

# OL10A

SOLAR LED OBSTRUCTION LIGHT

CERTIFIED TO MEET THE REQUIREMENTS OF THE LOW-INTENSITY OBSTACLE LIGHT TYPE A, ACCORDING TO ICAO ANNEX 14, VOLUME 1, FIFTH EDITION, JULY 2009 (RED)

- **Easy deployment, installation and relocation:** solar-powered unit installs rapidly. No specialized work crews required and lights are immediately operational. The OL10A can also be quickly relocated for temporary or emergency applications.
- **Self-contained and low-maintenance:** all components are incorporated within a compact, stand-alone unit. The OL10A features a replaceable battery pack that extends the total cost of ownership and results in significant cost savings.
- **Unprecedented reliability:** microprocessor Energy Management System (EMS) monitors and adapts to environmental conditions for consistent operation and long life under the toughest conditions.
- **Designed and tested to the toughest industrial standards:** MIL-STD-202G: Humidity, Immersion, Vibration, Shock; MIL-STD-810G: Solar Radiation, Salt-Fog; EN 60945: ESD, EMI, EMC; IP68; L70. The OL10A is acceptable for barricade and construction applications at Commercial Part 139 Airports under FAA Advisory Circular AC 150/5370-2E. The OL10A Blue is compliant with the requirements of ICAO Annex 14, Volume 1, Fourth Edition dated July 2004.
- **Scalable design:** The OL10A features the industry's only fully-self contained, scalable solar engine. Options for standard or high-performance energy packs offer cost-effective and reliable performance in virtually any location.
- **Green solution:** a clean, renewable and reliable energy source with the lightest environmental footprint. The OL10A uses recyclable batteries and is entirely RoHS compliant.

TAKE ADVANTAGE OF THE LATEST TECHNICAL DEVELOPMENTS IN OPTICS AND INCREASED SOLAR OUTPUT.

- Automated dusk to dawn operation
- Visible and IR modes available
- Proven technology platform

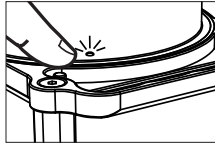
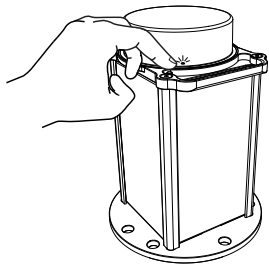


Standard Solar Engine



High-Performance Solar Engine





Push button interface  
On-board diagnostics  
Output mode selection

MODEL

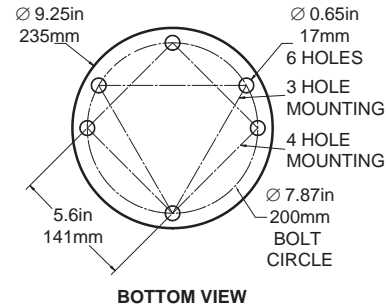
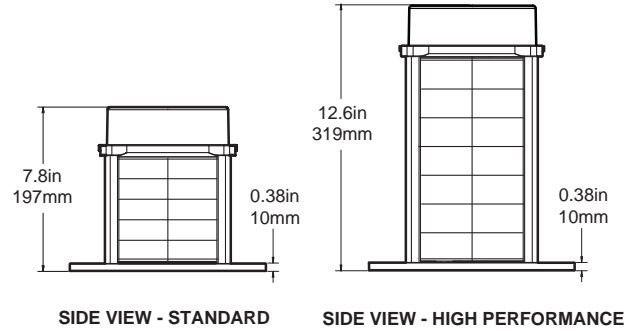
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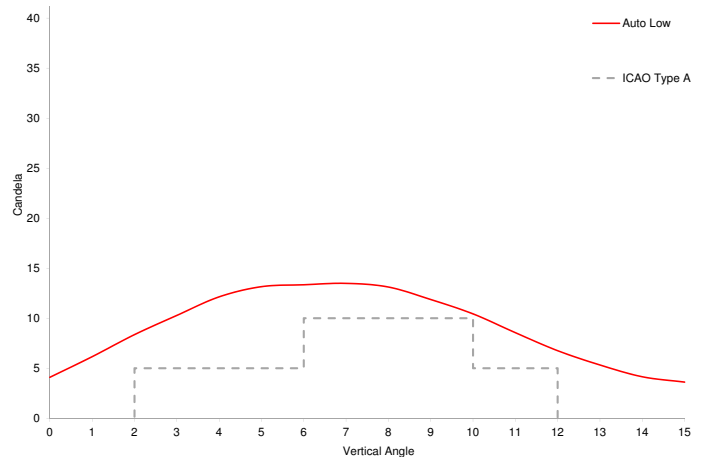
## SPECIFICATIONS

	ICAO: Complies with the requirements of the Low-Intensity Obstacle Light Type A and Type B according to ICAO Annex 14, Fifth Edition, July 2009 (Red)
Optical	High-power LEDs meet IES LM-80 lumen maintenance, ensuring consistent photometrics for life of product
	ICAO, SAE25050 (FAA), and FAA EB 67 compliant chromaticity
	NVG-compatible infrared (IR) LEDs
	Steady-on and flash patterns
Energy Collection	High-efficiency cells with blocking diodes
	Maximum power point tracking with temperature compensation (MPPT-TC) for optimal energy collection in all solar conditions
Energy Storage	Pure-lead VRLA AGM battery with manufacturer operating range -85 to 176 °F (-65 to 80 °C)
	On-board battery status
	Designed for 5 year battery life; Replaceable and recyclable
	Port for battery charging and cabled operation
Energy Management System (EMS)	Intelligent, microprocessor EMS
	On-board diagnostics and datalogger
	Push button interface for local control
	Autonomous, Temporary, and Emergency Modes
Automatic Light Control (ALC)	ALC adjusts output intensity in response to unusually low amounts of sunlight to ensure continued operation
Construction	Premium, UV-resistant polycarbonate lens
	Powder coated aluminum chassis with integrated handle
	Waterproof, vented battery compartment
Temperature	-22 to 122 °F (-30 to 50 °C) operating
	-40 to 176 °F (-40 to 80 °C) storage
Weight	Standard Engine: 12 lbs (5.44 kg) High-Performance Engine: 17 lbs (7.71 kg)
Wind & Ice Loading	400 mph (179 m/s) wind; 0.03 psi (22 kg/m <sup>2</sup> ) ice
Shock & Vibration	MIL-STD-202G and MIL-STD-810G
Ingress	EN 60529 IP 67 immersion
	MIL-STD-202G immersion & damp heat cycling
	MIL-STD-810G rain & salt fog
Electrostatic Discharge (ESD)	FAA-STD-019E, EN 61000-4-2

## DIMENSIONS



## PHOTOMETRICS



## CONFIGURATION

MODEL ▼	ENGINE ▼	OUTPUT ▼	SWITCH ▼	CONTROL ▼	CHASSIS ▼
OL10A	STANDARD HIGH-PERF.	RED / IR	SWITCHED	NON-WIRELESS	YELLOW

Specifications may be subject to change  
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