

		S P E C I F I C A T I O N ( R E V I S I O N S )		T Y P E U U 9 L F H
MARKING	DATE	REQUEST No.	REVISIONS	CLIENT
⚠	21st, Apr., 2005	PG05-D158-1	MARKER CHANGED : RoHS COMPLIANCE←LEAD FREE(P.2/5)	CRD ZENGYUNXIA

NOTE : THIS SPECIFICATION IS SUBJECT TO CHANGE WITHOUT NOTICE FOR IMPROVEMENT. IT IS REQUESTED THAT CONFIRMATION IS MADE WHEN ORDERING	SPEC. NO. S - 0 7 4 - 6 2 9 3 1 / 5
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# SPECIFICATION

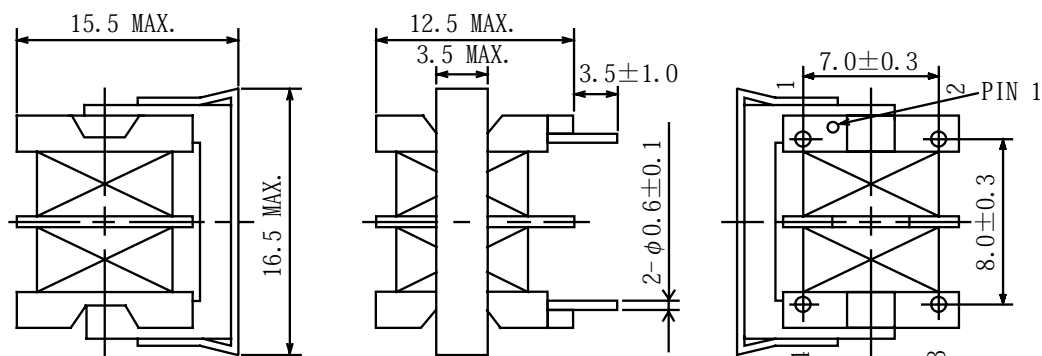
TYPE  
UU9LFH

## 1. SCOPE AND GENERAL STIPULATIONS

REF. TO S-074-1510.

## 2. APPEARANCE

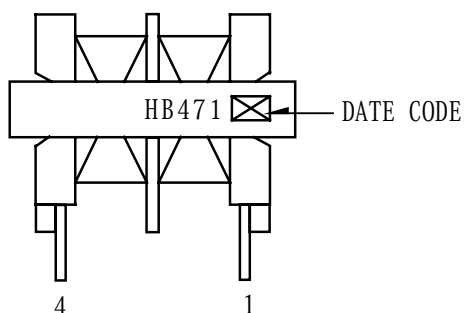
### 2-1. DIMENSION(mm)



\* DIMENSION DOES NOT INCLUDE SOLDER USED ON COIL.

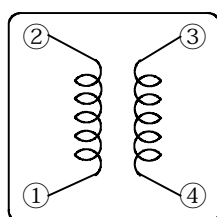
\* TERMINAL PITCH IS MEASURED AT THE BASE. (NOT FROM TIP OF THE PIN.)

### 2-2. STAMP(E. G.)



## 3. COIL SPECIFICATION

### 3-1. CONNECTION(BOTTOM VIEW)



RoHS

compliance  
Cd:Max.0.01wt%  
others:Max.0.1wt%



\* WINDING START IS #1,#4 OR #2,#3.

\* #1 AND #4,#2 AND #3 : SHOULD BE SAME POLARITY.

MADE: 22nd, Aug., 2003			PART NAME	REF. TO ELECTRICAL CHARACTERISTICS	
CHK.	CHK.	DRG.	SUMIDA CODE	3332	
LIAO XI	WU MENGYU	CHEN MAOLAN J	SAMPLE NO.	4370-904	SPEC. NO. S-074-6293 2/5
			FIRST ISSUE		

# SPECIFICATION

TYPE  
UU9LFH

## 3-2. ELECTRICAL CHARACTERISTICS

NO.	PART NO.	STAMP	INDUCTANCE [MIN. ] (mH) 1-2 4-3 (at 1kHz)	DIFFERENCE OF INDUCTANCE [MAX. ] ( $\mu$ H)	D. C. R. [MAX. ] ( $\Omega$ ) 1-2 4-3 (at 20°C)	ALLOWABLE CURRENT (mA) ※ 1	SUMIDA CODE
01	UU9LFHNP-HB471	HB471	0.47	25	0.15	1000	-0022
02	UU9LFHNP-HB681	HB681	0.68	25	0.25	850	-0023
03	UU9LFHNP-HB1Ø2	HB102	1.0	50	0.35	700	-0024
04	UU9LFHNP-HB222	HB222	2.2	50	0.7	500	-0025
05	UU9LFHNP-HB392	HB392	3.9	100	1.2	380	-0026
06	UU9LFHNP-HB472	HB472	4.7	100	1.6	340	-0027
07	UU9LFHNP-HB682	HB682	6.8	150	2.5	250	-0028
08	UU9LFHNP-HB1Ø3	HB103	10.0	200	4.0	200	-0029

※ 1 ALLOWABLE CURRENT:D.C. CURRENT WHEN TEMPERATURE OF COIL INCREASED UP TO 40°C. (Ta=20°C)

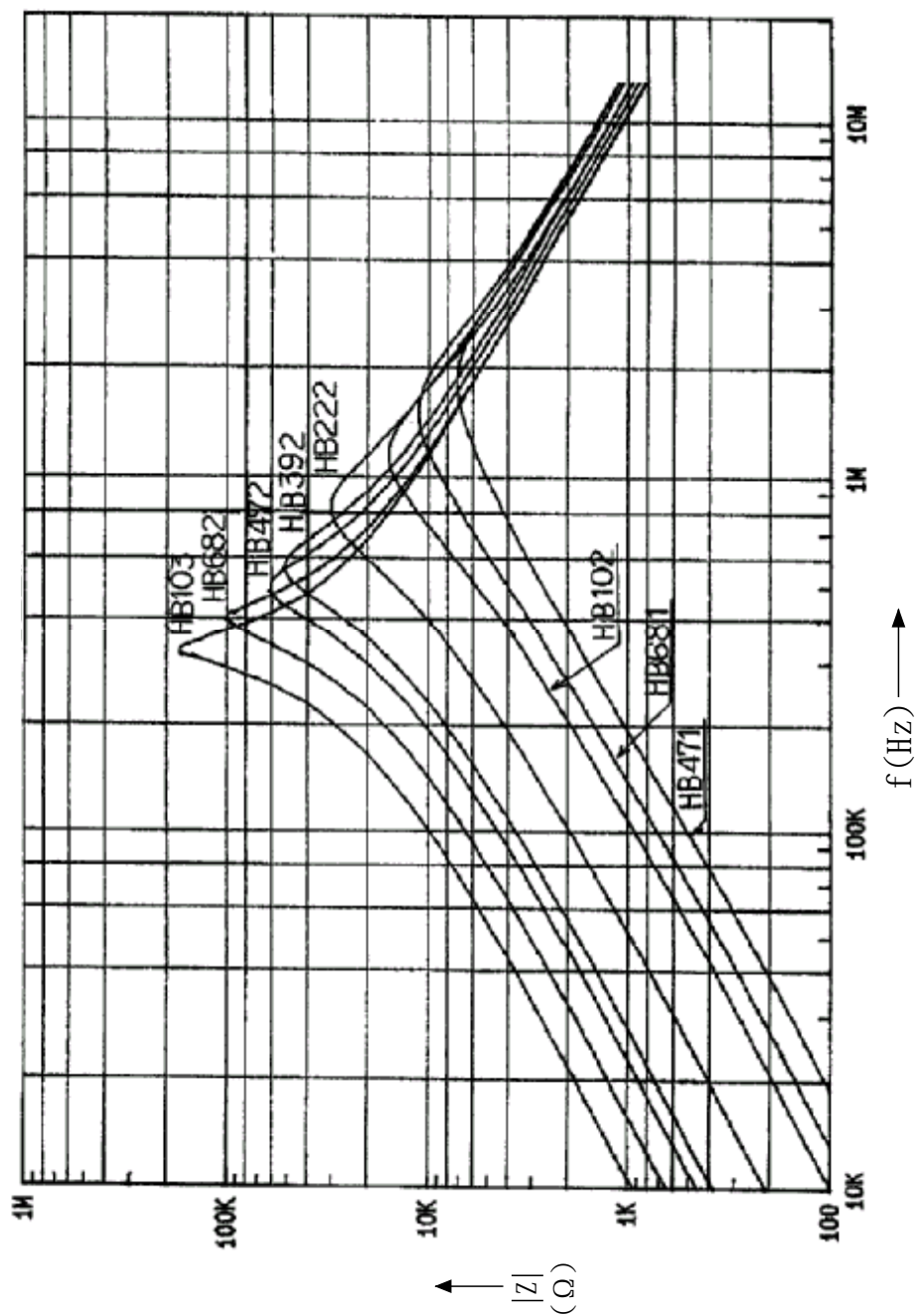
NOTE :

SPEC. NO.  
S-074-6293  
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# SPECIFICATION

TYPE UU9LFH
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3-3.  $f-|Z|$  CHARACTERISTIC GRAPHS (REF.)



NOTE :

SPEC. NO.

S-074-6293

4/5

TYPE  
UU9LFH

4-1. STORAGE TEMPERATURE RANGE	$-40^{\circ}\text{C} \sim +85^{\circ}\text{C}$
4-2. OPERATING TEMPERATURE RANGE	$-40^{\circ}\text{C} \sim +85^{\circ}\text{C}$ (INCLUDING COIL'S SELF TEMPERATURE RISE)
4-3. EXTERNAL APPEARANCE	NO EXTERNAL DEFECTS CAN BE FOUND IN THE VISUAL INSPECTION.
4-4. TERMINAL STRENGTH	NO DISTINGUISHED TERMINAL PEELING OFF OR WIRE BROKEN SHOULD BE FOUND AFTER EACH OF THE TERMINAL IS APPLIED WITH STATIC PULLING FORCE OF 4.9N FOR $60 \pm 5$ SECONDS.
4-5. HEAT RESISTANCE	NO DISTINGUISHED STRUCTURE AND ELECTRIC DEFECTS SHOULD BE FOUND AFTER $1.5 \pm 0.5\text{mm}$ HIGH BOTTOM OF ALL THE TERMINALS ARE IMMERSSED IN THE MELTED SOLDER OF $270 \pm 5^{\circ}\text{C}$ FOR $5 \pm 0.5$ SECONDS.
4-6. INSULATING RESISTANCE VOLTAGE PROOF	THE INSULATION RESISTANCE SHOULD BE OVER $100\text{M}\Omega$ WHEN D.C. 500V IS APPLIED TO COIL-COIL AND COIL-CORE, MEANWHILE NO STRUCTURE AND ELECTRIC DEFECTS SHOULD BE FOUND IN 1 MINUTE. NO DAMAGE TO THE INSULATION SHOULD BE FOUND AFTER A.C. 2000V <sub>rms</sub> IS (50Hz/60Hz) APPLIED TO COIL-COIL AND COIL-CORE, MEANWHILE NO STRUCTURE AND ELECTRIC DEFECTS SHOULD BE FOUND IN 1 MINUTE.
4-7. VIBRATION TEST	INDUCTANCE DEVIATION IS WITHIN $\pm 3.0\%$ AFTER 1 HOUR SWEEPING VIBRATION IN EACH THREE DIRECTIONS, NAMELY, FORWARD AND BACKWARD, UP AND DOWN, RIGHT AND LEFT. THE FREQUENCY IS $10 \sim 55 \sim 10\text{Hz}$ AND THE AMPLITUDE OF 1 MINUTE CYCLE IS 1.5mm PP.
4-8. SHOCK TEST	INDUCTANCE DEVIATION IS WITHIN $\pm 3.0\%$ AFTER THE TEST WITH GUM-BLOCK SHOCK TESTING MACHINE, ONCE IN EACH OF THE THREE PERPENDICULAR AXIS DIRECTIONS. THE SHOCK ACCELERATION IS $981\text{m/s}^2$ .
4-9. HUMIDITY TEST	INDUCTANCE DEVIATION IS WITHIN $\pm 5.0\%$ AFTER $96 \pm 4$ HOURS TEST UNDER THE CONDITION OF RELATIVE HUMIDITY OF $90 \sim 95\%$ AND TEMPERATURE OF $60 \pm 2^{\circ}\text{C}$ , AND 1 HOUR STORAGE UNDER ROOM AMBIENT CONDITIONS AFTER THE DEVICE IS WIPED WITH DRY CLOTH.

\* THE COIL SHOULD BE HANDLED ONE BY ONE FROM THE PACKING BOX WHEN ASSEMBLED TO P.C.B. TO PREVENT THE WIRE BREAKING FOR THE WIRE EXPOSED TO THE AIR, AND KEEP THE COIL NOT TOUCHING THE OTHER PARTS.

