

HCM1A1307V3

Automotive grade high current power inductor



Photo is representative

Product features

- AEC-Q200
- High current carrying capacity
- Magnetically shielded, low EMI
- Filtering applications up to Self resonant frequency (SRF) [See product specification table]
- Inductance range from 0.22 µH to 56 µH
- Current range from 4.0 A to 100 A
- 13.8 mm x 12.9 mm footprint surface mount package in a 6.5 mm height
- Alloy powder core material
- Moisture sensitivity level (MSL): 1

Applications

- Body electronics
 - Central body control module
 - Headlamps, tail lamps and interior lighting and LED lighting
 - Heating ventilation and air conditioning controllers (HVAC)
 - Doors, window lift and seat control
- Advanced driver assistance systems
 - Adaptive cruise control (ACC)
 - Automatic parking control
 - Collision avoidance system/ Car black box system
- Infotainment and cluster electronics
 - Audio subsystem: head unit and trunk amp
 - Digital instrument cluster
- Chassis and safety electronics
 - Airbag control unit
 - Electronic stability control system (ESC)
 - Electric parking brake
 - Electronic power steering (EPS)
- Engine and powertrain systems
 - Electric pumps, motor control and auxiliaries
 - Powertrain control module (PCU)/ Engine control unit (ECU)
 - Transmission Control Unit (TCU)

Environmental compliance and general specifications

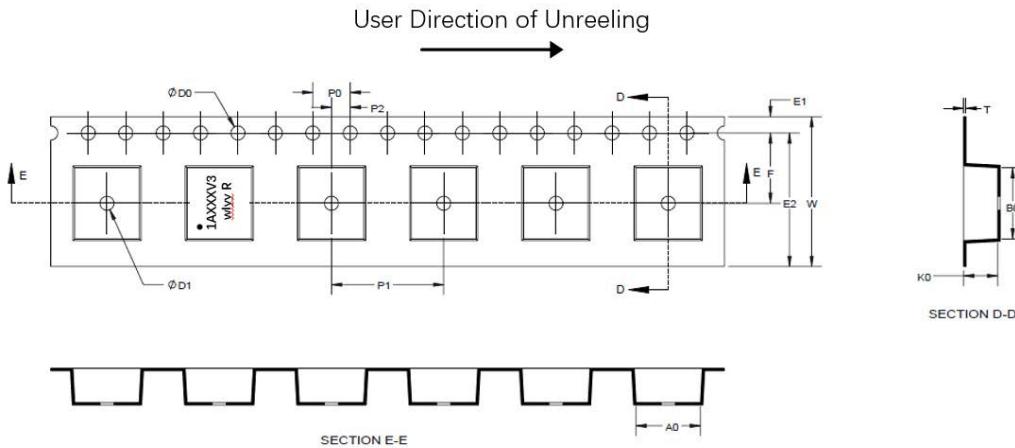
- Storage temperature (component): -55 °C to +155 °C
- Operating temperature range: -55 °C to +155 °C (ambient plus self-temperature rise)



Packaging information (mm)

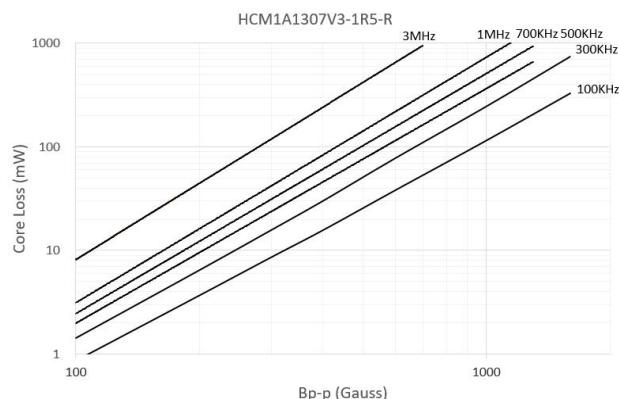
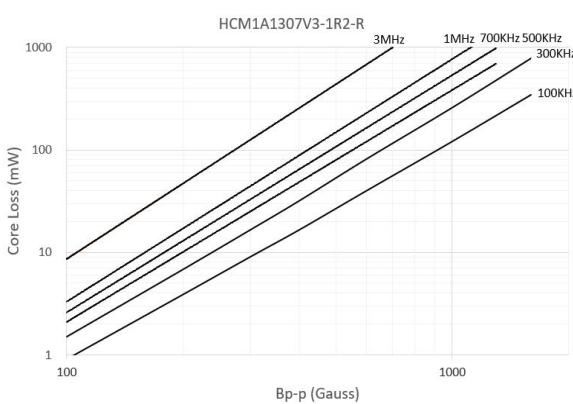
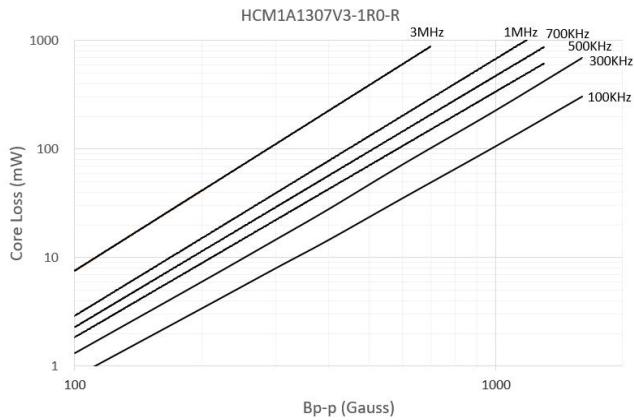
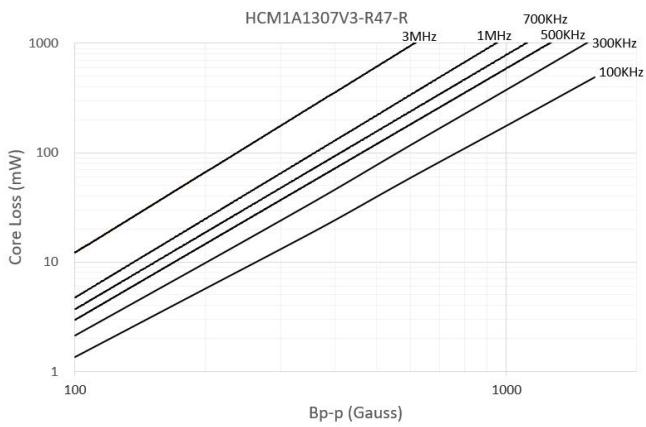
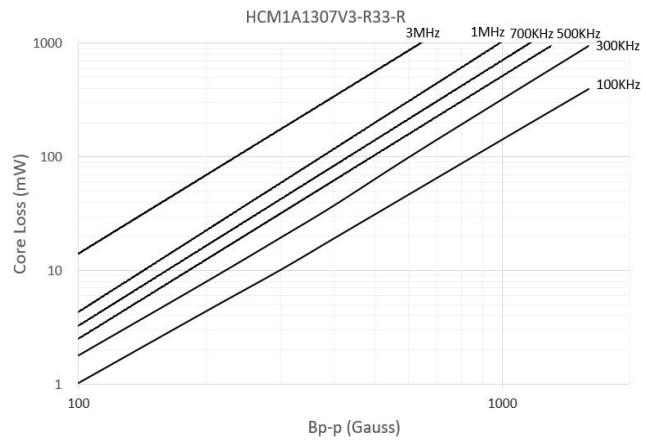
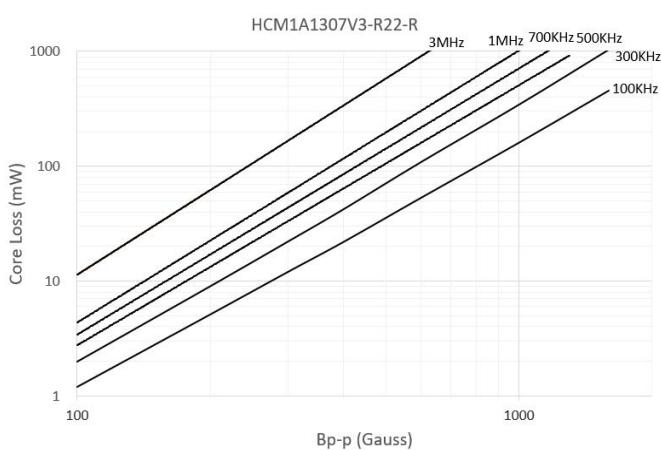
Drawing not to scale

Supplied in tape and reel packaging, 250 parts per 13" diameter reel

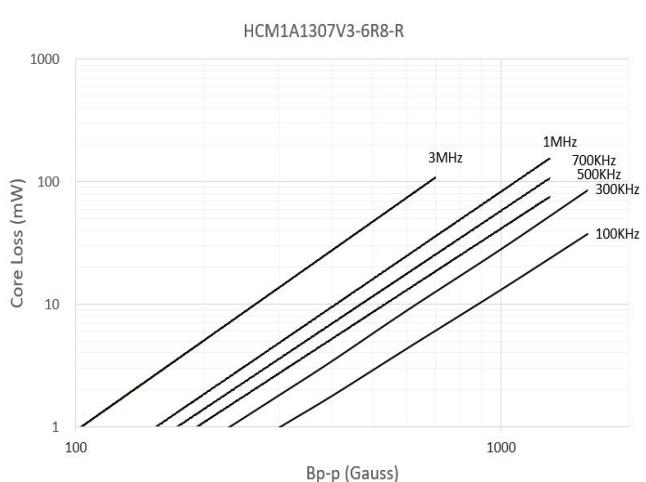
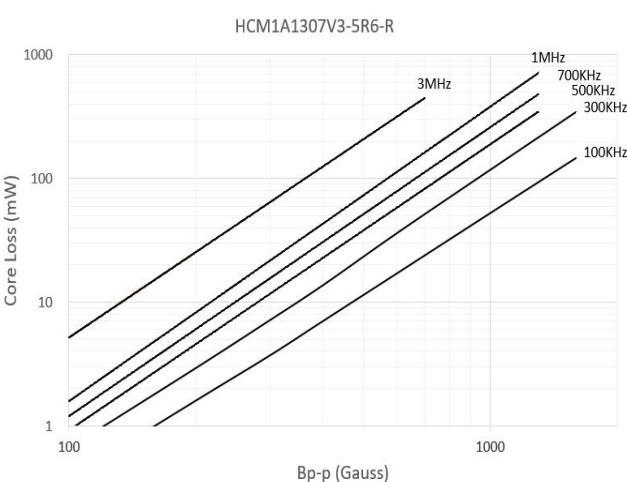
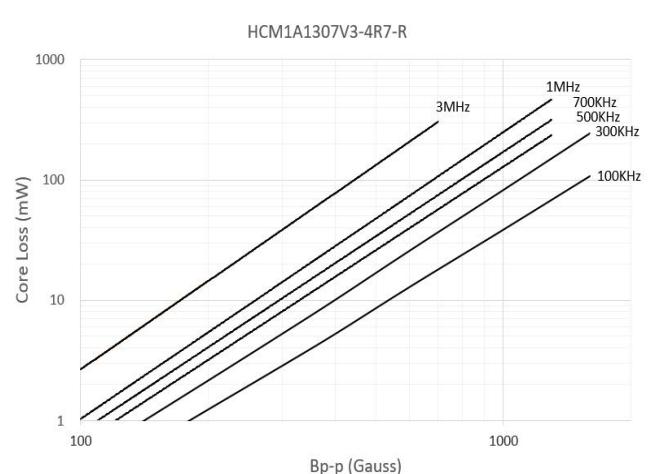
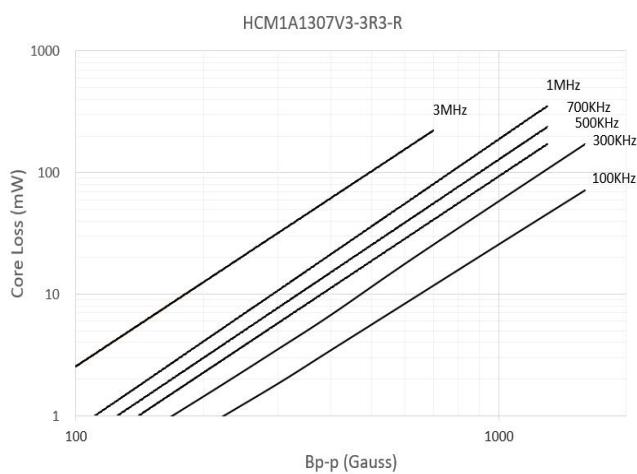
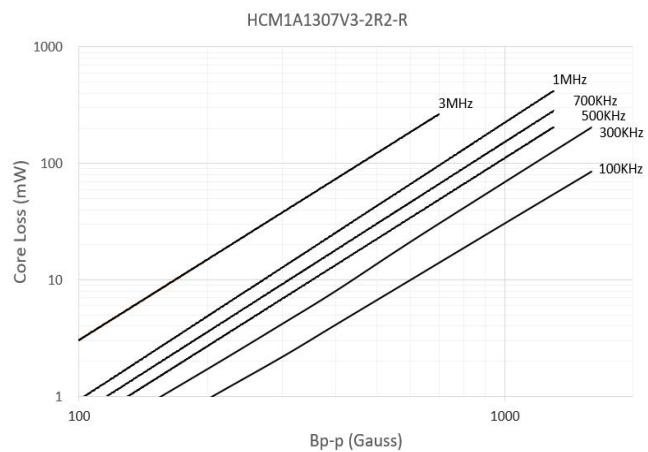
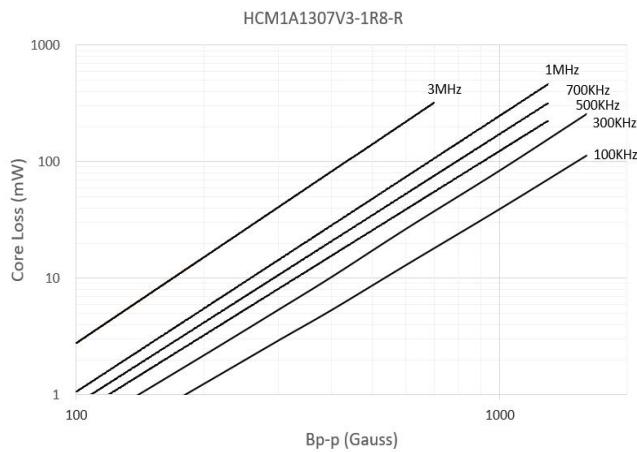


Dimension	Value
$W \pm 0.30$	24.0
$F \pm 0.10$	11.5
$E_1 \pm 0.10$	1.75
E_2 Min	22.25
$P_0 \pm 0.10$	4.0
$P_1 \pm 0.10$	16.0
$P_2 \pm 0.10$	2.0
$D_0 +0.10/-0$	1.5
$D_1 +0.10/-0$	1.5
A_0	13.4 ± 0.10
B_0	14.1 ± 0.10
K_0	6.9 ± 0.15
T	0.5 ± 0.05

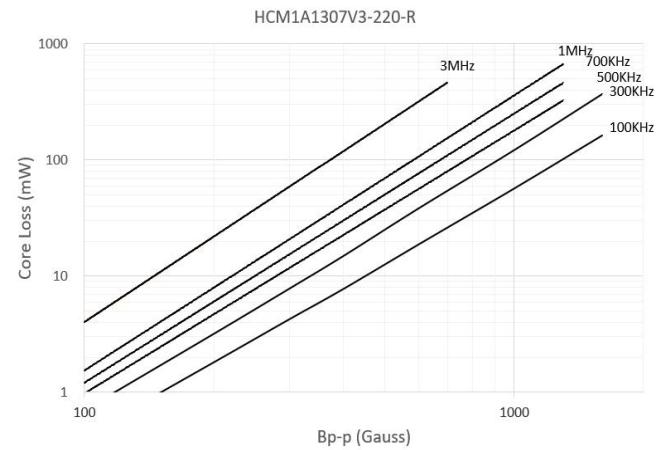
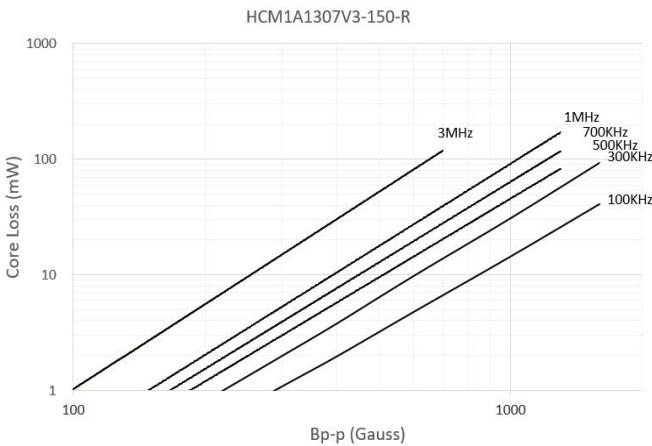
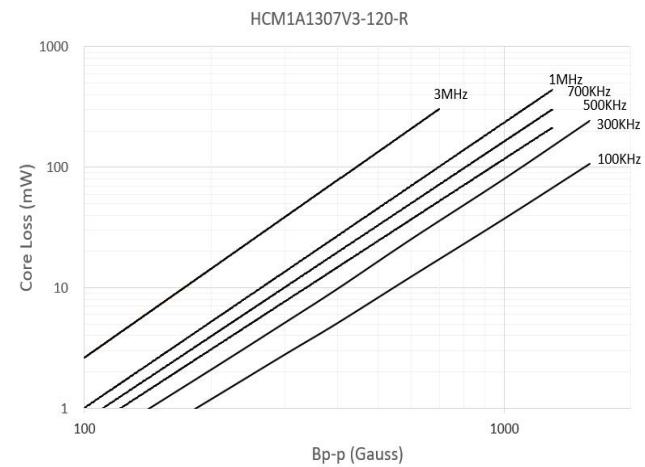
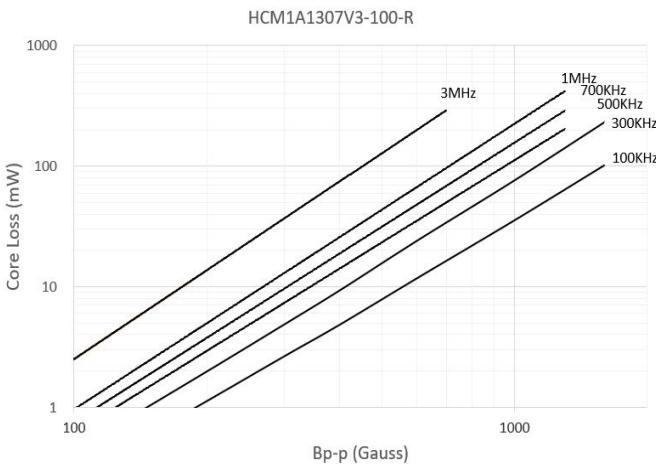
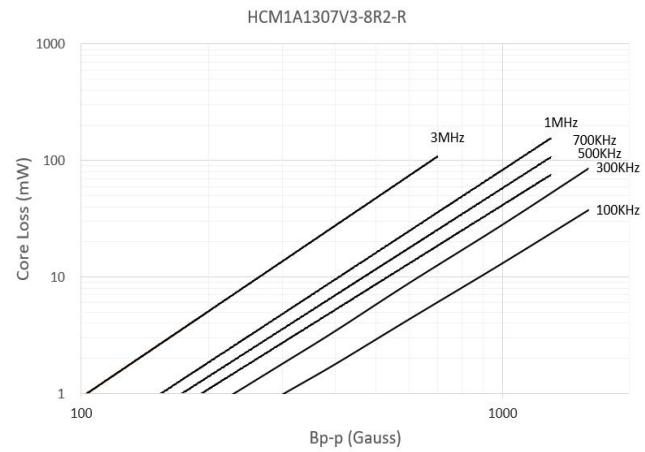
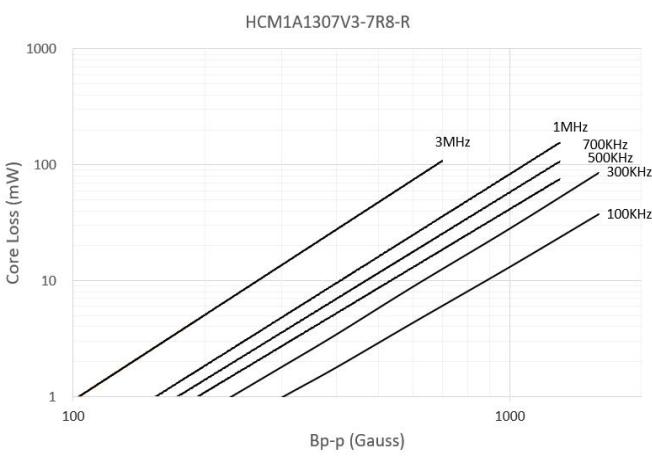
Core loss vs. B_{p-p}



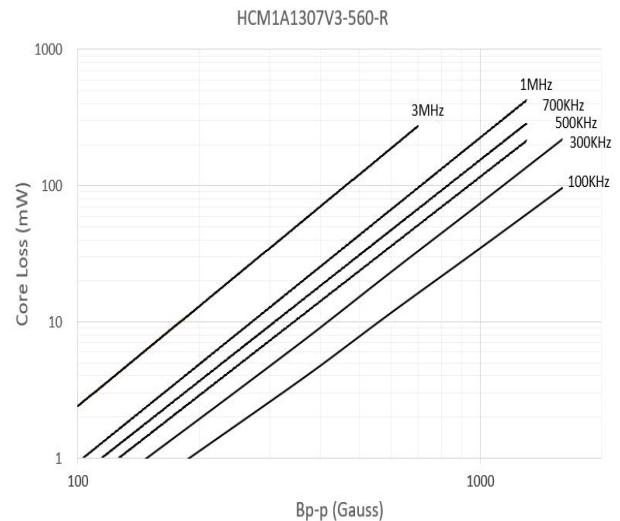
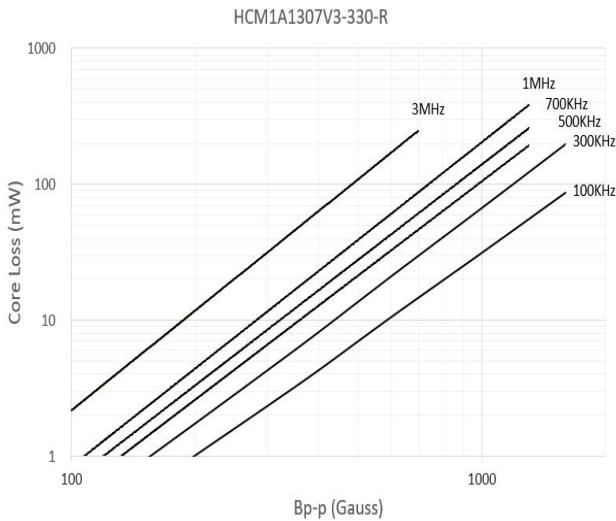
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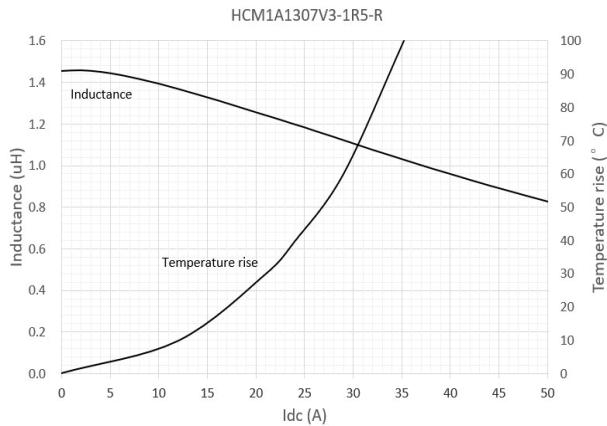
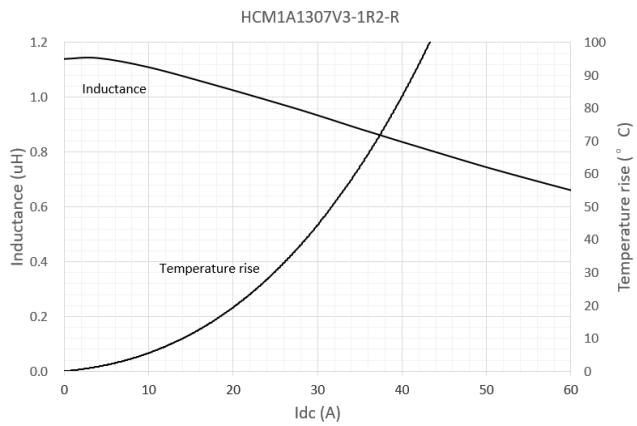
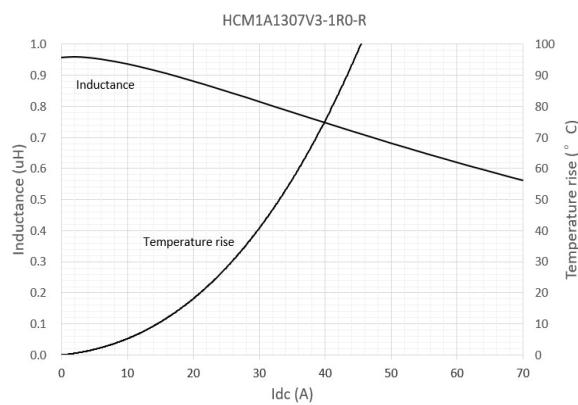
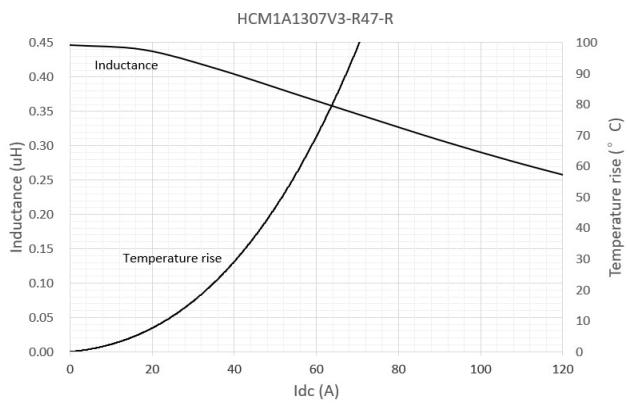
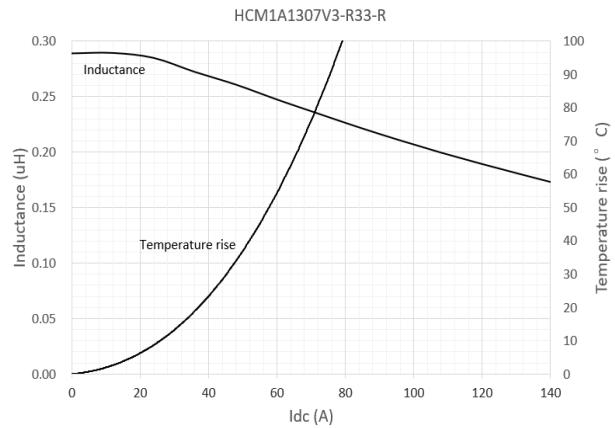
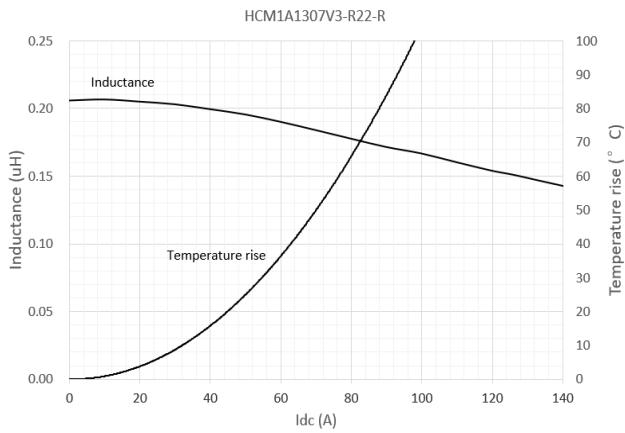
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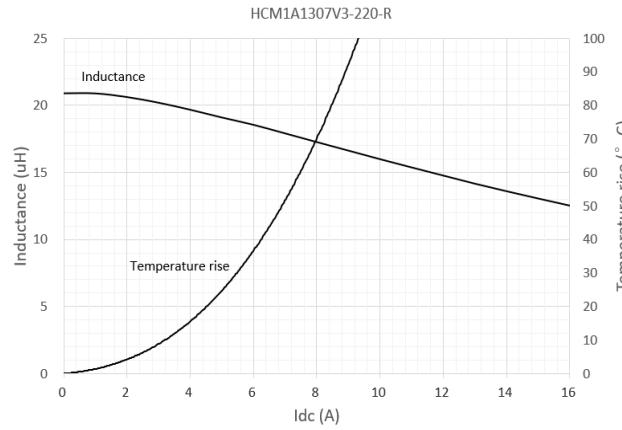
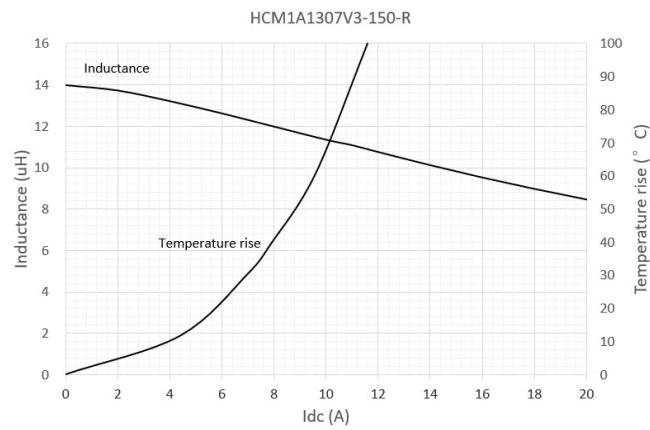
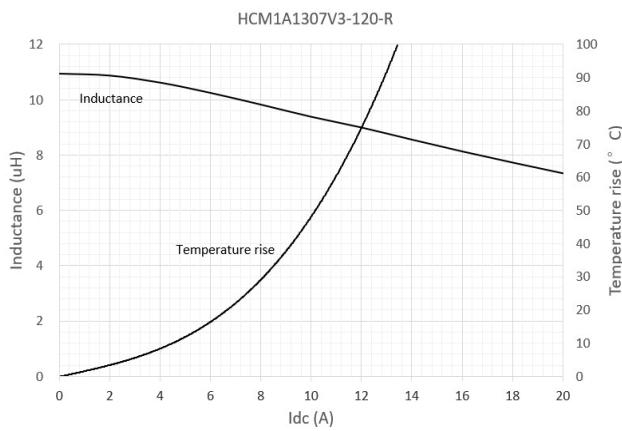
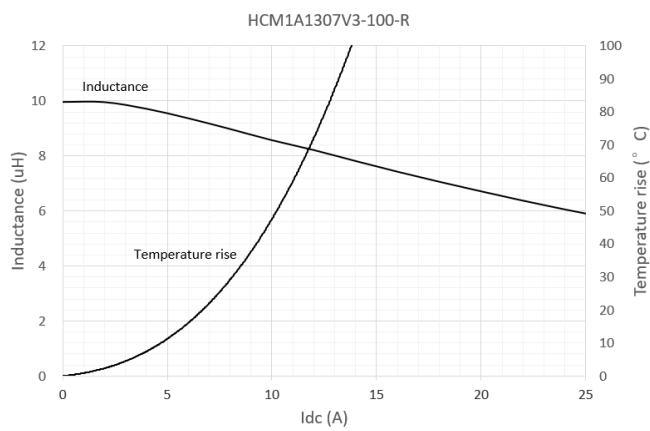
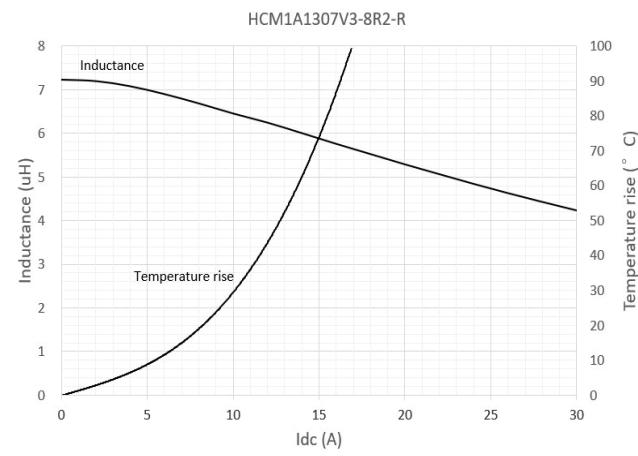
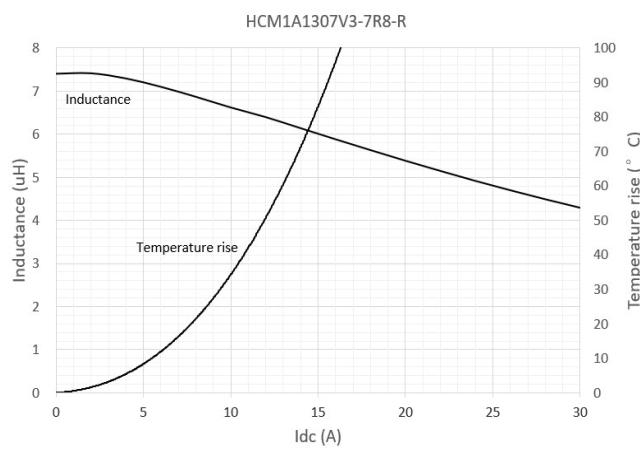
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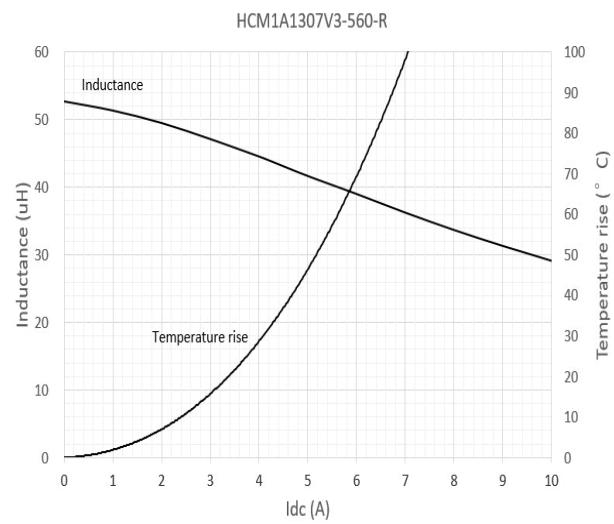
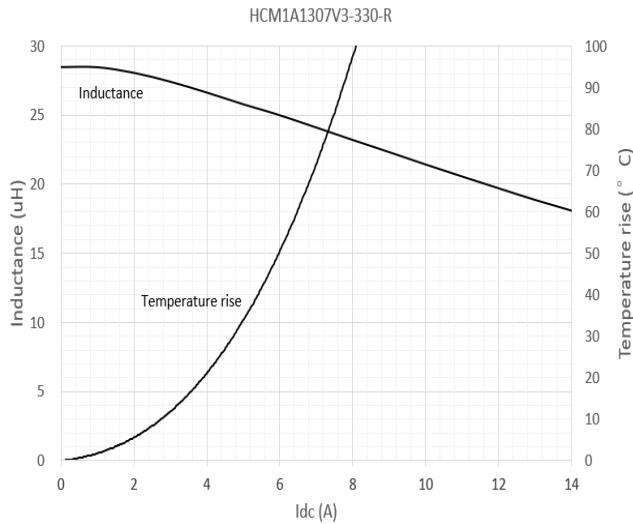
Inductance and temperature rise vs. Idc



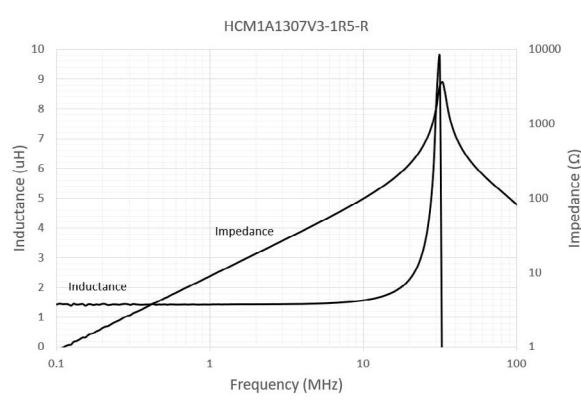
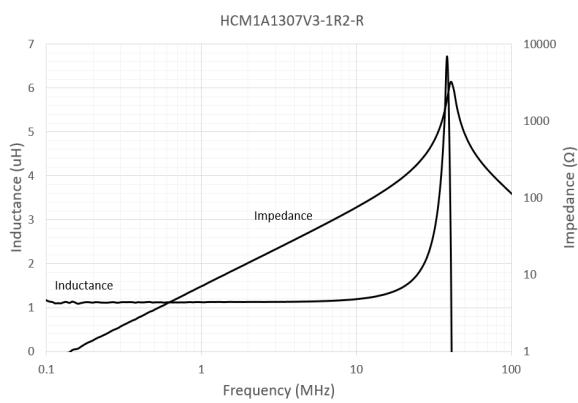
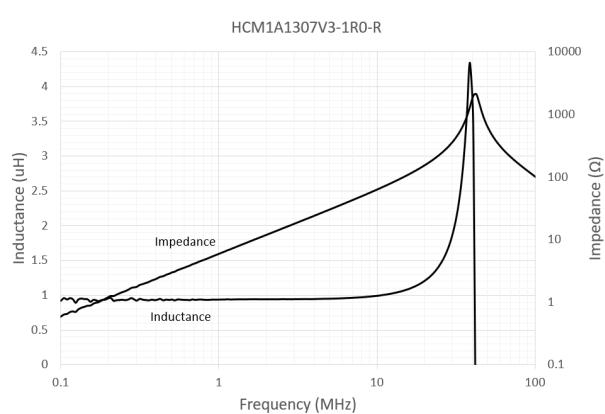
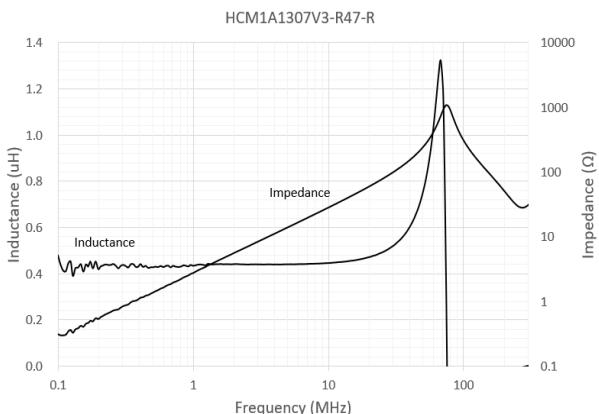
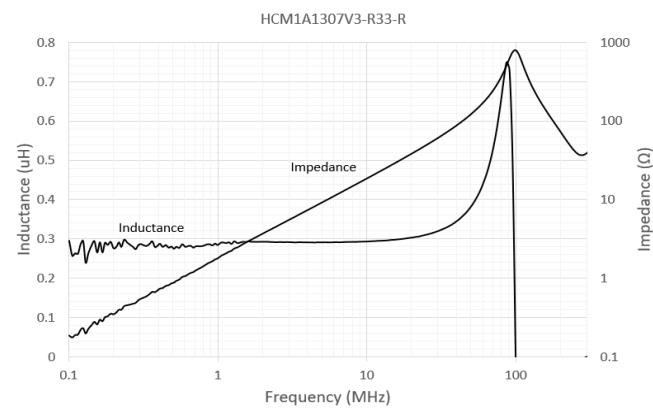
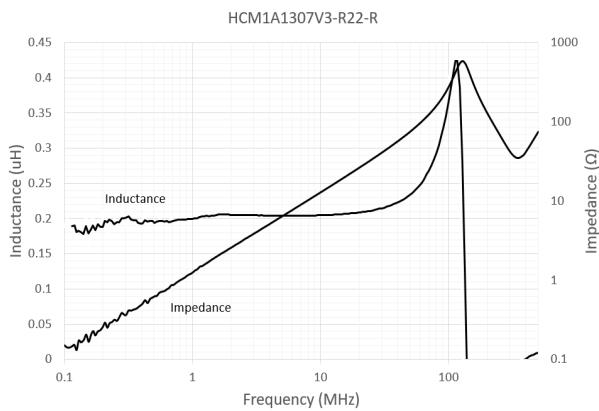
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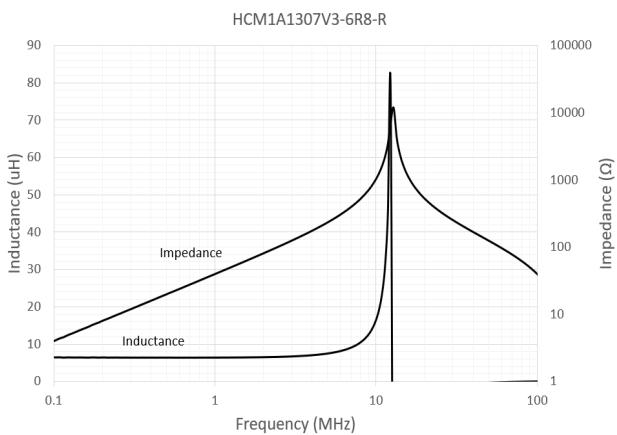
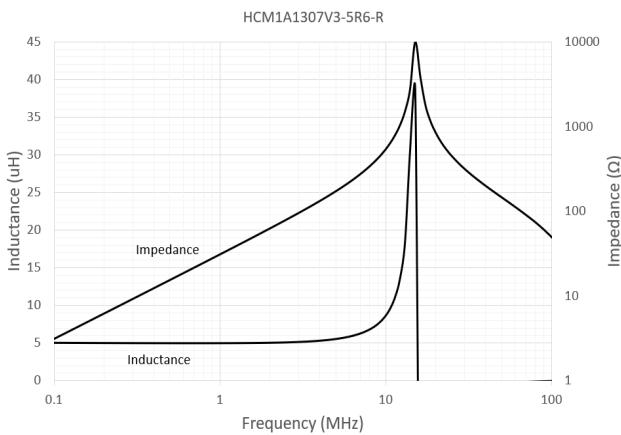
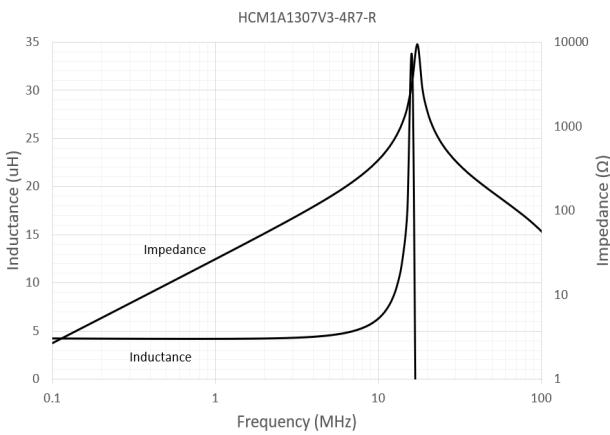
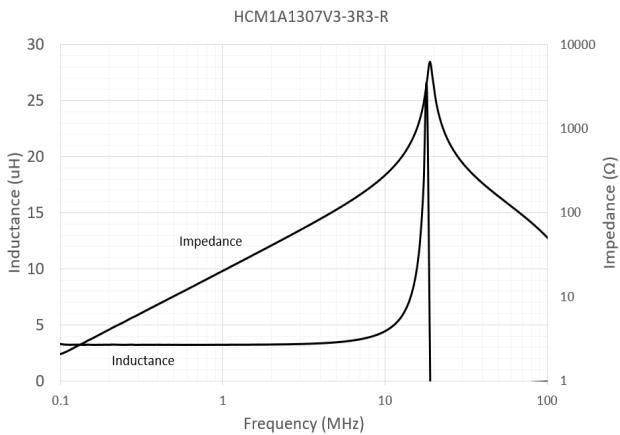
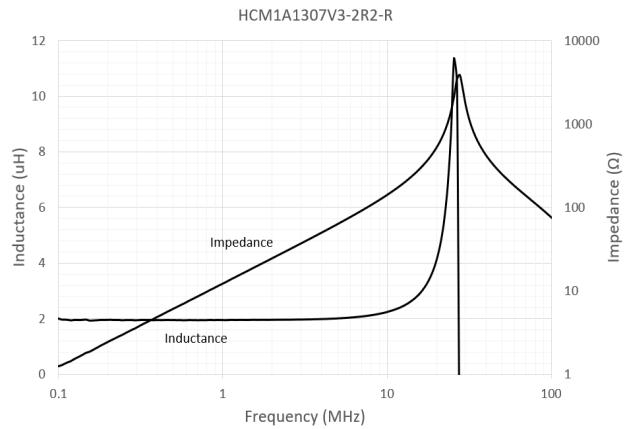
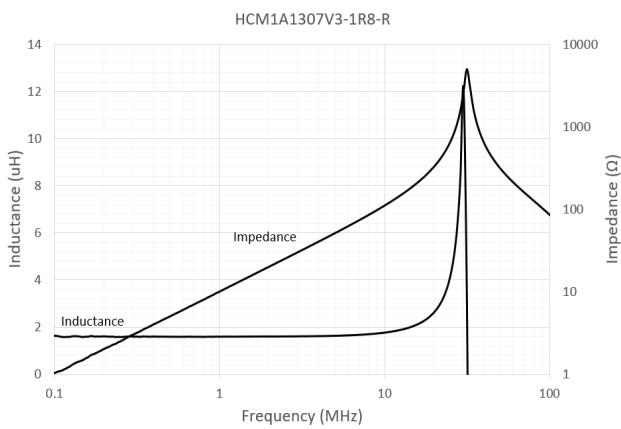
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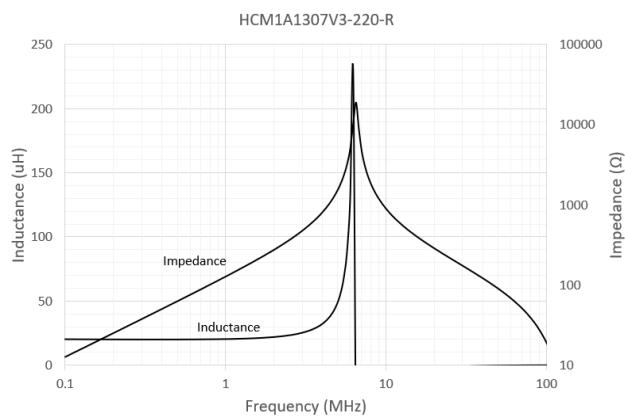
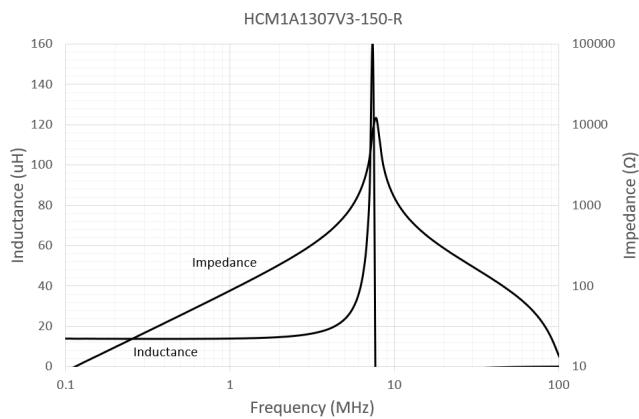
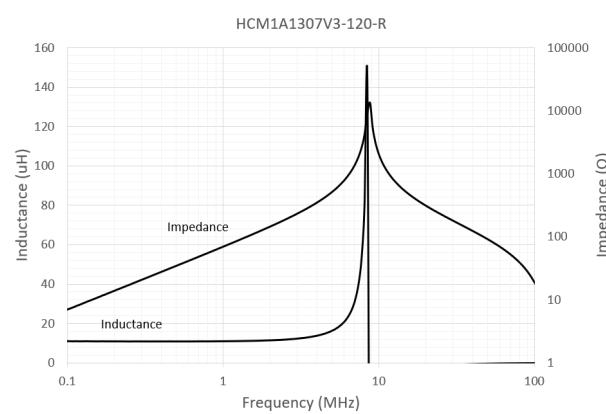
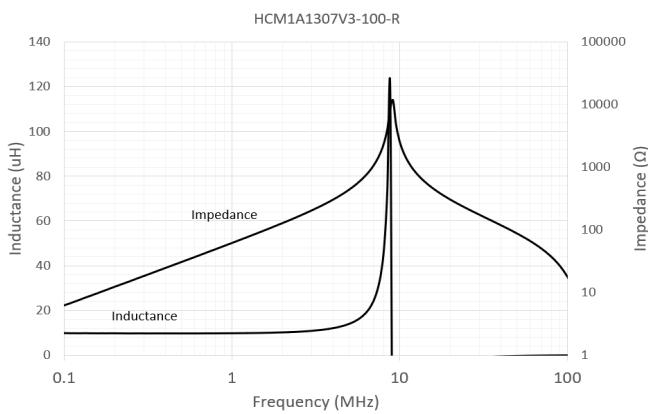
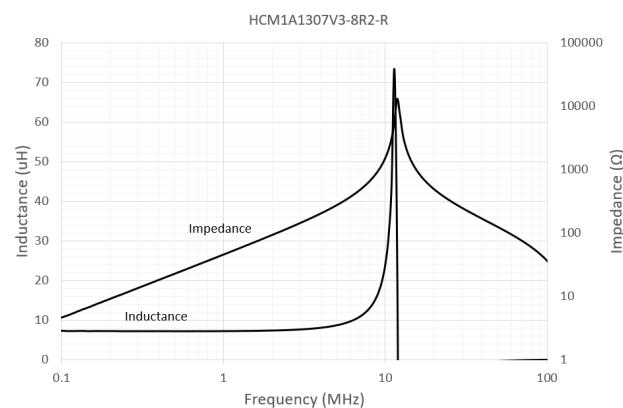
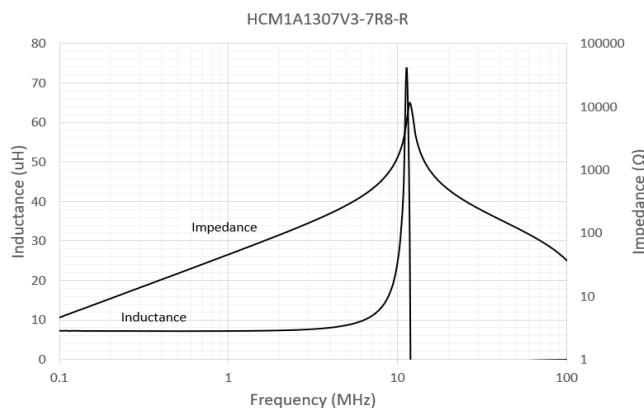


Inductance and impedance vs. frequency



Inductance and impedance vs frequency



Inductance and impedance vs frequency

Inductance and impedance vs frequency

