

GF226C-LWCANB

26 AWG, 120Ω LIGHTWEIGHT CAN BUS CABLE



GIVING YOU LIGHTWEIGHT OPTIONS

The GF226C-LWCANB is an ultra-lightweight, laser-markable CAN Bus cable designed as a suitable alternative to Lynxco's EN-3375-009C.

As a 120Ω Twinax cable, achieving 120 ohms between conductors requires thicker insulation, which creates contact extraction problems. When insulation OD exceeds contact OD, termination becomes difficult.

GIGAFLIGHT solved this through innovative dual-wall insulation design. The first layer, a thin-wall, high-temp fluoropolymer, maintains an OD smaller than the contact size for easy extraction. The second layer, foamed fluoropolymer, provides wire separation while maintaining precise 120Ω impedance control throughout the cable. During termination, a section of foam insulation is selectively removed to provide contact access.

The dual-wall approach delivers an additional benefit: the solid inner insulation eliminates insulation creep back, a common problem with all-foam designs.

CABLE CONSTRUCTION

1	Conductors	26 AWG Stranded, Silver-plated HSCA
2	Inner Insulation	Solid, High-temp Fluoropolymer
	Color Code	Blue, White
3	Outer Insulation	Foamed, High-temp Fluoropolymer
	Color Code	Natural, Natural
4	Binder	PTFE Tape
5	Shield	38 AWG SPC Braid (62% Min Coverage)
6	Jacket	White, Laser-markable Tefzel

ENVIRONMENTAL & MECHANICAL PROPERTIES

Outer Diameter	0.142" (3.61 mm)
Weight	10.8 lbs/1000 ft (16.1 kg/1000 m)
Operating Temperature	-55°C to +200°C
Minimum Bend Radius	0.70" (17.78 mm)

ELECTRICAL PROPERTIES

Impedance	120Ω	
Capacitance	13.7 pF/ft (44.95 pF/m)	
Velocity of Propagation	77%	
DC Resistance	44.8 Ω/1000 ft (146.98 Ω/1000 m)	
Dielectric Voltage Rating	0.9 kV RMS	
Attenuation (+25°C)	Frequency	dB/100 ft (m)
	1 MHz	0.9 (2.9)
	6 MHz	2.0 (6.6)
	10 MHz	2.7 (8.9)
	100 MHz	7.4 (24.3)



Follow our step-by-step instructions for stripping the 26 AWG CAN Bus

Direct URL: bit.ly/3pcrXu5

GIGAFLIGHT's aerospace cables are designed to be resistant to Skydrol, will meet requirements of RoHS & REACH, & meets Federal Aviation Regulations 14 CFR part 25.869 (a)(4), Appendix F part I (a)(3).

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