

Ignition Coil P50/P50-M



- ▶ Max. 35 kV
- ▶ Min. 50 mJ
- ▶ Max. 3.0 kV/μs
- ▶ Max. 10,000 1/min
- ▶ High voltage contacting via high voltage wire and spark plug connector possible

The single fire coil P50 is a low cost concept designed for direct mounting to the cylinder head. A high voltage ignition wire can optionally be connected to the secondary output terminal. The coil P50 requires an ECU with internal ignition power stages for each single fire coil. The coil P50-M is specifically for motorsport applications. This coil is operable in higher vibration environments.

Application

Spark energy	≥ 50 mJ
Primary current	≤ 8.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	Please see Variations

Technical Specifications

Variations

	P50	P50-M
Max. vibration	≤ 400 m/s ² at 5 to 2,000 Hz	≤ 800 m/s ² at 5 to 2,000 Hz
Weight	223 g	265 g
Spark plug connector	-	+

Mechanical Data

Weight	Please see Variations
Mounting	Pluggable

Electrical Data

Primary resistance with wire	370 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 3.0 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 92 mA
Spark duration at 1 kV 1 MOhm	≤ 1.15 ms
Noise suppression	With spark plug connector
Suppression diode / EFU	Integrated

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

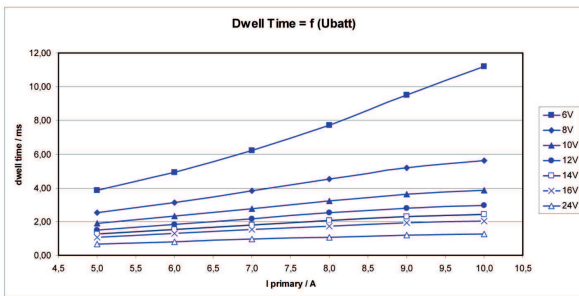
Connector	Bosch Compact
Mating connector	D261.205.335-01
3-pole Compact	
Pin 1	ECU ignition power stage
Pin 2	Engine GND
Pin 3	U _{batt}
Various motorsport and automotive connectors are available on request.	
For spark plugs	Ceramic diameter d=10 mm

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	5.0A	6.0A	7.0A	8.0A	9.0A	10A
6V	3.84	4.93	6.2	7.7	9.5	11.2
8V	2.54	3.14	3.81	4.51	5.17	5.61

10V	1.9	2.33	2.76	3.21	3.62	3.87
12V	1.51	1.84	2.17	2.51	2.8	2.97
14V	1.26	1.52	1.79	2.06	2.29	2.42
16V	1.07	1.3	1.53	1.74	1.93	2.04
18V	0.94	1.13	1.32	1.51	1.67	1.77
24V	0.68	0.81	0.95	1.08	1.19	1.26
30V	0.53	0.63	0.74	0.84	0.93	0.98

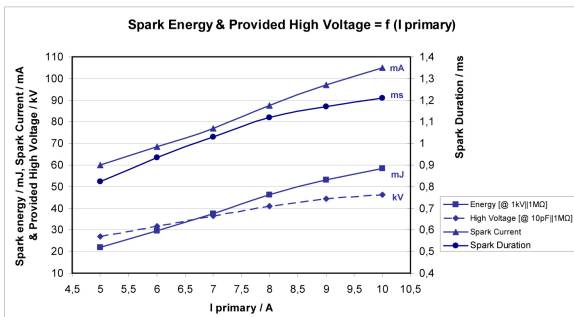
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
5 A	22 mJ	0.82 ms	60 mA	26.8 kV
6 A	29.7 mJ	0.93 ms	68.5 mA	31.6 kV
7 A	37.5 mJ	1.03 ms	77 mA	36.4 kV
8 A	46.3 mJ	1.12 ms	87.5 mA	40.9 kV
9 A	53 mJ	1.17 ms	97 mA	44.4 kV
10 A	58.4 mJ	1.21 ms	105 mA	46.3 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P50 has no integrated transistor and requires an ECU with internal ignition power stages, e.g. IGBT IRG4BC40S or BIP. For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Usage above Iprim > 8.5 A or 35 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Legal Restrictions

Due to embargo restrictions, sale of this product in Russia, Belarus, Iran, Syria, and North Korea is prohibited.

Ordering Information

Ignition Coil P50

Order number **0221.504.001**

Ignition Coil P50-M

Motorsport version

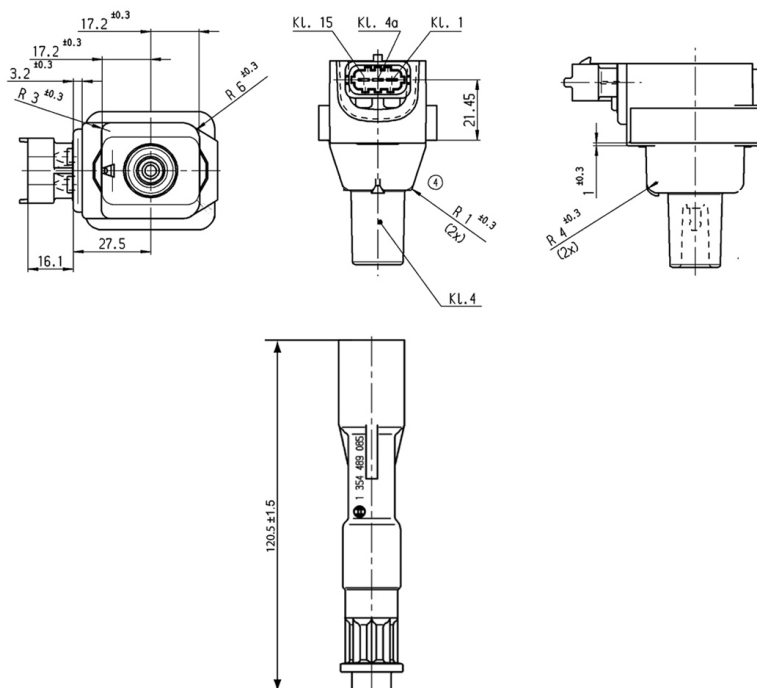
Order number **F02U.V00.869-01**

Accessories

Accessory spark plug connector

Order number **1354.489.085**

Dimensions



Represented by:

Europe:
 Bosch Engineering GmbH
 Motorsport
 Robert-Bosch-Allee 1
 74232 Abstatt
 Germany
 Tel.: +49 7062 911 9101
 Fax: +49 7062 911 79104
 motorsport@bosch.com
 www.bosch-motorsport.de

North America:
 Bosch Engineering North America
 Motorsport
 38000 Hills Tech Drive
 Farmington Hills, MI 48331-3417
 United States of America
 Tel.: +1 248 876 2977
 Fax: +1 248 876 7373
 motorsport@bosch.com
 www.bosch-motorsport.com

Asia-Pacific:
 Bosch Engineering Japan K.K.
 Motorsports Department
 1-9-32 Nakagawa Chuo, Tsuzuki-ku
 Yokohama City
 Kanagawa Prefecture 224-8601
 Japan
 Tel.: +81 45 605 3032
 Fax: +81 45 605 3059
 www.bosch-motorsport.jp

Australia, New Zealand and South Africa:
 Robert Bosch Pty. Ltd
 Motorsport
 1555 Centre Road
 Clayton, Victoria, 3168
 Australia
 Tel.: +61 (3) 9541 3901
 motor.sport@au.bosch.com