

5 TERMINAL LOW DROP VOLTAGE REGULATOR

The KIA78R × × Series are Low Drop Voltage Regulator suitable for various electronic equipments. It provides constant voltage power source with DPAK-5 terminal surface mount type PKG.

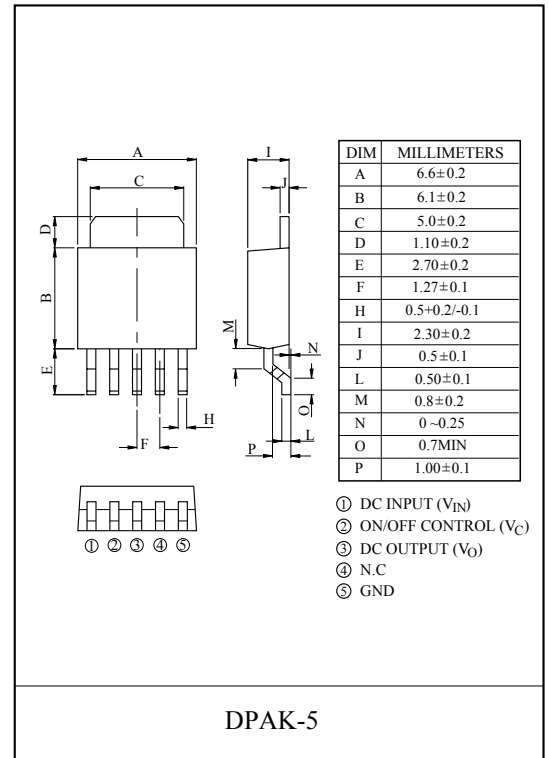
The Regulator has multi function such as over current protection, overheat protection and ON/OFF control.

FEATURES

- 1.0A Output Low Drop Voltage Regulator.
- Built in ON/OFF Control Terminal.
- Built in Over Current Protection, Over Heat Protection Function.

LINE UP

ITEM	OUTPUT VOLTAGE (Typ.)	UNIT
KIA78R05F	5	V
KIA78R06F	6	
KIA78R08F	8	
KIA78R09F	9	
KIA78R10F	10	
KIA78R12F	12	
KIA78R15F	15	



MAXIMUM RATINGS (Ta=25 °C)

CHARACTERISTIC	SYMBOL	RATING	UNIT	REMARK
Input Voltage	V _{IN}	35	V	-
ON/OFF Control Voltage	V _C	35	V	-
Output Current	I _O	1	A	-
Power Dissipation 1	P _d	8	W	Infinite heat sink
Junction Temperature	T _j	125	°C	-
Operating Temperature	T _{opr}	-20 ~ 80	°C	-
Storage Temperature	T _{stg}	-30 ~ 125	°C	-
Soldering Temperature (10sec)	T _{sol}	260	°C	-

KIA78R05F~KIA78R15F

Fig. 1 Standard Test Circuit

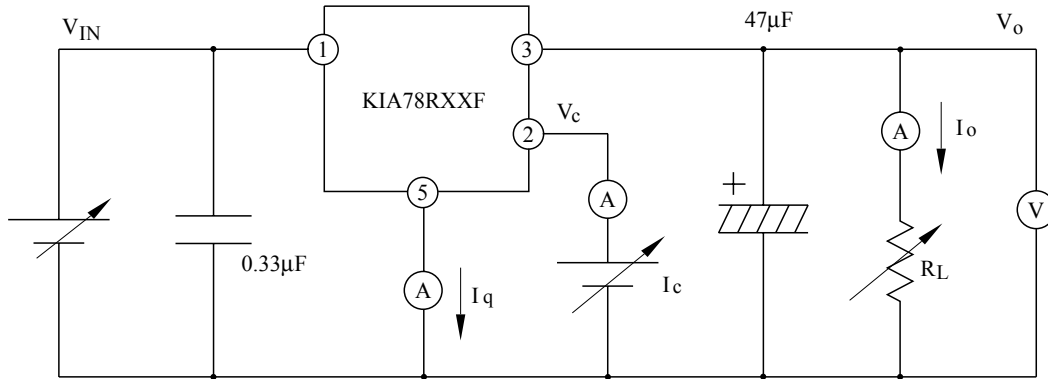


Fig. 1-2 Ripple Rejection Test Circuit

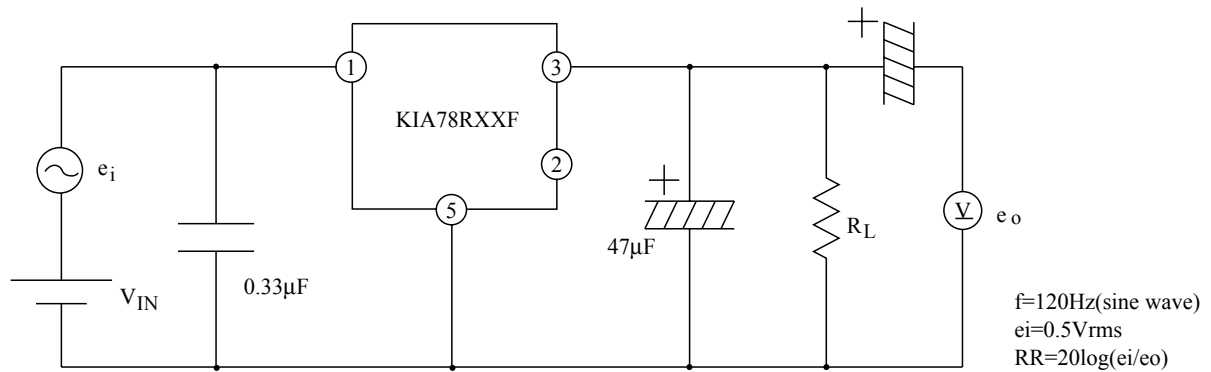
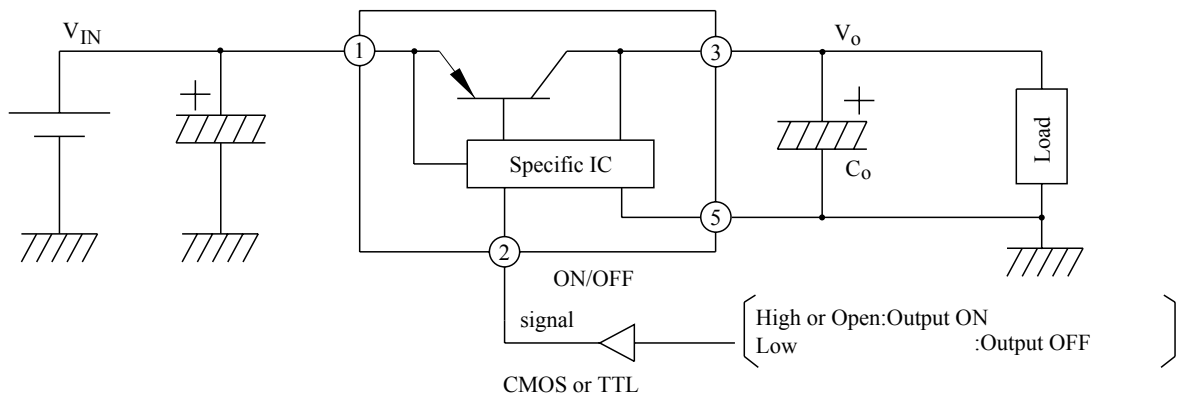
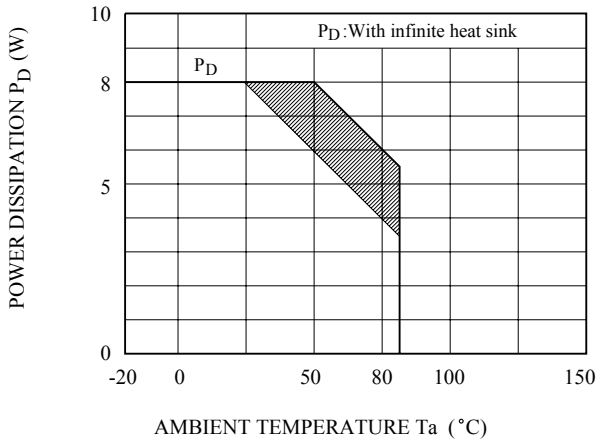


Fig. 2 Application Circuit for Standard



KIA78R05F~KIA78R15F

Fig.3 $T_a - P_D$



Note) Oblique line portion : Overheat protection may operate in this area.

Fig.4 $I_O - V_O$

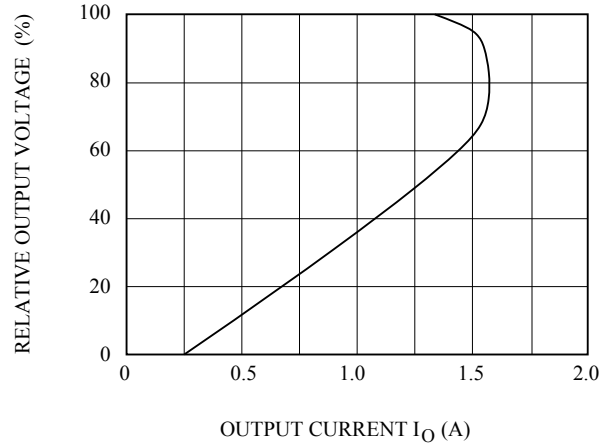


Fig.5-1 $T_j - \Delta V_O$ (KIA78R05)

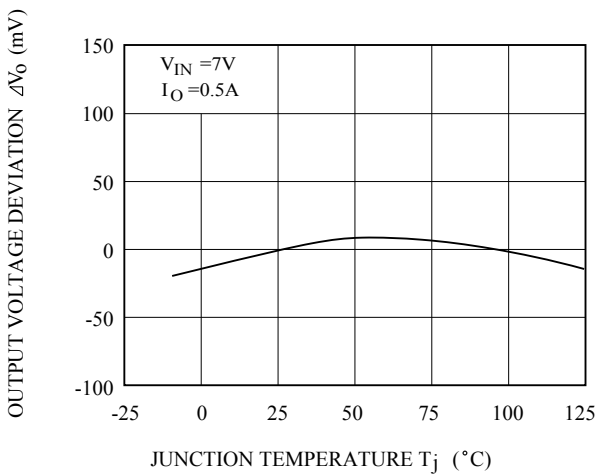


Fig.5-2 $T_j - \Delta V_O$ (KIA78R06)

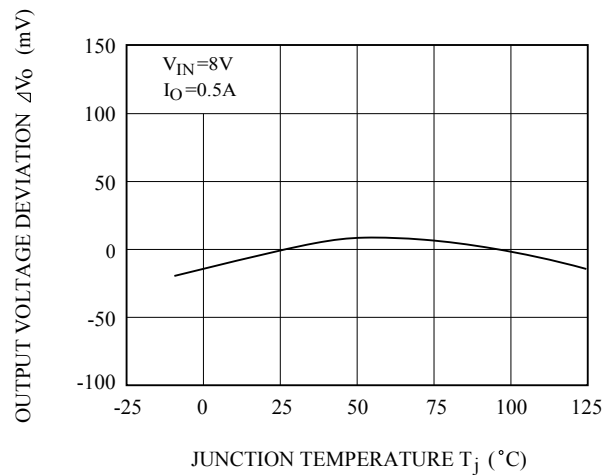


Fig.5-3 $T_j - \Delta V_O$ (KIA78R08)

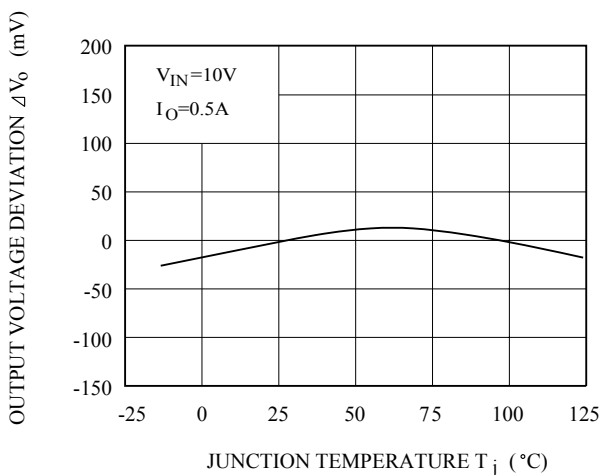
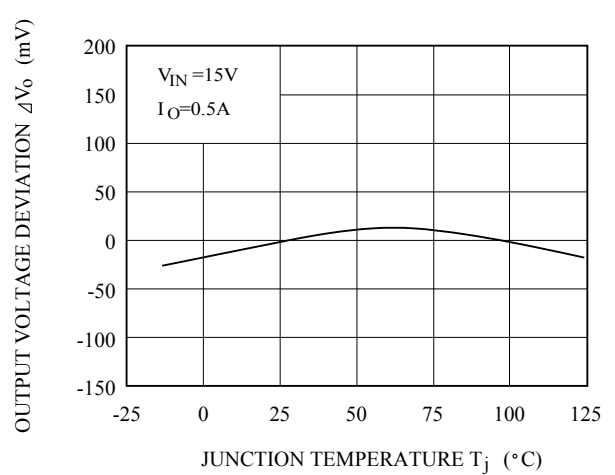


Fig.5-4 $T_j - \Delta V_O$ (KIA78R09)



KIA78R05F~KIA78R15F

Fig.5-5 $T_j - \Delta V_o$ (KIA78R10)

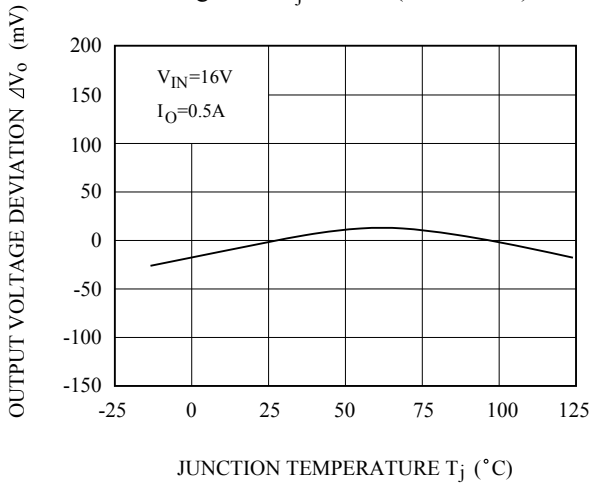


Fig.5-6 $T_j - \Delta V_o$ (KIA78R12)

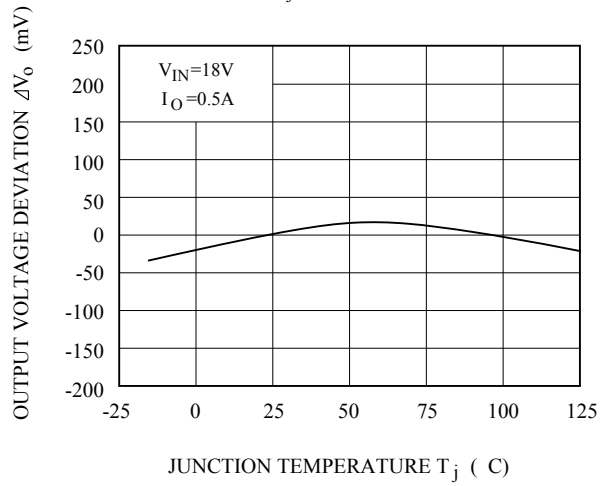


Fig.5-7 $T_j - \Delta V_o$ (KIA78R15)

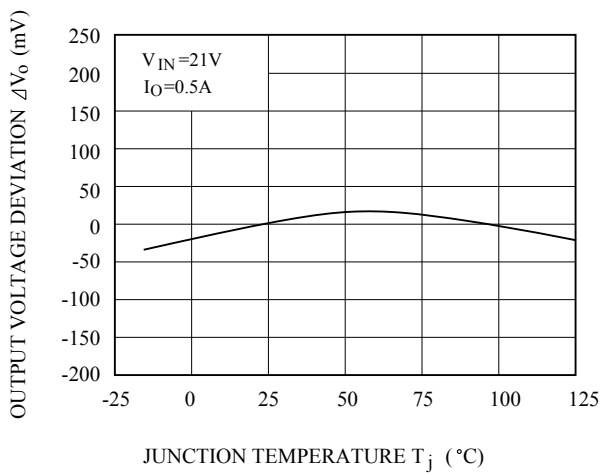


Fig.6-1 $V_{IN} - V_o$ (KIA78R05)

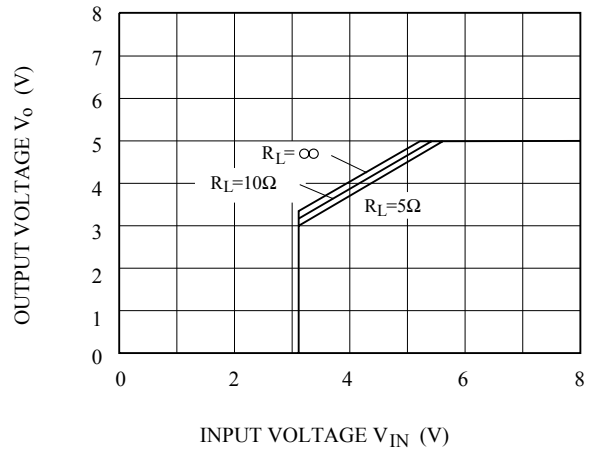


Fig.6-2 $V_{IN} - V_o$ (KIA78R06)

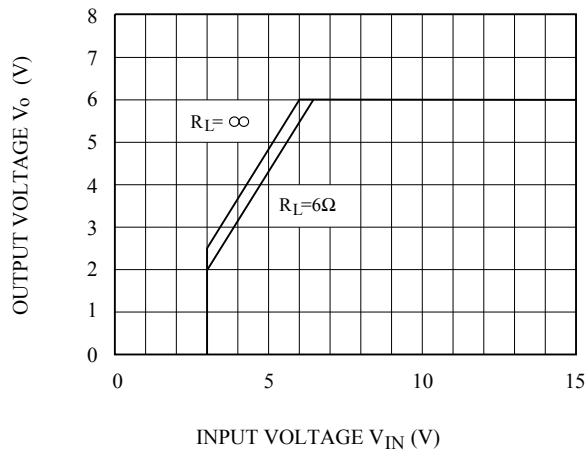
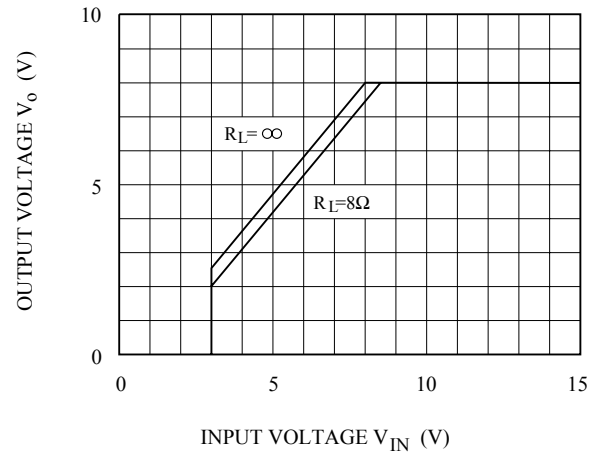


Fig.6-3 $V_{IN} - V_o$ (KIA78R08)



KIA78R05F~KIA78R15F

Fig.6-4 $V_{IN} - V_o$ (KIA78R09)

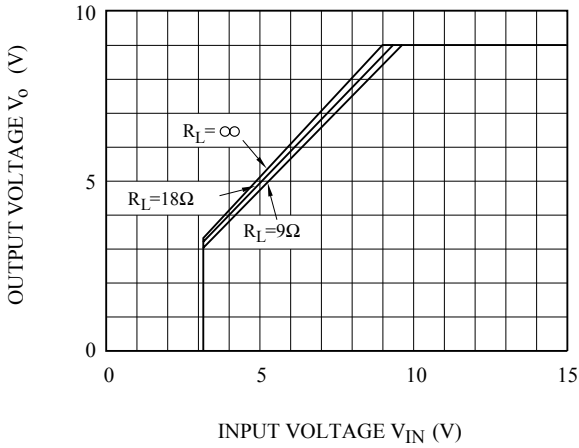


Fig.6-5 $V_{IN} - V_o$ (KIA78R10)

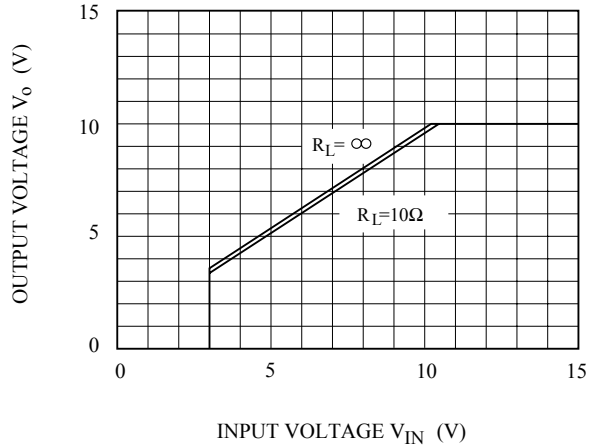


Fig.6-6 $V_{IN} - V_o$ (KIA78R12)

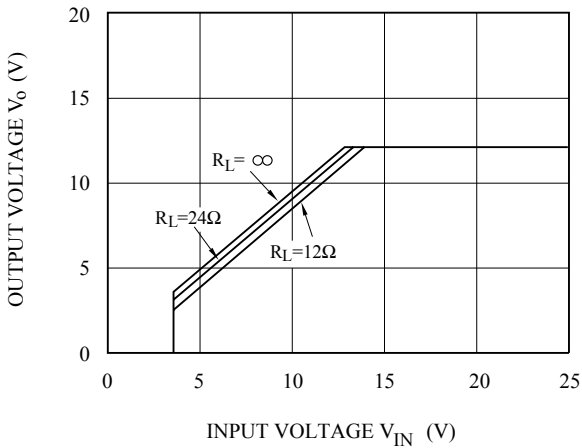


Fig.6-7 $V_{IN} - V_o$ (KIA78R15)

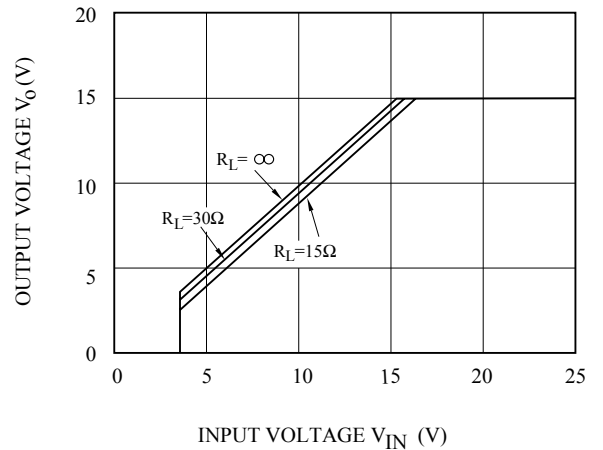


Fig.7-1 $V_{IN} - I_{BIAS}$ (KIA78R05)

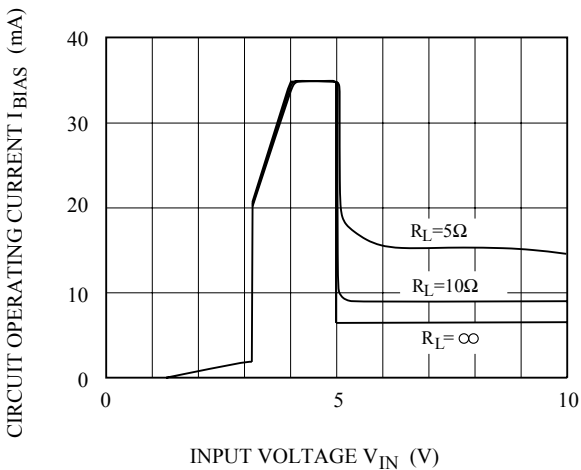
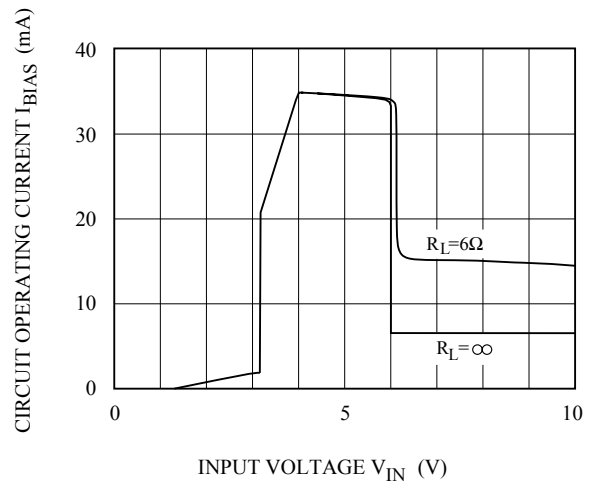


Fig.7-2 $V_{IN} - I_{BIAS}$ (KIA78R06)



KIA78R05F~KIA78R15F

Fig.7-3 $V_{IN} - I_{BIAS}$ (KIA78R08)

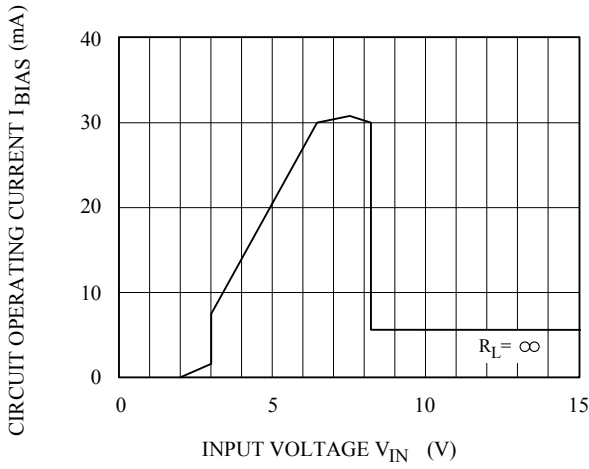


Fig.7-4 $V_{IN} - I_{BIAS}$ (KIA78R09)

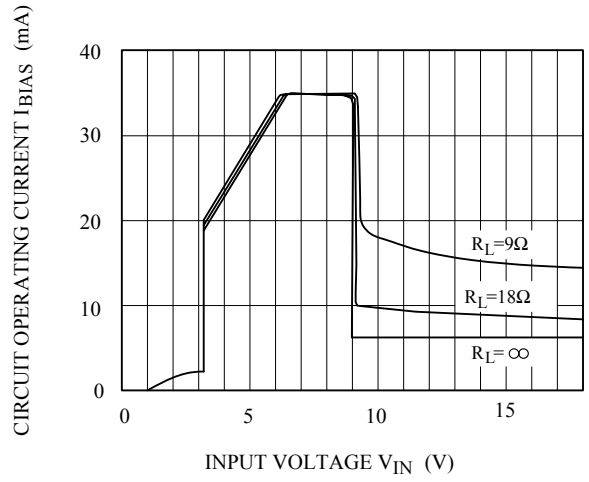


Fig.7-5 $V_{IN} - I_{BIAS}$ (KIA78R10)

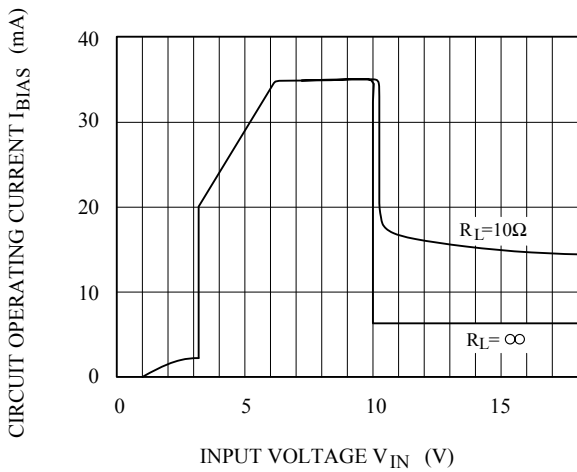


Fig.7-6 $V_{IN} - I_{BIAS}$ (KIA78R12)

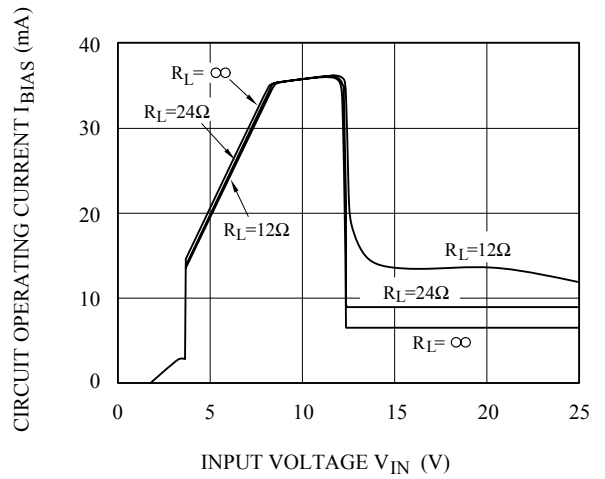


Fig.7-7 $V_{IN} - I_{BIAS}$ (KIA78R15)

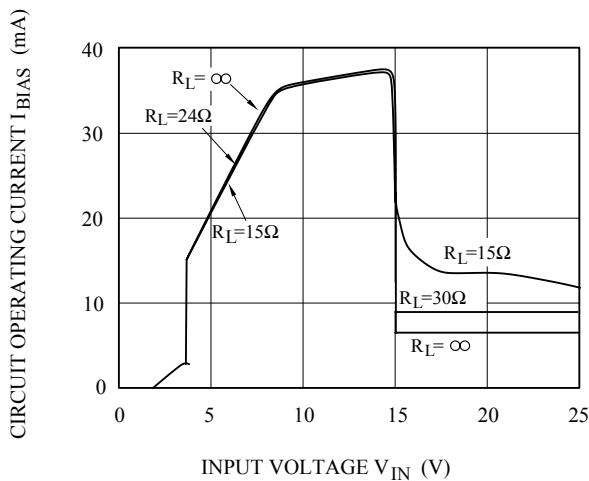
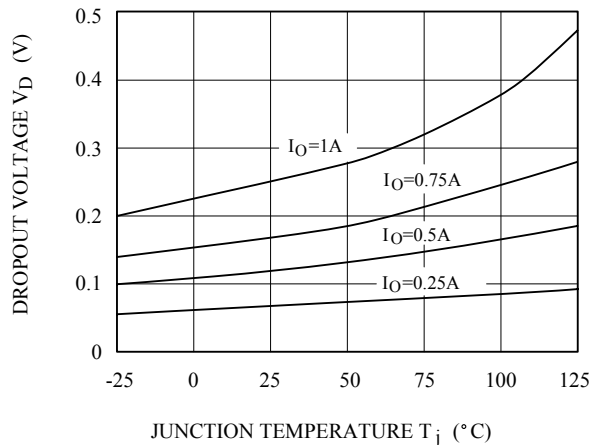


Fig.8 $T_j - V_D$



KIA78R05F~KIA78R15F

Fig.9 $T_j - I_q$

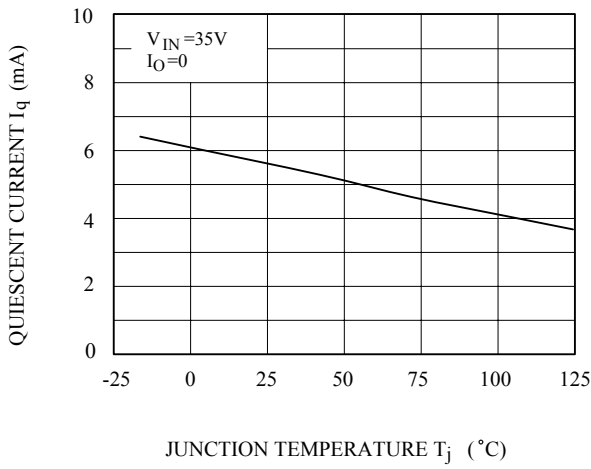


Fig. 10-1 $f - RR$

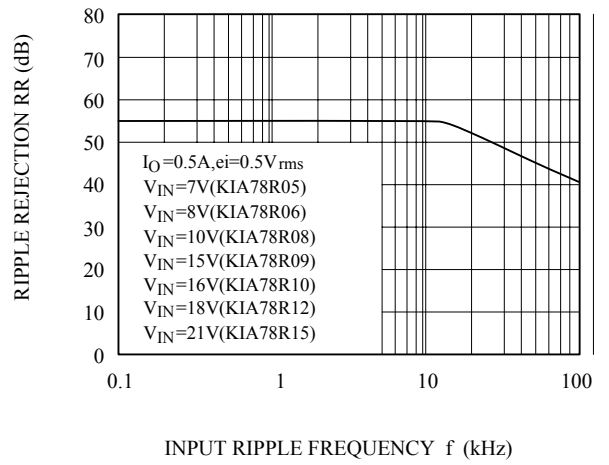


Fig.10-2 $I_O - RR$

