

## LOW INTENSITY OBSTRUCTION LIGHT



As specified by **Annex 14 of ICAO regulation, Low Intensity Obstruction Lights (LIOL) should be used to warn the presence of obstacles up to 45m height**, such as telecommunication towers, wind turbines, chimneys, cranes, buildings and other structures.

Low Intensity Obstruction Lights are the simplest devices according to ICAO standards and they have the following characteristics and uses:

- LIOL, **Type A (intensity >10cd, red steady burning)** can be used alone;
- LIOL, **Type B (intensity >32cd, red steady burning)**, can be used either alone or in combination with medium intensity obstacle lights Type B, Type AB or with high intensity obstacle lights Type AB;
- LIOL, **Type E (intensity >32cd, red flashing)**, can be used either alone or in combination with medium intensity obstacle lights, Type B. Flashing rate will be set at the same rate of other flashing beacons installed on the structure.



# LOW INTENSITY

## LIOL-A, LIOL-B and LIOL-E LOW INTENSITY OBSTRUCTION LIGHT

Polycarbonate UV resistant dome

Stabilised light output: LIOL-A: >10cd  
LIOL-B: >32cd  
LIOL-E: >32cd

- ▶ Standard circuits or TWIN\*
- ▶ Infrared version\*

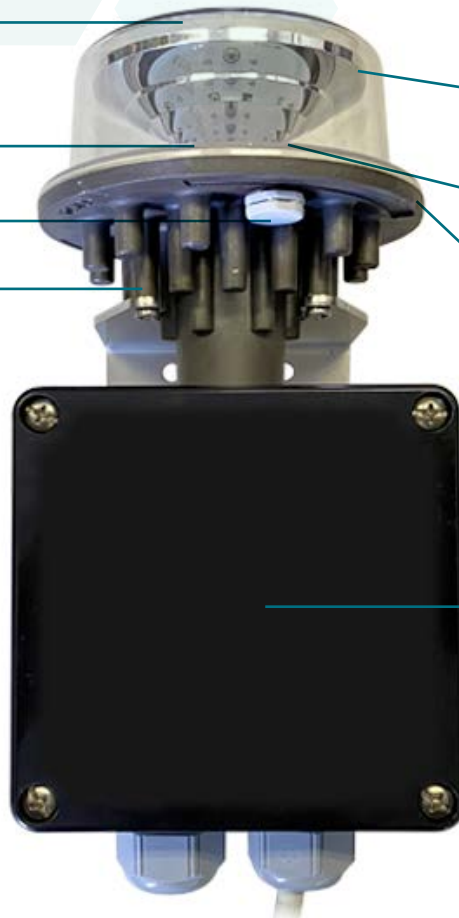
Based on LED technology  
Red flashing light  
Red steady burning light

Anti-condensation Gore-Tex valve

Polyurethane foam

Anodised aluminium body with heat-sink pins

GRP UV resistant box for electronic circuit



IP66



\*as option

LXS L810-LXS Low Intensity Obstruction Light is compliant to **ICAO** (Low Intensity - Type A or B), **FAA** (Type L-810), **ENAC** and **EASA certified**.

With a **low-weight** and **compact body**, high quality and **ultra-bright LEDs**, **optical reflector for an optimum beam spread**, LXS LIOL-A/B product is **your best choice for an efficient, long life and reliable Aircraft Warning Obstacle Light**.

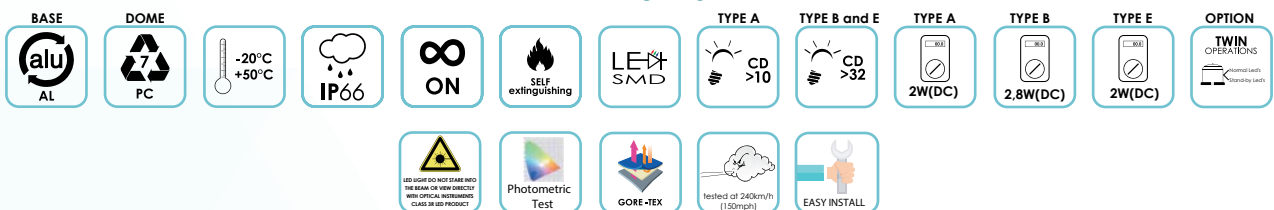
### CERTIFICATION



### COMPLIANCE



### FEATURES



### TYPICAL APPLICATION



# LOW INTENSITY

## LIOL-A, LIOL-B and LIOL-E TECHNICAL SPECIFICATIONS

### OPTICAL FEATURES

- Based on LED technology
- RED light - Steady Burning
- RED light - Flashing
- LIOL-A: >10 cd
- LIOL-B: >32 cd
- LIOL-E: >32 cd (flashing light)
- Cd emission: +6° and +10°
- Horizontal beam radiation: 360°
- Vertical beam spread: >10°
- Optical reflector

### MECHANICAL FEATURES

- Anodised aluminium body with heat-sink pins for maximum heat dissipation
- Polycarbonate UV resistant dome
- Polyurethane foam
- Terminal JB for connection in Glass Reinforced Polyester (GRP), black colour
- Degree of protection: IP66
- Operating temperature: -20°C to +50°C
- Lamp unit weight: 1kg approx.
- Anticondensation Goretex valve
- SS304 beacon support bracket

### ELECTRICAL FEATURES

- Power supply AC or DC
- Power consumption LIOL-A: 2W @12/24Vdc
- Power consumption LIOL-B: 2,8W @12/24Vdc
- Power consumption LIOL-E: 2W @12/24Vdc
- LED fedded at costant current

### OPTIONS

- TWIN version: two separate LED circuits in the same ixture (normal + stand-by)
- Automatic changeover from normal to stand-by LED circuit
- Fault alarm
- IR Wavelength - 850nm, compatible with pilot's NVG
- LXS Cloud Monitoring System - Low Impact

### APPLY TO

- Airport
- Stack
- High Building
- Chimney
- Tower crane
- Pipe line
- Bridge
- Transmission line
- Radio and television tower
- Wind turbine
- Wind mast measurement
- Radar
- Antenna

### CERTIFICATIONS

- DGAC/STAC approval nr. 2013A048
- ENAC approval nr. 0135182/ENAC/CIA
- EASA test report (EN17025 laboratory) nr. 326-QL20-R03/R04
- CE marking

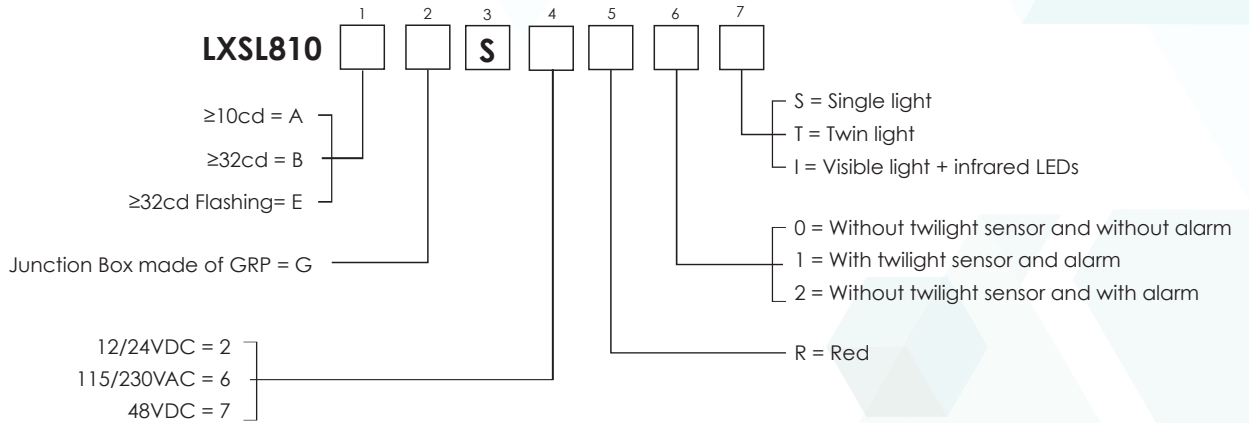
### COMPLIANCE

- ICAO Aerodromes -Annex 14 Volume 1, Chapter 6: Low intensity, Type A-B steady burning obstacle light, Type E flashing obstacle light
- FAA AC150/5345-43; E.B. #67 type L-810
- EASA CS-ADR-DSN, Chapter Q

# LOW INTENSITY

## LIOL-A, LIOL-B and LIOL-E CODIFICATION

### ORDER CODE

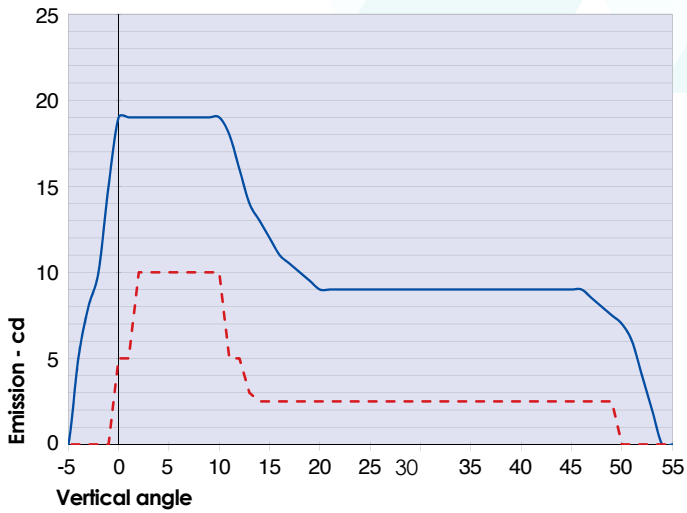


LXS ORDERING CODE	[A] = Type A >10cd Steady Burning	[B] = Type B >32cd Steady Burning	[E] = Type E >32cd Flashing	JB GRP	115Vac	230Vac	12Vdc	24Vdc	48Vdc	TWIN	"INFRA RED"	SS304 SUPPORT	"FAULT CONTACT"	"AUTO SWITCH"	"TWILIGHT SENSOR"	*READY for CLOUD
LXSL810 [...] GS6R0S	•	•	•	•	•	•					•					
LXSL810 [...] JGS2R1T	•	•	•	•			•	•		•	•	•	•	•	•	•
LXSL810 [...] GS2R2T	•	•	•	•			•	•		•	•	•	•	•	•	•
LXSL810 [...] GS2R1I	•	•	•	•			•	•			•	•	•		•	•
LXSL810 [...] GS6R1T	•	•	•	•	•	•				•	•	•	•	•	•	•
LXSL810 [...] GS6R2T	•	•	•	•	•	•				•	•	•	•	•	•	•
LXSL810 [...] GS6R1I	•	•	•	•	•	•					•	•	•		•	•
LXSL810 [...] GS7R1T	•	•	•	•					•	•	•	•	•	•	•	•
LXSL810 [...] GS7R2T	•	•	•	•					•	•	•	•	•	•	•	•
LXSL810 [...] GS6R1TI	•	•	•	•	•	•				•	•	•	•	•	•	•
LXSL810 [...] GS6R2TI	•	•	•	•	•	•				•	•	•	•	•	•	•
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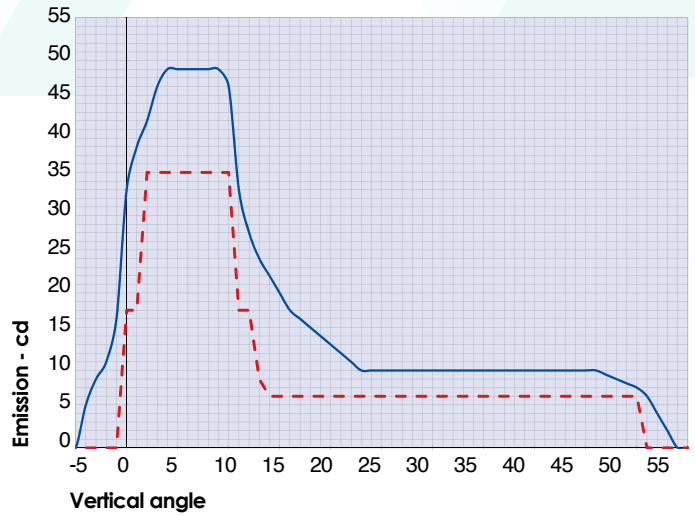
\*Please specify "CLOUD" at the end of the code to add an innovative monitoring technology, specifically designed to receive and upload data on customer dedicated LXS Web Dashboard. Through this system you will be able to monitor the status of the system, receive real-time reports and diagnostic.

# LOW INTENSITY

## LIOL-A, LIOL-B and LIOL-E TECHNICAL SPECIFICATIONS



— L810-LXS-A average emission level  
- - - ICAO ANNEX 14 low intensity type A Minimum Required Intensity



— L810-LXS-B/E average emission level  
- - - ICAO ANNEX 14 low intensity type B and E Min Required Intensity

### TECHNICAL DRAWING

