



EMERGENCY HELIPORT LIGHTING EBS LED HELIPORT LIGHTING SYSTEM WITH BATTERY BACKUP

EBS HELIPORT LIGHTING EMERGENCY BACKUP SYSTEM

NATURAL DISASTERS ~ UNRELIABLE POWER ~ CONFLICT REGIONS ~ INDUSTRIAL ACCIDENTS

In a critical emergency, will your heliport have lighting when you need it most?

In the event of an emergency commercial power outage, the EBS provides temporary backup heliport lighting that is integrated into the normal lighting system independent of standby generation or other external systems.



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EBS HELIPORT LIGHTING EMERGENCY BACKUP SYSTEM

APPLICATION:

In the event of an emergency commercial power outage, the EBS provides temporary backup heliport lighting that is integrated into the normal lighting system without the installation of standby generation or other expensive external systems.

FUNCTIONAL SUMMARY:

In addition to the normal AC powered lighting circuits distributed by the PHC heliport lighting system controller, one PHC circuit will feed the EBS power unit. The EBS unit will provide 12V DC power to one lighting circuit which will operate normally under commercial AC power as well as during a power outage.

The EBS circuit will provide emergency battery power for full brightness operation to a maximum of twenty-four (24) PRL and/or PEL fixtures*. Upon loss of AC power, this circuit will automatically switch ON for a timed fifteen (15) minute period and this may be repeated for up to ten (10) such landing cycles before power is restored. After each timeout, a new cycle may be initiated by pressing a momentary contact pushbutton on the door of the EBS unit or via radio operation if the adjacent PHC controller is so equipped.

* Note: CAP 437 lights and lights with option -NC NVG compatibility will have capacity for a reduced number of lights.

EBS-60881-(serial number)

EBS Battery & Control Unit

PHC-61001-x-(serial number)

Heliport Lighting System Controller

REQUIREMENTS:

- The heliport lighting system must be new and designed for this purpose.
- The heliport lighting system must all be Point Lighting Corporation products.
- The PHC system controller and the EBS unit must be purchased and installed as one system.
- The lights powered by the EBS must be LED version 4 type PRL & PEL fixtures with -3C DC arrays.
- No brightness control may be used for the EBS circuit.
- Only PRL & PEL fixtures may be connected to the EBS circuit. No floodlights, beacon or wind cone.

TYPICAL LED PERIMETER LIGHTS:

PEL-57005-3C-G-PLB
Mounting base not shown



PRL-97004-3C-G-SR-MTW
Semi-flush for metal helidecks



PRL-97004-3C-G-EX-LSM
Class I, Division 2 & surface mount



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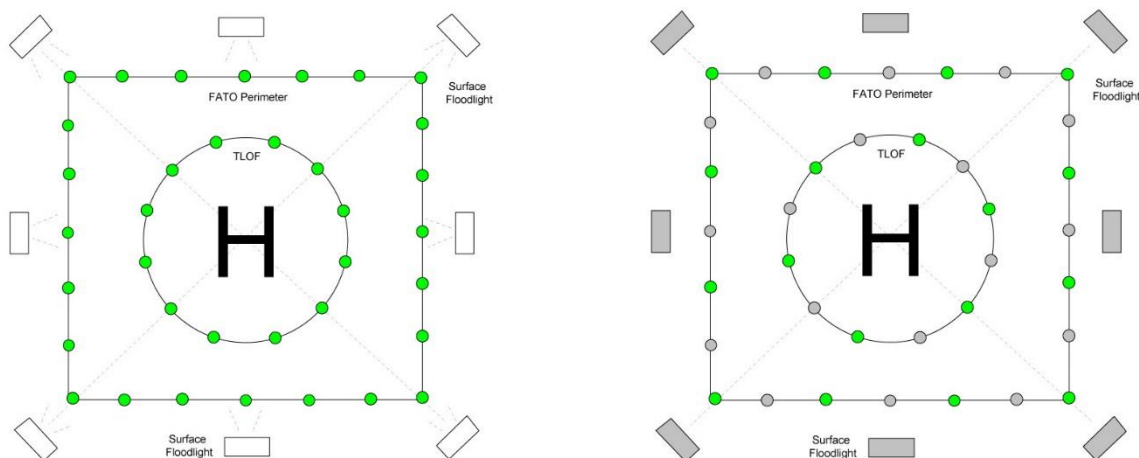
FEATURES

EMERGENCY BACKUP SYSTEM

- Input to the PHC Heliport Lighting System Controller is normal AC commercial power 120V or 220-240V, single phase, 50/60 Hz.
- Output circuit from the EBS is always 12V DC for both normal and emergency conditions.
- During normal operation, the unit's charger operates in float mode so the battery remains at full capacity.
- Upon failure of the commercial power, the unit transfers automatically to the backup battery power supply.
- Capacity to power a maximum quantity of 24 type PRL-97x04-3C and/or PEL-57005-3C fixtures.
or
- Capacity to power a maximum quantity of 20 type PRL-97x04-3C-NC and/or PEL-57005-3C-NC fixtures.
or
- Capacity to power a maximum quantity of 16 type PRL-97x04-3C and/or PEL-57005-3C fixtures.
or
- Capacity to power a maximum quantity of 14 type PRL-97x04-3C-NC and/or PEL-57005-3C-NC fixtures.
- The EBS unit has a NEMA 4 steel enclosure with optional NEMA 4X stainless steel.
- Upon loss of AC power, the EBS unit activates ON for the first automatically timed fifteen (15) minute period and this may be manually repeated for up to ten (10) timed landing cycles before power is restored. After each 15-minute timeout, a new cycle may be initiated by pressing a momentary contact pushbutton on the door or via radio control if the PHC has option -RC.
- EBS output circuit breaker.
- EBS green pilot light: "AC Power ON"
- EBS amber pilot light: "Emergency Cycle ON"
- Momentary contact pushbutton on door: "Test Battery"
- Momentary contact pushbutton on door: "ON - 15 Min Cycle"

EXAMPLE OF AN INTERLEAVED CIRCUIT LAYOUT

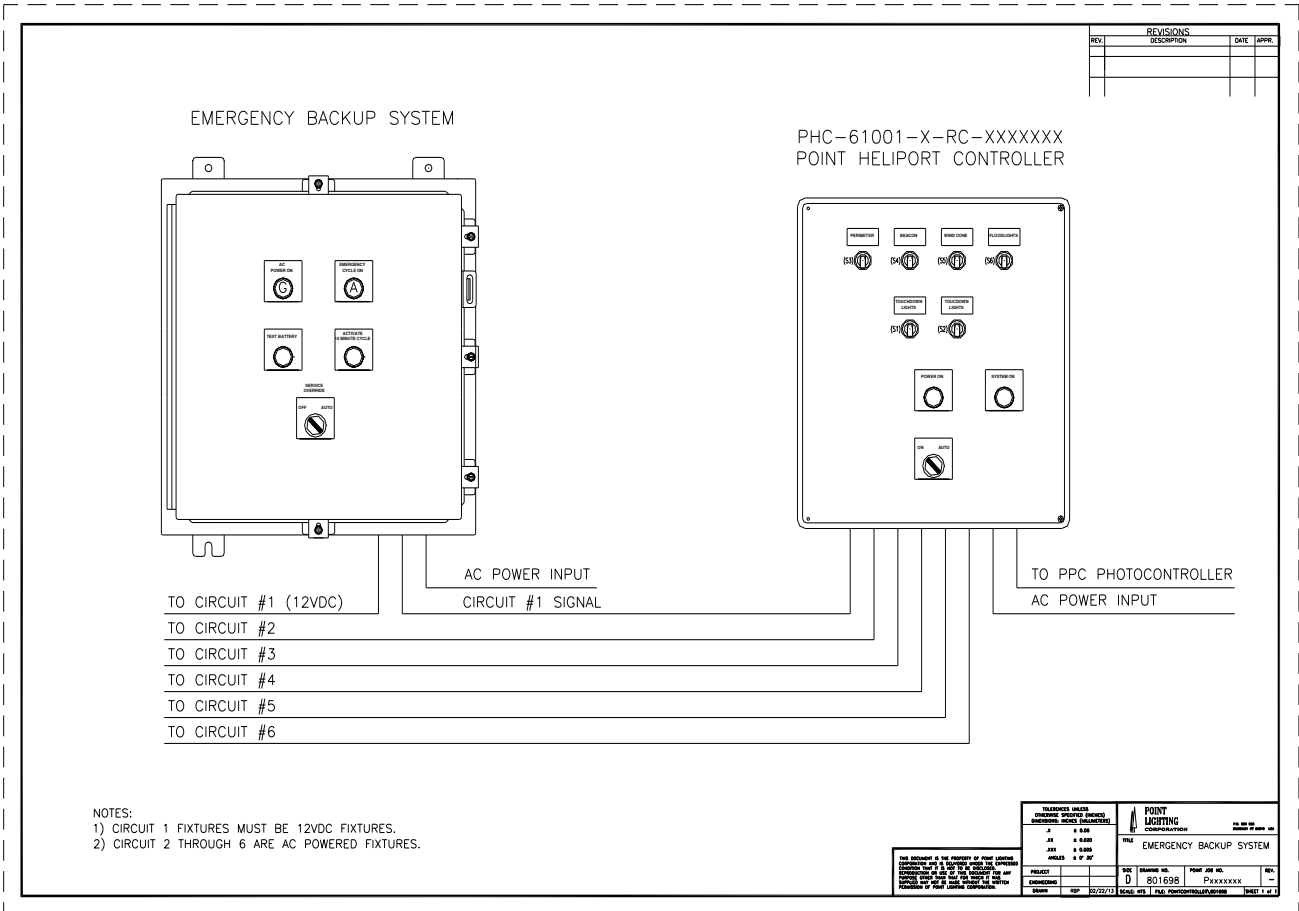
The left diagram is the heliport ON under normal commercial AC power. The right diagram is the heliport after AC power has been lost with only the EBS circuit operating on DC battery power ("gray" lights are OFF).



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CIRCUIT LAYOUT EXAMPLES:

- A. There are 16 FATO perimeter lights and 8 TLOF lights on one circuit. All may be 12V DC powered by the EBS. During an outage, those lights will all operate normally; all other lighting circuits will be OFF.
- B. There are 24 FATO perimeter lights on one circuit. That circuit may be 12V DC powered by the EBS. During an outage, those lights will all operate normally; all other lighting circuits will be OFF.
- C. There are 24 FATO perimeter lights and 12 TLOF lights on one circuit. The circuits may be installed as interleaved with alternating AC and DC lights. Half the lights will be 12V DC powered by the EBS and the other half by an AC circuit. During an outage, half the FATO and TLOF lights will all operate normally at full brightness providing a limited, but recognizable pattern to the pilot. All other lighting circuits will be OFF.



POINT LIGHTING CORPORATION

Mail: P.O. Box 686, Simsbury, CT 06070
Tel 01 860.243.0600
email: Info@PointLighting.com

Plant: 61-65 W. Dudley Town Rd, Bloomfield, CT
USA
Fax 01 860.243.0665
website: www.PointLighting.com