



# FX862SBA

LED elevated stopbar  
fixture

High intensity  
lighting solutions

## Compliant to Latest International Standards\*

- ▶ ICAO Annex 14. Vol 1
- ▶ FAA AC 150/5345-46†
- ▶ FAA Engineering Brief No.67
- ▶ TP312
- ▶ MOS139
- ▶ IEC 61827
- ▶ EASA
- ▶ Stannag 3316 (NATO)

## Applications

CAT I/II/III all weather operation airfield ground  
lighting (agl) systems.

\* As applicable to the application, compliance with other civil aviation and  
military regulations confirmed on request

† Electrical/Mechanical/Environmental characteristics only

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# FX862SBA LED Elevated stopbar

## High intensity lighting solutions



### Electrical Performance

Main Beam Aperture		Colour	Typical Power Consumption - Watts (VA) @ 6.6A				
Horiz(°)	Vert(°)		Per Beam Watts nominal	Fitting* Watts	PF	Tx Primary** Watts	PF
-24 to +24	1.0 to 10.0	Red	8.33	10	0.995	10	0.972

Fixture Operational Current Range: 2.8 to 6.7A RMS

\* as measured at the input leads of the fixture.

\*\* as measured across the primary winding of an appropriately sized isolation transformer with a total fixture and transformer secondary length not exceeding - 1.85m (72").

\*\*\* electrical characteristics measured with 45 watt transformer, fitting can operate from transformers up to 210 watts.

Note: Isolating transformer shall be suitably sized to accommodate specific secondary and other applicable losses.

### Photometry

#### Specification

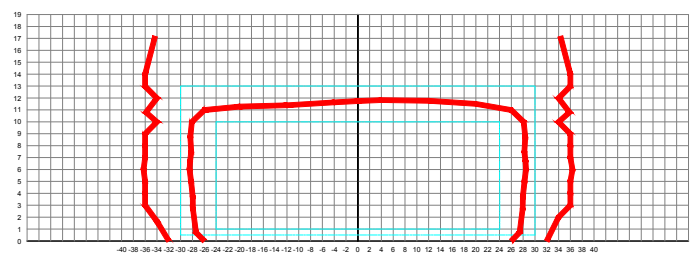
##### Taxiway Stopbar Straight (wide) FAA L-852S

Colour	Red
Max/Min Intensity Ratio	<3.0
Main rect. average intensity	300 cds
Main rect. minimum intensity	150 cds
Second rect. minimum intensity	30 cds

#### Typical Measured Values

Colour	Red
Max/Min Intensity Ratio (Ref)	<3.0
Main rect. average intensity	367 cds
Main rect. minimum intensity	190 cds
Second rect. minimum intensity	44 cds

Intensity Chart - Elevated Stopbar Luminaire - Red



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### Features

Low energy consumption compared with the tungsten halogen equivalent.

Greatly reduced maintenance: Estimated lamp life of 75,000 hours at 6.6A.

Operates on the full range of 2.8A to 6.6A on either 3 or 5 step IGBT, ferroresonant or thyristor CCRs that are designed in compliance with IEC or FAA requirements. Fully dimmable lights, replicating the response curve of traditional halogen lights.

Omnidirectional beam for circular guidance is available for bidirectional runway Edge fixture

No need to replace the CCRs, series transformers, or cables. Full compatibility with existing airfield lighting series circuits. Installation on same mounting device as most conventional lights, for a straightforward replacement.

Monitoring function of the individual light source. In case of a defect, the LED light automatically disconnects from the secondary side of the isolation transformer, resulting in an open circuit condition.

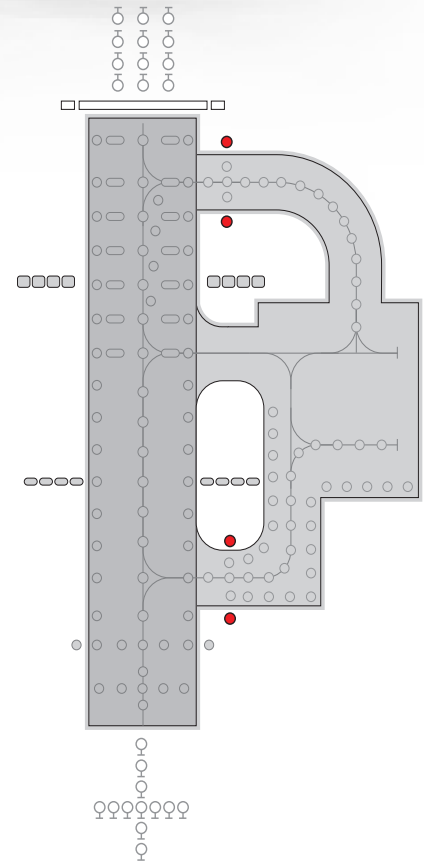
Low operating temperature, ensuring longer component life.

FAA L-823 connector

Sealed cable entry to main assembly interface preventing insect and water ingress.

powder coating, aviation yellow colour

Integral surge protection



### Environmental Conditions

► Ambient Temperature -55 °C to +55°C (-67 °F to +131°F)

► Storage Temperature -55°C to +70°C (-67 °F to +158°F)

► Atmospheric Altitude up to 10,000 feet ( 3000m)

► Relative Humidity 0-100% (sealed unit)

Standards	
EMC protection	Immunity IEC 61000-4 Emission IEC 61000-2
Ingress protection class dust/liquids	IP67 (IEC69598-1)
Vibration resistance	IEC60068-2-6

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Ordering Codes: (FX) (862SBA) (1) (0) (R) (N) ( ) (1)

## Application

FX862SBA Stopbar

## Beam Type

### A Side

1 = Straight / Axial

### Beam Type

#### B Side

0 = Blank

## Colour

### A Side

R = Red

### B Side

N = Not applicable

## Specification

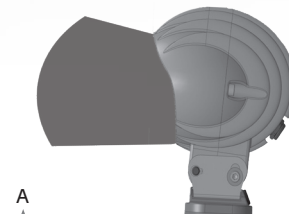
2 = ICAO

3 = MOS139

## Connections

1 = 1 x Bi-pin plug

## Beam Options



FX862SBA

Uni-directional

Additional optional features are  
available upon request

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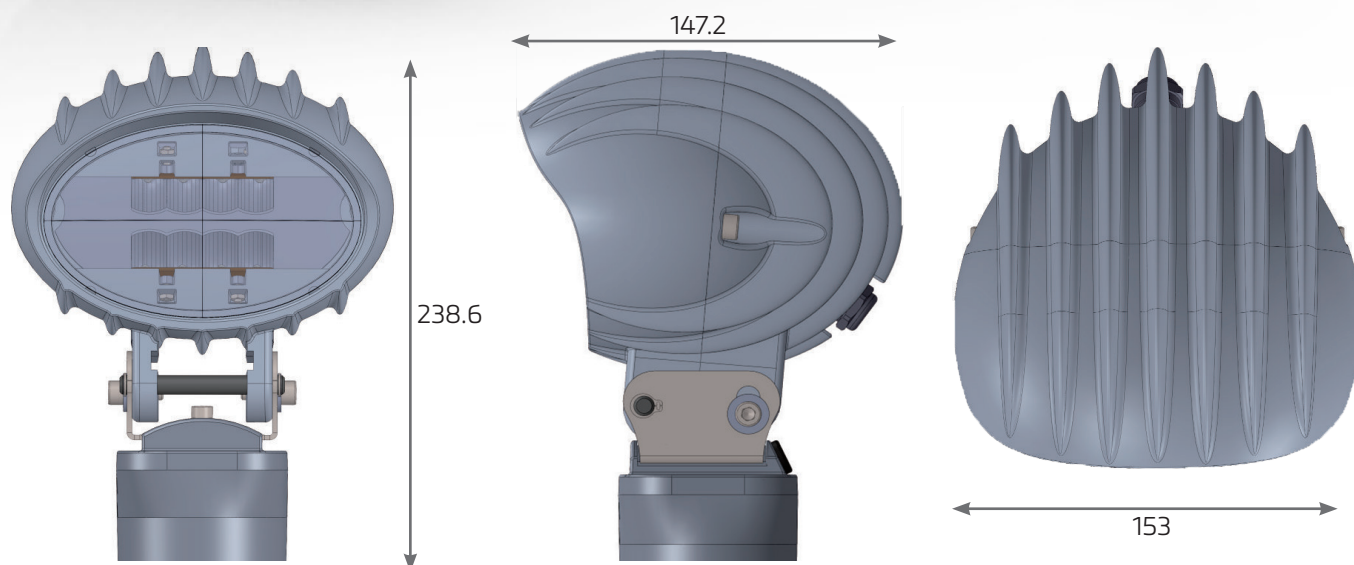
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## Dimensions



## Packaging

- ▶ Net weight 2.9Kg
- ▶ Gross weight 3.2 (boxed)
- ▶ Box 302mm (L) x 250mm (W) x 203mm (H)



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atg airports reserve the right to change technical data and details at any point in time. Errors may have occurred



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