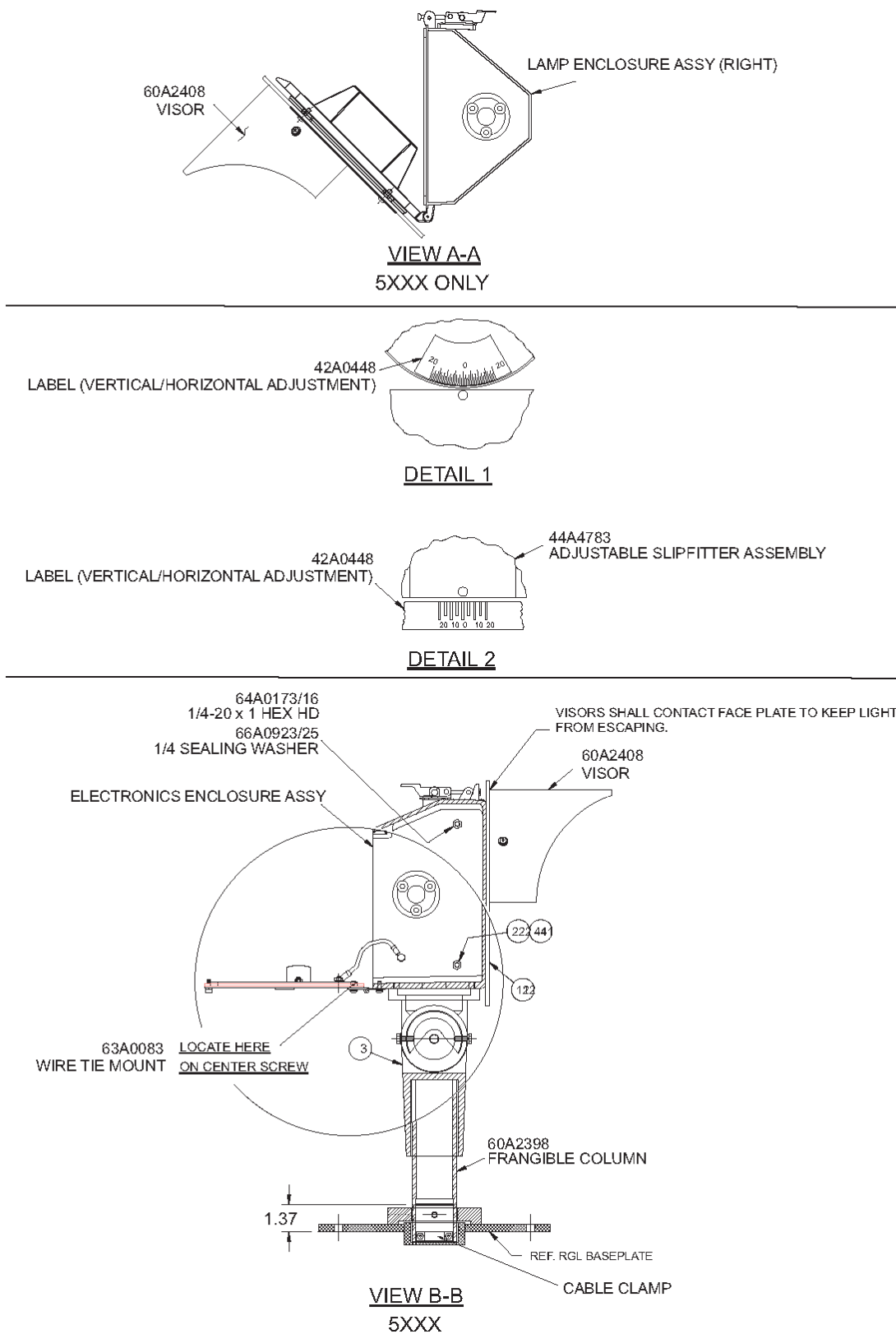


Figure 17: Solar-powered Runway Guard Light - back

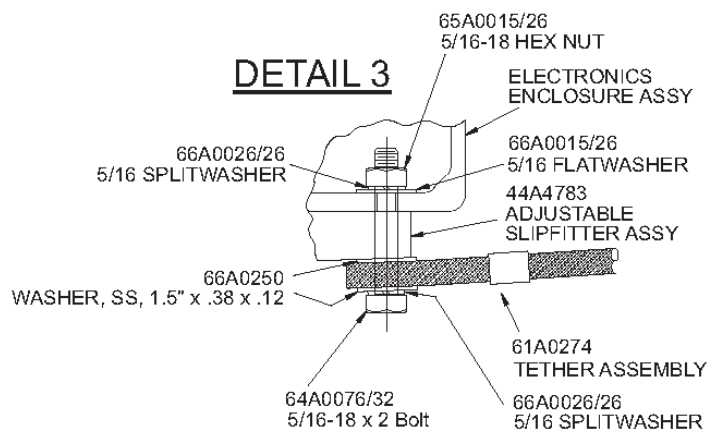
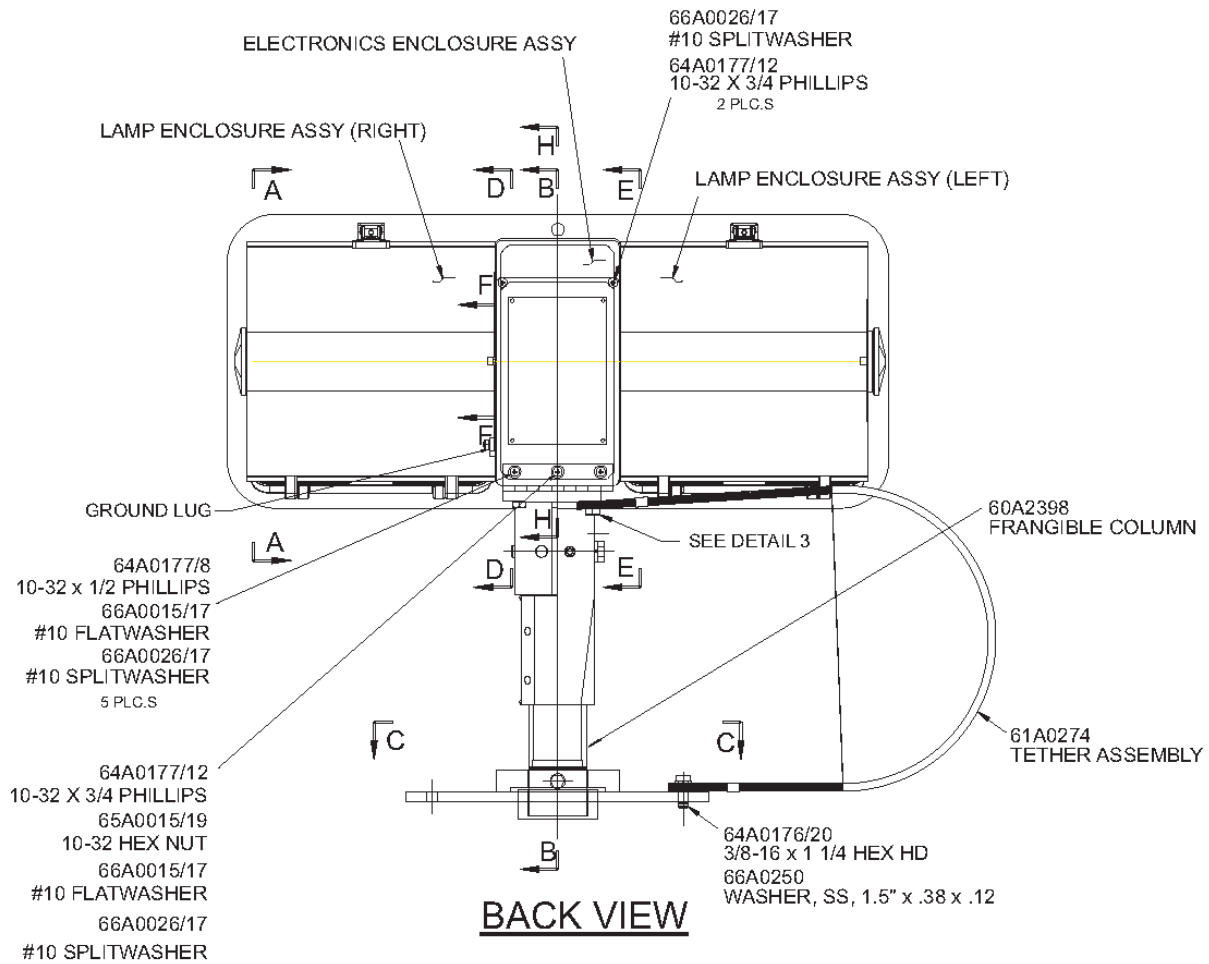
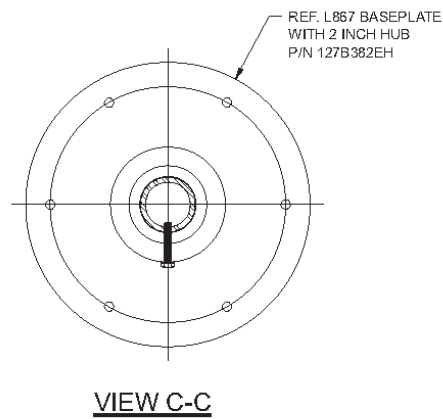
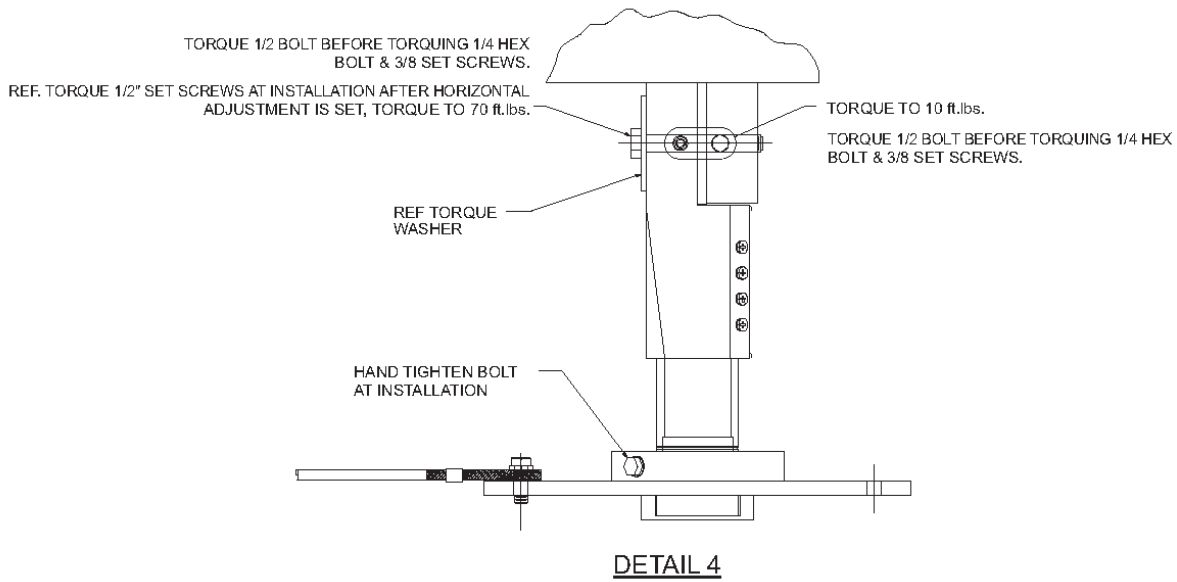


Figure 18: Solar-powered Runway Guard Light - back



8.1 Spare Parts

Description	Part No.
Canopy, FAA	60A2408
Canopy brackets	60A2410
Frangible coupling & mtg flange kit 2 - 11.5 TPI,	94A0581
Lamp Assy Yellow Kit	94A0586/1
Lamp Reflector Right	62A2205/1
Lamp Reflector Left	62A2205/2
Adjustable Draw Latch	61A0271

Description	Part No.
Terminal Strip	72A0391
Compression Fitting	77A0147
Pipe Plug	77A0098

Appendix A: SUPPORT

Our experienced engineers are available for support and service at all times, 24 hour/7 days a week. They are part of a dynamic organization making sure the entire ADB SAFEGATE is committed to minimal disturbance for airport operations.

Table 5: ADB SAFEGATE Support

Live Technical Support - Americas

If at any time you have a question or concern about your product, just contact ADB SAFEGATE's technical service department. Trained in all areas of system issues, troubleshooting, quality control and technical assistance, our highly experienced Technical support specialists are available 24 hours a day, seven days a week to provide assistance over the phone.

ADB SAFEGATE Americas Technical Service & Support (US & Canada): +1-800-545-4157

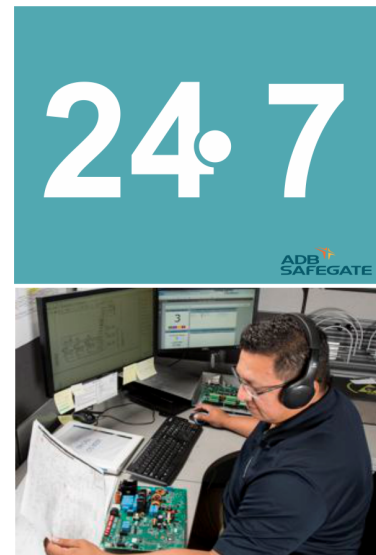
ADB SAFEGATE Americas Technical Service & Support (International): +1-614-861-1304

During regular business hours, you can also Chat with a Service Technician. We look forward to working with you!

Before You Call

When you have an airfield lighting or system control system problem it is our goal to support airfield maintenance staff as quickly as possible. To support this effort we ask that you have the following information ready before calling.

- The airport code
- If not with an airport, then company name (prefer customer id number)
- Contact phone number and email address
- Product with part number preferable or product number
- Have you reviewed the product's manual and troubleshooting guide
- Do you have a True RMS meter available (and any other necessary tools)
- Be located with the product ready to troubleshoot



Note

For more information, see www.adbsafegate.com, or contact ADB SAFEGATE Support via email at support@adbsafegate.com or

Brussels: +32 2 722 17 11

Europe: +46 (0) 40 699 17 40

Americas: +1 614 861 1304. Press 3 for technical service or press 4 for sales support.

China: +86 (10) 8476 0106

A.1 ADB SAFEGATE website

The ADB SAFEGATE website, www.adbsafegate.com, offers information regarding our airport solutions, products, company, news, links, downloads, references, contacts and more.

A.2 Recycling

A.2.1 Local authority recycling

The disposal of ADB SAFEGATE products is to be made at an applicable collection point for the recycling of electrical and electronic equipment. The correct disposal of equipment prevents any potential negative consequences for the environment and human health, which could otherwise be caused by inappropriate waste handling. The recycling of materials helps to conserve natural resources. For more detailed information about recycling of products, contact your local authority city office.

A.2.2 ADB SAFEGATE recycling

ADB SAFEGATE is fully committed to environmentally-conscious manufacturing with strict monitoring of our own processes as well as supplier components and sub-contractor operations. ADB SAFEGATE offers a recycling program for our products to all customers worldwide, whether or not the products were sold within the EU.

ADB SAFEGATE products and/or specific electrical and electronic component parts which are fully removed/separated from any customer equipment and returned will be accepted for our recycling program.

All items returned must be clearly labelled as follows:

- **For ROHS/WEEE Recycling**
- Sender contact information (Name, Business Address, Phone number).
- Main Unit Serial Number.

ADB SAFEGATE will continue to monitor and update according for any future requirements for EU directives as and when EU member states implement new regulations and or amendments. It is our aim to maintain our compliance plan and assist our customers.

Company Addresses

ADB SAFEGATE	ADB Safegate Address: Leuvensesteenweg 585, B-1930 Zaventem, Belgium
Contact: Tel.: +32 2 722 17 11, Fax: +32 2 722 17 64	Email: marketing@adbsafegate.com Internet: www.adbsafegate.com
ADB SAFEGATE Americas LLC	ADB Safegate, Americas Address: 977 Gahanna Parkway, Columbus, OH 43230 USA
Contact: Tel.: +1 (614) 861 1304, Fax: +1 (614) 864 2069	Email: sales.us@adbsafegate.com Internet: www.adbsafegate.com
ADB SAFEGATE Malmö	ADB Safegate, Sweden Address: Djurhagegatan 19 SE-213 76 Malmö, Sweden Phone: Fax:
Contact: Tel.: +46 (0)40 699 17 00, Fax: +46 (0)40 699 17 30	Email: marketing@adbsafegate.com Internet: www.adbsafegate.com
ADB Safegate Airfield Technologies Ltd. China	ADB Safegate, China Address: Unit 603, D Block, CAMIC International Convention Center, No 3, Hua Jia Di East road, ChaoYang district, Beijing 100102, P.R. China
Contact: Tel.: +86 (10) 8476 0106, Fax: +86 (10) 8476 0090	Email: china@safegate.com Internet: www.adbsafegate.com



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