

Locomotive Halogen Lamps



PAR 56 halogen headlight and auxiliary lights.

Halogen technology extends filament life.

Drop-in replacement reduces maintenance costs and downtime.

FRA compliant.



Features

- Equivalent in design and intensity to the PAR-56, 200-watt, 30-volt lamp referenced in 49 CFR §229.125 (a) (1), §229.125 (a) (2) and §229.125 (d) (2).
- Suitable for use in single- or dual-lamp locomotive headlights and auxiliary locations.
- If used in both positions in a dual-lamp headlight, the locomotive will remain compliant with a single operational lamp.
- Halogen technology extends lamp life to 2,000 hours.
- Exceptional resistance to shock and vibration.

Selected models

Part Number	Industry Part Number	Rating	Luminous Intensity	Base
CMQ5630250	200PAR	30V, 250W	200,000 Min.	Screw Terminal
CMQ5675400	350PAR56/SP	75V, 400W	200,000 Min.	Screw Terminal

OEM Reference Numbers: 81256001 (Headlight) & 6961711, 6961771, 7901810 (Auxiliary).
 Datasheets available on request.

U.S. Department of Transportation
 Federal Railroad Administration
 1200 New Jersey Avenue, SE
 Washington, DC 20590

JUN 21 2012
 Mr. Ashley Foster
 69/70 Eastern Way
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 Suffolk IP32 7AB
 England

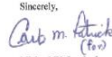
Dear Mr. Foster:

This is in response to your May 24, 2012, email requesting Federal Railroad Administration (FRA) concurrence with your conclusion that CML Innovative Technologies (CML) Halogen Lamp Models CMQ5630250 and CMQ5675400 are equivalent to the incandescent PAR-56, 200-watt, 30-volt lamp as referenced in Title 49 Code of Federal Regulations (CFR) Sections 229.125(a)(1), 229.125(a)(2), and 229.125(d)(2).

The technical reports that were attached to your email establish that the peak intensity of these lamps is consistently in excess of 200,000 candela. In addition, the intensity at 7.5 and 20 degrees off the centerline is consistently above the 3,000 candela and 400 candela requirements of 49 CFR § 229.125(d)(2). In your May 20, 2012, followup letter, you confirmed that the lamps tested were random samples from production runs, not simply laboratory prototypes.

Accordingly, FRA concurs that, when supplied with the appropriate input voltage, CML Halogen Lamp Models CMQ5630250 and CMQ5675400 are "lamp(s) of equivalent design and intensity" to the incandescent PAR-56, 200-watt, 30-volt lamp. These lamps are therefore suitable for use in single- or dual-lamp locomotive headlights and in auxiliary light locations, as defined in 49 CFR § 229.125. If used in both positions in a dual-lamp headlight, the locomotive will remain compliant even if one of the lamps burns out.

Any questions regarding this matter may be directed to Mr. Charles Bieletz at (202) 493-6314 or Charles.Bieletz@dot.gov.

Sincerely,

 Michael W. Lenting
 Acting Director, Office of Safety Assurance and Compliance