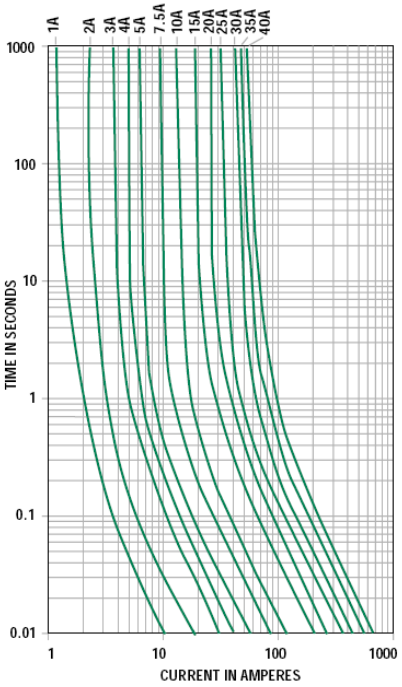
Blade Fuses

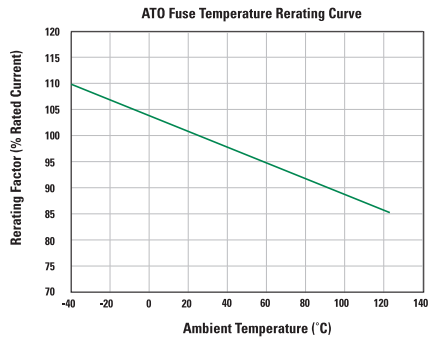
ATO® Blade Fuses

ATO® Ag (Silver plated)
Blade Fuses

Time-Current Characteristic Curves



Temperature Rerating Curve



ATOF® Blade Fuses Rated 32V

Developed by Littelfuse for the automotive industry, the ATOF® fuse has become the original equipment circuit protection standard for foreign and domestic automobiles and trucks. Readily identifiable and easily replaced, this fuse can be specified for a variety of low voltage electronic applications.

Specification

	ATOF® (Tin Plated)	ATO Ag (Silver Plated)
Voltage Rating:	32 VDC	32 VDC
Interrupting Rating:	1000A @ 32 VDC	1000A @ 32 VDC
*Component Level Temperature Range:	-40˚C to +105˚C	-40˚C to +125˚C
**System Level Temperature Range:	-40˚C to +85˚C	-40˚C to +105˚C
105°C and 85°C are typical system level temperature requirements.		
Terminals:	Sn plated zinc alloy	Ag plated zinc alloy
Housing Material:	PA66	PA66
Complies with:	SAE J1284,ISO 8820-3	SAE J1284,ISO 8820-3
UL Listed:	File AU1410	File AU1410
CSA Certified:	File No. 29862	File No. 29862

RoHS

Ordering Information

Part Number	Package Size
0287xxx.PXCN	2000
0287xxx.U	500
0287xxx.H	100
0287xxx.L	50

ATO® Ag Fuse

0287xxx.PXS	2000

Time-Current Characteristics

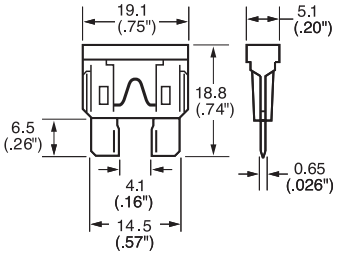
% of Rating	Current Rating	Opening Time Min / Max (s)
100	35A & 40A	360,000 s / –
110	1A-30A	360,000 s / –
135	1A & 2A 3A-40A	350 ms / 600 s 0.750 s / 600 s
160	1A-40A	250 ms / 50 s
200	1A & 2A 3A-40A	100 ms / 5.0 s 0.150 s / 5.0 s
350	1A & 2A 3A-40A	20 ms / 500 ms 80 ms / 500 ms
600	1A-30A 35A & 40A	– / 100 ms – / 150 ms

Ratings

Part Number	Current Rating (A)	Housing Material Color	Typ. Voltage Drop (mV)	Cold Resistance (mΩ)	I²t (A²s)
0287001._	1		176	123	0.4
0287002._	2		141	53.5	1.4
0287003._	3		137	31.1	7.4
0287004._	4		136	22.8	14
0287005._	5		128	17.85	26
028707.5_	7.5		116	10.91	60
0287010._	10		109	7.70	115
0287015._	15		102	4.80	340
0287020._	20		98	3.38	520
0287025._	25		92	2.52	1080
0287030._	30		84	1.97	1510
0287035._	35		87	1.61	2280
0287040._	40		96	1.44	3310

Dimensions

Dimensions in mm



**Component Level Temperature* = the maximum ambient temperature that a single fuse will survive. This does not factor-in the heat from a populated fuse box, but does include the heat from the current load with the proper rerating. ***System Level Temperature* represents the ambient temperature of the fuse box at a location within the vehicle. The temperature within a populated fuse box (in a given location) will be higher. The limiting factor is the plating. Sn-plating's temperature limit is ≈130°C, and Ag-plating allows up to 150°C at the terminal interface.