DATALINE®

Description	
Inch	mm
INSULATED CONDUCTOR (3)	
Cdr: #19 AWG (19/0.008")Bare Cu 0.039	0.99
Ins: .016" wall Polypropylene 0.071	1.80
ASSEMBLY	
ASSEMBLY 3 ins. cdrs. cabled 0.153	3.89
5 IIIS. Cars. Capied 0.150) 3.03
<u>BELT</u>	
0.015" wall HD Polyethylene 0.183	3 4.65
ARMOR - 2 layers	
16/0.0375" GEIPS 0.247	
22/0.0375" GEIPS 0.322	2 8.18

Tyco Electronics The Rochester Corporation

PROPRIETARY; Use Pursuant to Company Instructions

Tele: 540 825-2111

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Instrumentation & Control C	Cable
Code: I10030152PO00	

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PERFORMANCE CHARACTERISTICS

Nominal Values @ 20°C	Metric	English
PHYSICAL		
Weight in Air Weight in Seawater Specific Gravity (SG = 1.028)	257 kg/km 212 kg/km 5.7	173 lb/kft 143 lb/kft 5.7
<u>MECHANICAL</u>		
Breaking Strength, Fixed End Breaking Strength, Free End Working Load @.4% Strain Maximum Working Load ¹ Recommended Bend Radius Rotation @ 2,500 lbf	52 kN 45 kN 11 kN 22.2 15 cm 49°/m	11,600 lbf 10,000 lbf 2,500 lbf 5,000 lbf 6" 15°/ft
ELECTRICAL		
Voltage Rating Insulation Resistance dc Resistance	1,000 V 3,000 MΩ∙km	1,000 V 10,000 MΩ∙kft
Cdr. Armor Capacitance (cdrarmor)	$30.8~\Omega/\text{km}$ $7.9~\Omega/\text{km}$ $115~\text{pF/m}$	9.4 Ω /kft 2.4 Ω /kft 35 pF/ft



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¹"The cable working load as stated on the DATALINE (2,500 lbf) represents the maximum quasi-static load of the operational system that will be supported by the cable. Transient dynamic loads may be applied to the cable providing that the maximum dynamic load applied remains below 5,000 lbf and its period is smooth and gradual, greater than several seconds. Caution must be taken with rapid fluctuations in the loading condition that will result in conductor buckling (compression, otherwise known as "z" kinking). These rapid load variations include, but are not limited to, shock loading, the rapid and erratic removal and increasing of load. This load transient has a period less then a few seconds and can result in cable buckling and/or hockling. Extended excursions above the working load value may affect service life and increases the risk of component buckling."