

# *SSL Postings*

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Thanksgiving's imminent arrival has us thinking about the many things we're thankful for. One of those things is all the work being done by DOE's [Municipal Solid-State Street Lighting Consortium](#) – not just director Edward Smalley of Seattle City Light, but his entire team as well as the members of the various Consortium committees. A recent report by Strategies Unlimited notes that the U.S. has taken the lead in proving SSL's viability for such applications, and credits the continued growth of that market here to heightened quality-consciousness due in no small part to the efforts of the Consortium and DOE.

Recently we wrote in these *Postings* about the new [Model Specification for LED Roadway Luminaires](#), the first tool to be produced by the Consortium. Last week, more than 1,100 people tuned in to a live webcast on that specification, which gives you some idea of the momentum the Consortium is gaining and the impact it's having. Those webcast attendees came from all 50 states and beyond and included municipalities, utilities, state governments, energy efficiency organizations, lighting consultants, contractors, manufacturers, sales reps, engineers, architects, managers, and others.

Not a bad turnout for such a young organization. We launched the Consortium in the spring of 2010, but it didn't really get rolling until several months later, which means it's been going full-force for only about a year. In that short stretch of time, its membership has grown to more than 300 primary member organizations – including municipalities, utilities, and other street lighting owners – and over

600 total delegates, with some level of Consortium presence in 42 states as well as Canada and overseas. Consider this: there have already been more than 7,500 hits to the model specification web page in the few weeks since it was posted, as well as over 1,700 downloads of the specification itself. That's an indication not only of the Consortium's impact, but also of the widespread interest there is in LED street lighting.

Why such interest? There are a number of reasons. One, streetlights are on all night, every night, 365 days a year, which consumes a considerable amount of electricity and makes SSL's energy efficiency especially appealing to environmentalists and budget hawks alike. In addition, LED lighting products have the potential to be more durable than their conventional counterparts, and to last longer – which offers the possibility of reducing high maintenance costs. On top of that, SSL's superior controllability makes it possible to go beyond simple monitoring of streetlight outages to even incorporate things like dimming and scene setting for events and time of day. What's more, LEDs can improve color quality, which in turn can enhance visibility and safety, and their directionality can increase distribution uniformity and make it easier to control light pollution.

All of these things can help tip the balance in favor of SSL. But not all LED street lighting products are created equal; those on the market show a wide performance range across many parameters, making it no easy matter to choose the right product for a given application. That's where the Consortium's new model specification can help, by providing a template that users customize and adapt to their own unique needs, as the 1,100+ webcast attendees learned last week.

Intended as a living document subject to continual revision, the specification was drafted in response to demand from members and others, improved through a series of manufacturer workshops where feedback was delivered and many issues hammered out, and beta-

tested in Kansas City, Philadelphia, and several other places before its formal release. The broad support it's received from manufacturers should ensure a good response to resulting RFPs. Available with two different user-selectable options to accommodate the different preferences commonly found between municipalities and utilities, the model specification covers pole-mounted luminaires for streets, roadways, and nearby pedestrian walkways and addresses such things as initial and maintained quality and quantity of illumination, input power, vibration, drivers, and warranty details. It does not yet, however, address lighting controls, which will be covered in a separate specification (Model Specification for Adaptive Control and Remote Monitoring of LED Roadway Luminaires) that's still in development.

Other Consortium tools that are also in development include a cost-benefit analysis tool, which should be available by January 2012, and a guidance document to help users customize the new model specification to their own needs. The Consortium continues to try to identify other needs of members and is confident that all of these tools will help municipalities and others light their streets and roadways as energy-efficiently, economically, and safely as possible. For more information about DOE's Solid-State Street Lighting Consortium, visit [www.ssl.energy.gov/consortium.html](http://www.ssl.energy.gov/consortium.html).

As always, if you have questions or comments, you can reach us at [postings@lightingfacts.com](mailto:postings@lightingfacts.com).

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