

Document 0019-0004
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Installation Guide:
Sunspot 36 4596 and 4587
P/N 01-1030-4596 or P/N 01-1030-4587
LED Landing or Taxi light



Operating Instructions:

Operational Voltage: 28 Volt Systems
Input Current: 3.5A at 28V

EQUIPMENT LIMITATIONS:

Mount in approved PAR36 bulb holder with circuit breaker or fuse appropriate for rated current. For retrofit installation existing circuit breaker or fuse can typically be used. The procedures contained herein are not intended to conflict with the procedures set forth by aircraft and engine manufacturers, nor do they supersede the FAA approved manuals and FAA regulations. If necessary, consult AC 43.13-1B for guidance on acceptable methods, techniques, and practices.

AIRWORTHINESS LIMITATIONS:

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Secs. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. There are no new (or additional) airworthiness limitations associated with this equipment and/or installation.

The Sunspot 36 LED landing or taxi light assembly is designed with 15 high power LEDs mounted behind a lens. The lights contain no user repairable items; should more than two LEDs fail, the unit must be replaced.

Interval	Description	Notes
50 hr. after initial installation	<ul style="list-style-type: none"> Perform function check on all light(s) Replace components as required 	Landing and taxi lights are not field repairable and should be sent to manufacturer for repair/replacement if defective
100 hr. after initial installation	<ul style="list-style-type: none"> Perform function check on landing light(s) / replace unit if defective Inspect mounting for security Inspect all connectors for good engagement Replace components as required 	Landing and taxi lights are not field repairable and should be sent to manufacturer for repair/replacement if defective
Annually	--SAME AS 100 HOUR--	Landing and taxi lights are not field repairable and should be sent to manufacturer for repair/replacement if defective

Troubleshooting: Check for bus voltage at power input wire to the light, reestablish power if inadequate power is found. Check for excessive resistance at light ground and repair if necessary. Remove and bench check light if wiring is verified good.

INSTALLATION PROCEDURES:

1. The installation procedure described in the following text is for a single light installation, and multiple light installations. Wiring diagrams are provided for single light installations, typically existing wire and switches and breakers will be utilized.
2. Refer to the aircraft manufacturer's service manual and/or illustrated parts catalog: Locate the landing and/or taxi light system installed in your aircraft. This will provide details on the location of the components and the assembly details.
3. **WARNING:** If the aircraft being modified incorporates a remote sensor (flux gate) compass: DO NOT mount the LED light within 24 inches of the remote compass components. After installation of the LED lighting system, a compass swing MUST be performed with the landing/taxi lights ON & OFF and the position error card must be annotated accordingly.
4. **WARNING:** DO NOT mount the LED light with less than 4 inches clearance to exhaust system components unless an adequate heat shield is utilized to block radiant heat.
5. **WARNING:** On all aircraft that are being modified it is IMPORTANT to check the size of the power supply wire to the landing lights. Confirm that wire of sufficient wire gauge is installed for the wire length:
24 Volts: 16GA for up to 100 feet, 18GA for up to 80 feet, 20GA for up to 50 feet.
If the aircraft power supply wire is undersize it MUST be removed and a new wire installed in its place. Reference: AC43.13-1B Paragraph 11-66(d) and Figure 11-2. Ensure appropriately rated breaker or fuse is used for the wire gauge.
6. **REMOVAL:**
 - a. Prepare the aircraft for maintenance: Make sure all switches are in the OFF/NORMAL position, attach maintenance warning tags, pull landing/taxi light circuit breakers.

- b. Reference airframe manufacturers current maintenance manual to remove any light covers to gain access to lamp assembly(s) and bracket(s).
 - c. Disconnect connection to positive aircraft power.
 - d. Disconnect ground from aircraft power.
 - e. Remove existing lamp(s) from brackets, mark and retain hardware.
 - f. Record weight of removed lamps.
7. **INSTALLATION:**
- a. Reference airframe manufacturer's current maintenance manual and install LED light(s) in brackets using retained hardware.
 - b. Connect the power and ground wires to the screw terminals using #6 ring terminals. The screw terminals are not polarized, so the power and ground can be connected to them in either order.
 - c. Original landing light switch/switches may be used.
 - d. Placard switches appropriately.
 - e. Power up aircraft and verify proper operation of LED light(s).
 - f. Using the appropriate aircraft maintenance manual, verify that the light angle has not changed, and is oriented & aimed in accordance with manufacturer's instructions.
 - g. Perform EMI test to verify there is no interference caused by light installation.
 - h. Reinstall any light cover(s) removed to gain access to lamp assembly(ies) and bracket(s).
 - i. Enter appropriate logbook entry detailing work, and if necessary fill out and submit appropriate form 337 for work accomplished.
 - j. Perform an operational check of the landing/taxi light(s) in accordance with 14CFR 91.407 (b) and/or (c) to determine that the installed landing/taxi light(s) provide enough light for night operations in accordance with 14CFR 23.1383.
 - k. Weight & balance change from standard position light assemblies to LED landing light assemblies is considered negligible.

DO-160E Section	Compliance Level
4	F2
5	S2
6	B
7	A
8	U
9	H
10	S
11	F
12	S
13	F
14	T
15	A
16	Z
17	A
18	Z
19	ZC
20	RR
21	H
22	A3E3
24	C

INSTALLATION INSTRUCTIONS REVISION RECORD SHEET

Revision Number	Effective Date	Inserted By	Page Numbers Revised
IR	06/30/2016	Dean Wilkinson	All