



BUTTON AUTOMOTIVE RECTIFIER

AR1505 THRU AR158
ARS1505 THRU ARS158

VOLTAGE RANGE 50 to 600 Volts

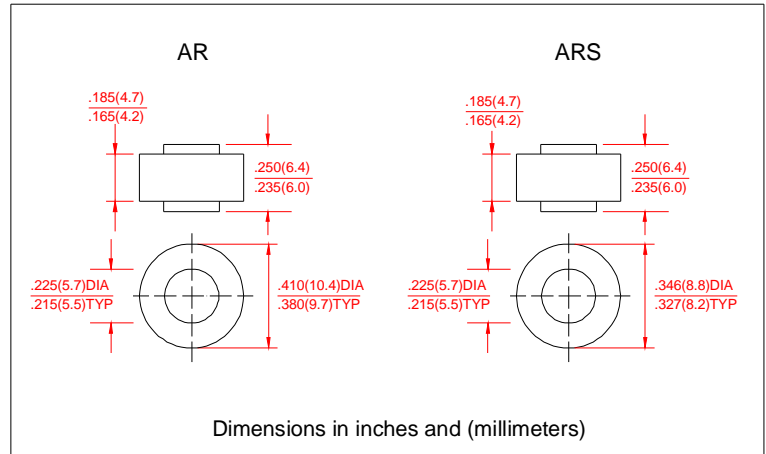
CURRENT 15.0 Amperes

FEATURES

- Low Leakage
- Low forward voltage drop
- High current capability
- High forward surge current capacity

MECHANICAL DATA

- Case: transfer molded plastic
- Epoxy: UL94V-0 rate flame retardant
- Lead: Plated slug , solderable per MIL-STD-202 Emethod 208C
- Polarity: Color ring denotes cathode end
- Mounting Position: any
- Weight: 0.064 ounces, 1.82 grams



MAXIMUM RATINGS AND ELECTRICAL CHARACTERISTICS

- Ratings at 25°C ambient temperature unless otherwise specified
- Single Phase, half wave, 60HZ, resistive or inductive load
- For capacitive load derate current by 20%

	SYMBOLS	AR1505 ARS1505	AR151 ARS151	AR152 ARS152	AR154 ARS154	AR156 ARS156	AR158 ARS158	UNIT
Maximum Repetitive Peak Reverse Voltage	V_{RRM}	50	100	200	400	600	800	Volts
Maximum RMS Voltage	V_{RMS}	35	70	140	280	420	560	Volts
Maximum DC Blocking Voltage	V_{DC}	50	100	200	400	600	800	Volts
Maximum Average Forward Rectified Current, At $T_c=110^\circ\text{C}$	I_O	15.0						Amps
Peak Forward Surge Current 3.3mS single half sine wave superimposed on Rated load (JEDEC method)	I_{FSM}	300						Amps
Maximum instantaneous Forward Voltage at 80A	V_F	1.1						Volts
Maximum DC Reverse Current at Rated $T_A=25^\circ\text{C}$ DC Blocking Voltage per element $T_A=100^\circ\text{C}$	I_R	5.0						UA
		250						
Typical Thermal Resistance	$R_{\theta JC}$	1.0						$^\circ\text{C}/\text{W}$
Operating and Storage Temperature Range	T_J, T_{STG}	(-65 to +175)						$^\circ\text{C}$
Polarity and voltage demotion color band		Red	Yellow	Silver	Green	Green	Blue	

Notes:

1. Enough heatsink must be considered in application.



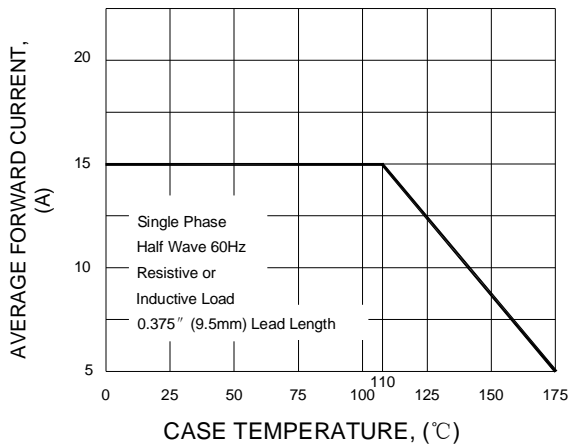
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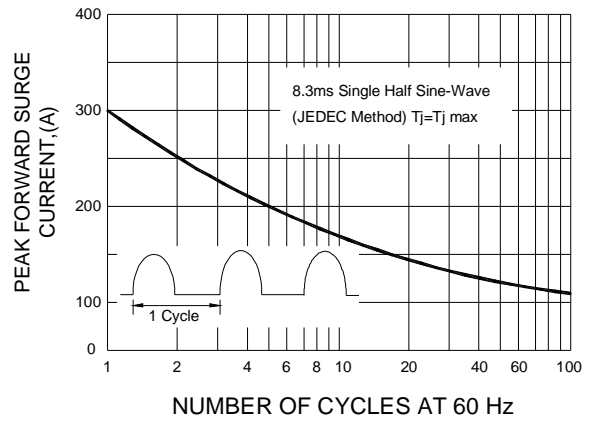
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RATINGS AND CHARACTERISTIC CURVES AR1505 THRU AR158 ARS1505 THRU ARS158

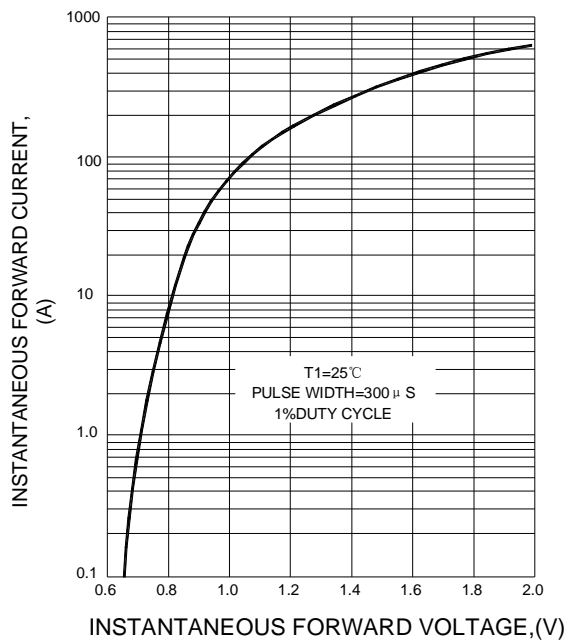
F1G.1 TYPICAL FORWARD CURRENT DERATING CURVE



F1G.2 MAXIMUM NON-REPETITIVE PEAK FORWARD SURGE CURRENT



F1G.3 TYPICAL INSTANTANEOUS FORWARD CHARACTERISTICS



F1G.4 FORWARD POWER DISSIPATION

