

DCNHF350 Series

1800V DC Max Contactor Relays



DCNHF350MH12-F



DCNHF350MH12-B

Description

The DCNHF350 Series 350A 1800V Max double-coil, high-voltage DC contactor is designed for electric vehicle (EV) and industrial applications, including battery power supply, charging systems, motor control, circuit insulation, circuit protection, and safety devices.

Featuring non-polarized, sealed contacts, the DCNHF350 Series industrial and EV contactor supports flexible use in electrical systems regardless of polarity and can be mounted in any orientation, providing versatility for system design. Its double-coil economizer minimizes power consumption once the contactor is engaged, reducing heat generation and improving overall efficiency and reliability.

The DCNHF350 Series contactor also features an auxiliary contact and incorporates a PCBA for enhanced performance and reliability. The contactor is offered in 12V or 24V polarized coil configurations with internal thread or stud terminals.

Web Resources

Download 2D print, installation guide and technical resources at: littelfuse.com/DCNHF350

Ordering Information

PART NUMBER	RATED CURRENT(A)	POLARIZED	AUX CONTACT	COIL VOLTAGE(V DC)	MOUNTING	POWER CONNECTION
DCNHF350MH12-F	350	No	Yes	12	Bottom	Internal Thread
DCNHF350MH24-F	350	No	Yes	24	Bottom	Internal Thread
DCNHF350MH12-B	350	No	Yes	12	Bottom	Stud Terminal
DCNHF350MH24-B	350	No	Yes	24	Bottom	Stud Terminal

Specifications

Rating Continuous Current:	350A
Contact Max. Voltage:	1800V DC
Contact Circuitry:	SPST NO
Ingress Protection:	Contact IP67
Contacts Material:	Copper Alloy
Terminals:	M6 or M8 Copper
Contact Torque:	M6 Bolt: 8~10N·m, M8 Nut: 12~15N·m
Housing:	Nylon UL 94 V-0 Yazaki 7283-1044 (compatible option)
Coil Connector:	Double
Coil Type:	Double
Mounting Method:	M5 Bolt
Mounting Torque:	M5 Bolt: 3~4N·m
Normal Position:	Any Mounting Position
Approvals:	
UL File Number:	E47258 Recognized
CE:	EN 60947-4-1,2018

Applications

- Battery Electric Vehicles
- Hybrid Electric Vehicles
- Material Handling
- Electric Maintenance and Transport Vehicles
- Industrial Applications
- Energy Storage Applications

Features and Benefits

- High voltage (1800V) contactor for EV applications
- Resin housing provides corrosion resistance in harsh automotive environments
- Sealed contacts with no leakage of electrical arc for maximum safety
- No mounting orientation restrictions
- Ceramic arc chamber enables higher contact voltage capability
- RoHS and REACH compliant

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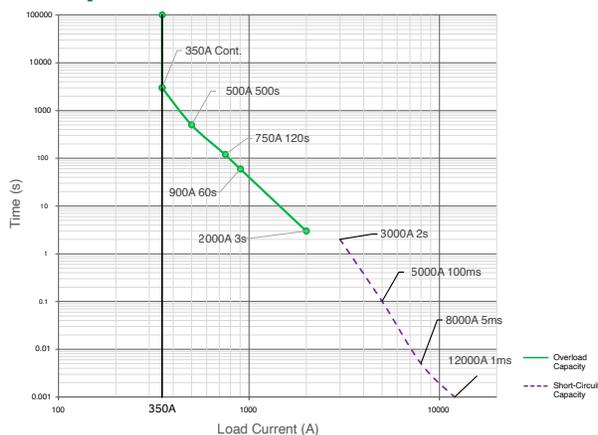
Performance Data

MAIN CONTACT	
Contact Arrangement	1 Form, SPST-NO
Operating Voltage	12-1800V DC
Continuous Current	350A
Max Short Circuit	12000A, 1ms
Max Breaking Limit	2000A@1000V DC, 1cycle, 1000A@1500V DC, 1cycle
Dielectric Withstanding Voltage	Between open contacts: 4000V AC, ≤1mA, 1min Between contact and coil: 4000V AC, ≤1mA, 1min Between contact and Aux.: 4000V AC, ≤1mA, 1min Between open Aux.: 750V AC, ≤1mA, 1min
Insulation Resistance	Min. 1000 MΩ@1000V DC
Contact Voltage Drop	≤0.2mΩ@350A

COIL DATA		
Rating Voltage	12V DC	24V DC
Voltage (Max.)	16V DC	32V DC
Pickup Voltage (25°C)	≤9V DC	≤18V DC
Release Voltage (25°C)	≥1.2V DC	≥2.4V DC
Starting Current (25°C)	≤4.2A	≤2.1A
Starting Power (25°C)	50W	50W
Holding Current (25°C)	≤0.42A	≤0.21A
Holding Power (25°C)	5W	5W

Note: This product is a double-coil, and the coil control voltage must be a step voltage. A slowly rising voltage can not make the contactor work.

Carry Current vs Time at 65°C Chart



LIFE	
Electrical Life	1500cycles, 100A@1800V DC 6000cycles, 100A@1500V DC 100cycles, 350A@1500V DC 1000cycles, 350A@1000V DC
Mechanical Life	200,000 cycles

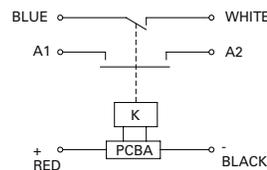
Note: Electrical life rating is based on resistive load with 27μH maximum inductance in circuit. Because your application may be different, we suggest you test the contactor in your circuit to verify life is as required.

OPERATE / RELEASE TIME	
Pickup Time (includes bounce)	≤50ms
Release Time	≤30ms

ENVIRONMENTAL DATA	
Shock, 11ms ½ Sine, Operating	20g, Peak
Vibration, Sine	55-2000Hz, 5g, Peak
Operating Temperature	-40°C~+85°C
Humidity	5%-85%RH
Weight	1100g

AUX. CONTACT	
Aux.Contact Arrangement	1 Form A
Aux.Contact Current Max.	2A@24V DC
Aux.Contact Current Min.	5mA@12V DC
Max. Contact Resistance	250mΩ

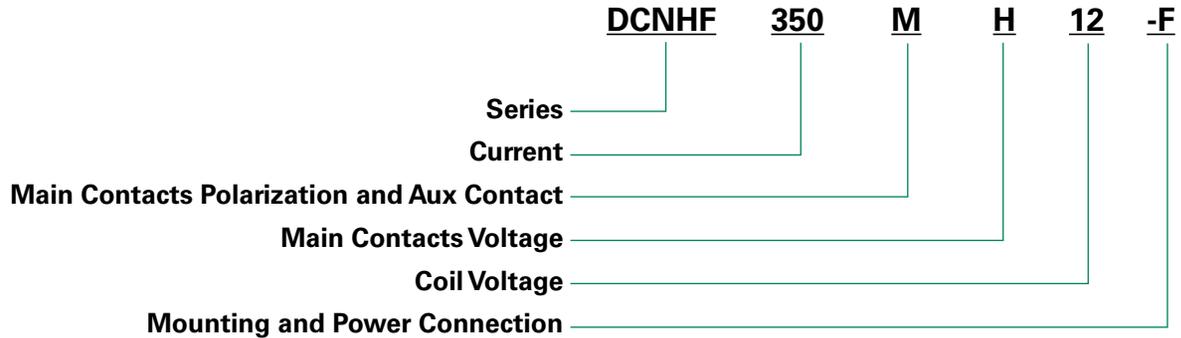
Electrical Diagram



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Part Number System



MAIN CONTACTS POLARIZATION AND AUX CONTACT		
	POLARIZED?	INCLUDE AUX CONTACT?
M:	No	Yes

MAIN CONTACT TEST VOLTAGE		
H:	1000	V DC

COIL VOLTAGE		
12:	12	V DC
24:	24	V DC

MOUNTING		POWER CONNECTION
F:	Bottom	Internal Thread
B:	Bottom	Stud Terminal

- Be sure to use washer to prevent screws from loosening, all the terminals or copper bar must be in direct contact with the contactor's terminals. Screw tightening torque is specified below. Exceeding the maximum torque can lead to product failure.
 - Contact torque: in (8 ~10) or (12~15) N.m.
 - Mounting torque: in (3~4) N.m.
- Contact terminals are non-polarized, Coil terminals are polarized, so refer to drawing during connecting. We suggest using a varistor rather than diode as a surge protector.
- Do not use if dropped.
- Avoid installing in a strong magnetic field (close to a transformer or magnet), or near a heat source.
- Electrical life
 - Use per load capability and life cycle limits so as not to cause a function failure (treat the contactor as a product with specified life and replace it when necessary). It is possible to make parts burn around the contactor once operating failure occurs. It is necessary to take layout into account and to make sure power shall be cut off within 1 second.
- Lifetime of internal gas diffusion
 - The contactor is sealed and filled with gas, lifetime of gas diffusion is determined by temperature in contact chamber (ambient temperature + temperature generated by contact operation). Operate only in an ambient temperature from -40°C to +85°C.
- Drive power must be greater than coil power or it will reduce performance capability.
- Avoid debris or oil contamination on the main terminals to optimize contact and avoid excess heat generation.
- Applications with capacitors will require a pre-charge circuit.