



Reference: EN 2267-009B 051P
(DRB 10)

Country Ref.: 10132397

CONTACT

Market information
industryprojects.business@lynxéogroup.com

International Designation: DRB 10 051

Designed for general Purpose Aircraft Wiring Applications.

Multicores DRA

STANDARDS

Product EN 2267-009

Test prEN 3475

DESIGN CONSTRUCTION

CORES

2, 3 or 4 cores EN2267-009A

IDENTIFICATION

Colours of cores : See table in this datasheet

Colours of marking: White for red and green core, green for blue and yellow cores

Marking : EN DRA ** FR F ++

DRA = short designation

** = AWG

FR = Country of origin (FR = France)

F = Manufacturer (F = Lynxéo)

++ = Year of production (i.e. 14 = 2014)

CHARACTERISTICS

Caratteristiche costruttive

Colore	P
Tipo di conduttore	-
Identificazione delle anime	Rosso, blu
Numero di conduttori	-
Size code	-

Caratteristiche dimensionali

Diametro esterno max	6,66 mm
Diametro esterno nominale del cavo	6,42 mm
Numero di anime	2
Peso Massimo	102,69 g/m



Ritardante la fiamma
FAR/JAR part 25 sec 25.869 (a)(4) Appendix F part 1 (3)



Resistenza all'olio
Very good resistance to aircraft fluids



Conforme RoHS (2002/95/CE)
Sì



Temperatura Operativa
-55 ... 260 °C

Caratteristiche dimensionali

Nominal weight	96,63 g/m
----------------	-----------

Caratteristiche elettriche

Frequenza massima di funzionamento	0,002 MHz
Maximum DC resistance at 20°C	4,22 Ohm/100m
Tensione operativa	600 V

Caratteristiche d'utilizzo

Ritardante la fiamma	FAR/JAR part 25 sec 25.869 (a)(4) Appendix F part 1 (3)
Resistenza all'olio	Very good resistance to aircraft fluids
Arc tracking resistant	Si
Conforme RoHS (2002/95/CE)	Si
Temperatura Operativa	-55 ... 260 °C

IDENTIFICATION

Colours of cores	: See table in this datasheet
Colours of marking	: White for red and green core, green for blue and yellow cores
Marking	: EN DRA ** FR F ++ DRA = short designation ** = AWG FR = Country of origin (FR = France) F = Manufacturer (F = Lynx ^{eo}) ++ = Year of production (i.e. 14 = 2014)



Ritardante la fiamma
FAR/JAR part 25 sec 25.869 (a)(4) Appendix F part 1 (3)



Resistenza all'olio
Very good resistance to aircraft fluids



Conforme RoHS (2002/95/CE)
Si



Temperatura Operativa
-55 ... 260 °C