

# A3976

## *Dual Full Bridge Protected Motor Driver*

### **Discontinued Product**

These parts are no longer in production. The device should not be purchased for new design applications. Samples are no longer available.

Date of status change: May 1, 2006

#### **Recommended Substitutions:**

*For new customers or new applications, refer to the [3980](#).*

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NOTE: For detailed information on purchasing options, contact your local Allegro field applications engineer or sales representative.

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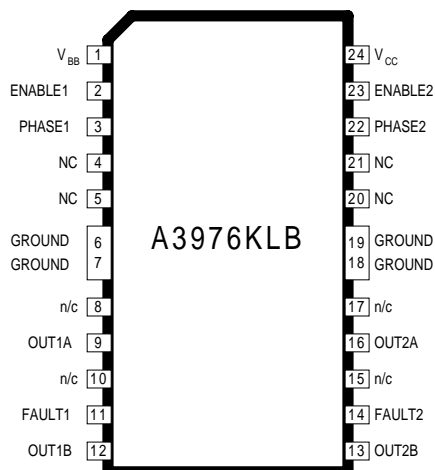
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# 3976

PRELIMINARY DATASHEET - 8/24/04  
(Subject to change without notice)

## DUAL FULL BRIDGE PROTECTED MOTOR DRIVER



### ABSOLUTE MAXIMUM RATINGS at $T_A = +25^\circ\text{C}$

Operating Supply Voltage,  $V_{BB}$  ..... **27 V**  
 Non-Operating Supply Voltage ..... **35 V**  
 Output Current,  $I_{OUT}$  .....  **$\pm 500\text{ mA}^*$**   
 Logic Supply Voltage,  $V_{CC}$  ..... **7.0 V**  
 Fault Output Voltage ..... **7.0 V**  
 Logic Input Voltage Range,  
 $V_{IN}$  ..... **-0.3 V to  $V_{CC} + 0.3\text{ V}$**   
 Package Power Dissipation ( $T_A = +25^\circ\text{C}$ ),  $P_D$   
 A3976KLB ..... **2.2 W**

Operating Temperature Range,  
 $T_A$  .....  **$-40^\circ\text{C}$  to  $+125^\circ\text{C}$**   
 Junction Temperature,  $T_J$  .....  **$+150^\circ\text{C}$**   
 Storage Temperature Range,  
 $T_S$  .....  **$-55^\circ\text{C}$  to  $+150^\circ\text{C}$**

\* Output current rating may be limited by duty cycle, ambient temperature, and heat sinking. Under any set of conditions, do not exceed the specified current rating or a junction temperature of  $150^\circ\text{C}$ .

The A3976 is designed to drive both windings of a bipolar stepper motor or bidirectionally control two DC Motors. Both H-Bridges are capable of continuous output currents of up to  $\pm 500\text{ mA}$  and operating voltages to 27V. Free wheeling, substrate isolated diodes are included for output transient suppression when switching motors or other inductive loads. For each bridge the PHASE input controls load current polarity by selecting the appropriate source and sink driver pair. The ENABLE input, when held high, enables the respective output H-bridge. When both ENABLE pins are held low the device will enter SLEEP mode and consume less than  $100\mu\text{A}$ .

The A3976 is protected to ensure safe operation in harsh operating environments and was designed specifically for automotive applications. Protection circuitry will check for open or shorted load, motor lead short to ground or supply,  $V_{BB}$  overvoltage,  $V_{CC}$  undervoltage, and thermal shutdown. If any of these conditions are detected the outputs will be disabled and fault information will be output to diagnostic pins FAULT1 and FAULT2.

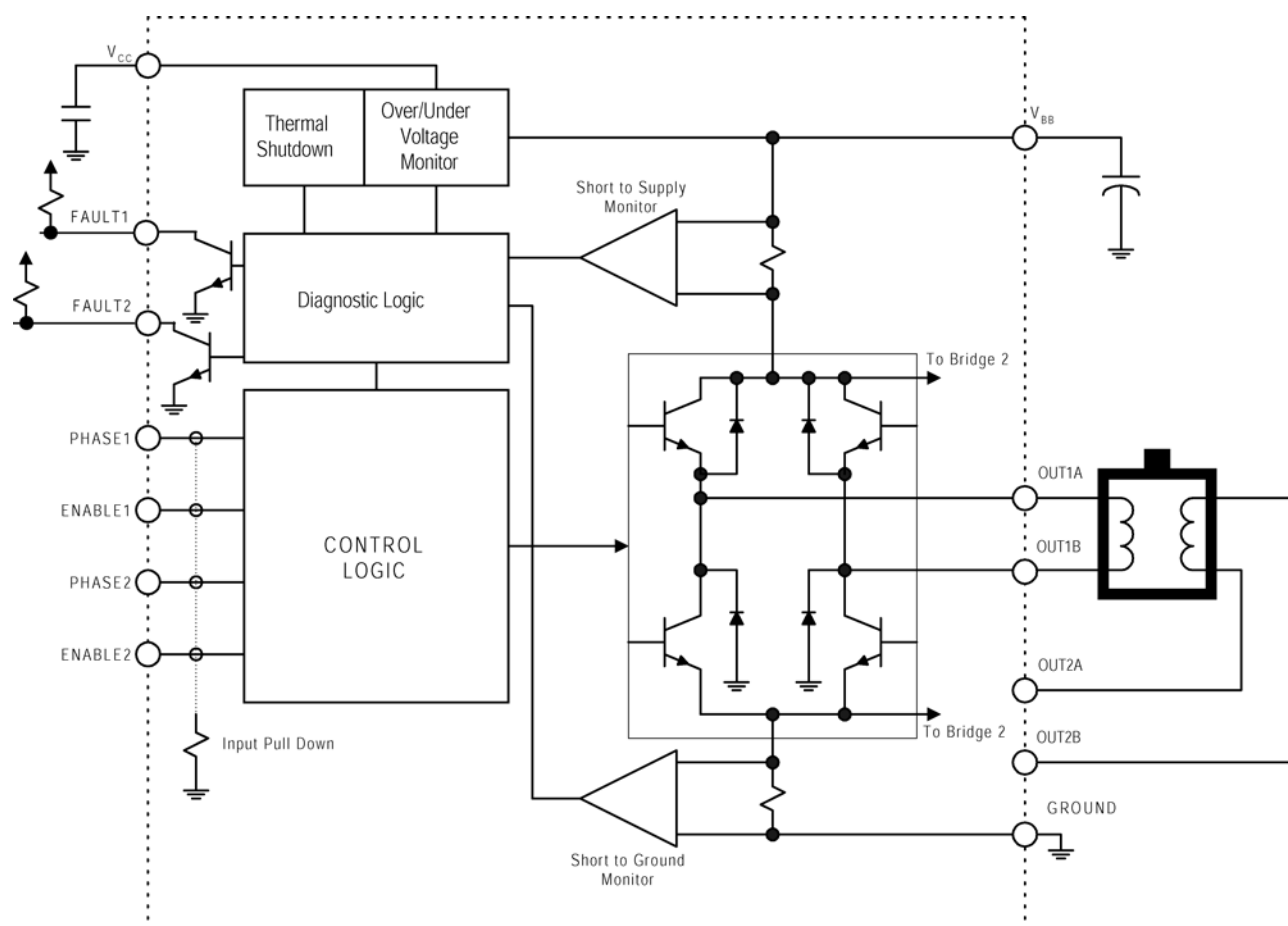
The A3976 is supplied in a 24-lead plastic SOIC with a copper batwing tab (suffix 'LB').

### FEATURES

- $\pm 500\text{ mA}$  Continuous Output Rating
- 35V Load Dump Survival
- Output Short Circuit Protection
- Coded Fault Diagnostic Outputs
- Low Current Standby Mode
- Open Load Monitor
- Low Current Standby Mode
- $V_{BB}$  Over Voltage Shutdown
- Internal Thermal Shutdown Circuitry
- Internal Low Parasitic Free Wheeling Diodes
- Crossover Current Protection

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**Functional Block Diagram**  
(one of two bridges shown)



## Input Logic

PHASE	ENABLE	OUTA	OUTB
X	0	Off	Off
0	1	Low	High
1	1	High	Low

## Fault Logic

Fault Condition	FAULT1	FAULT2
Thermal Shutdown	Low	Low
Short to Battery or Open Load	Low	High
Short to Ground	High	Low
Normal Operation	High	High

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**ELECTRICAL CHARACTERISTICS at  $T_A = -40^{\circ}\text{C}$  to  $+125^{\circ}\text{C}$ ,  $V_{BB} = 16\text{V}$ ,  $V_{CC} = 4.5$  to  $5.5\text{V}$  (Unless noted otherwise)**

Characteristics	Symbol	Test Conditions	Limits			
			Min.	Typ.	Max.	Units

## Output Drivers

Load Supply Voltage Range	$V_{BB}$	Operating	6	–	27	V
Logic Supply Range	$V_{CC}$	Operating	4.5		5.5	V
Output Current Limit	$I_{CL}$	Outputs A or B = GROUND	0.7	1.1	–	A
		Outputs A or B = $V_{BB}$	0.7	1.1	–	A
Output Leakage Current	$I_{CEX}$	$V_{OUT} = V_{BB}$	–	<1.0	50	$\mu\text{A}$
		$V_{OUT} = 0\text{V}$	–	<1.0	-50	$\mu\text{A}$
Output Saturation Voltage	$V_{CE(SAT)}$	Source Driver, $I_{OUT} = -350\text{mA}$	–	1.0	1.2	V
		Source Driver, $I_{OUT} = -500\text{mA}$	–	1.2	1.3	
		Sink Driver, $I_{OUT} = +350\text{mA}$	–	0.2	0.4	V
		Sink Driver, $I_{OUT} = +500\text{mA}$	–	0.4	0.6	V
Clamp Diode Forward Voltage (Flyback or Ground Clamp)	$V_F$	$I_F = 500\text{mA}$ (Sink / Ground Clamp)	–	1.2	1.5	V
		$I_F = 500\text{mA}$ (Source / Flyback)	–	1.55	2.0	V

## Control Logic

Motor Supply Current (No Load)	$I_{BB}$	ENABLE1 = ENABLE2 = High	–	7	10	mA
		Sleep Mode ENABLE1 = ENABLE2 = Low	–	–	25	$\mu\text{A}$
Logic Supply Current	$I_{CC}$	ENABLE1 = ENABLE2 = High	–	45	50	mA
		Sleep Mode, ENABLE1 = ENABLE2 = Low	–	–	75	$\mu\text{A}$
Logic Input Voltage	$V_{IN(1)}$		$0.7V_{CC}$	–	–	V
	$V_{IN(0)}$		–	–	$.3V_{CC}$	V
Logic Input Current	$I_{IN(1)}$	$V_{IN} = 5\text{V}$	–	50	100	$\mu\text{A}$
	$I_{IN(0)}$	$V_{IN} = 0\text{V}$	–	-1.0	-2.0	$\mu\text{A}$

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Characteristics	Symbol	Test Conditions	Limits			
			Min.	Typ.	Max.	Units

## Fault Circuitry

Fault Output Leakage Current	$I_{F-LEAK}$	$V_F = 5\text{ V}$ , No Faults	-	-	10	$\mu\text{A}$
Fault Output Voltage	$V_{FL}$	Fault Condition Asserted, $I_F = 25\text{ }\mu\text{A}$	-	-	0.8	V
Fault Output Current	$I_F$	$V_F = 5\text{ V}$ , ENABLE = High	25	50	75	$\mu\text{A}$
Output Open Load Current	$I_{OUT-O.L.}$	$V_{BB} = 12\text{ V}$	-	2	-	mA
Thermal Fault Temp.	$T_F$		-	170	-	$^{\circ}\text{C}$
Thermal Fault Hysteresis	$T_{FHYS}$		-	10	-	$^{\circ}\text{C}$
OVLO Enable Threshold		$V_{BB}$ rising	27	30	33	V
OVLO Hysteresis				1.5		V
UVLO Enable Threshold		$V_{CC}$ rising	3.5	4	4.49	V
UVLO Hysteresis			-	400	-	mV

## Timing

Open Fault to Reset Delay	$t_{rs}$	$V_{BB} = 12\text{ V}$	-	-	25	$\mu\text{s}$
PHASE_X Delay to OPEN Fault	$t_{of}$	$V_{BB} = 12\text{ V}$	-	8	-	$\mu\text{s}$
PHASE_X Delay to S.C. Fault	$t_{SC}$	$V_{BB} = 12\text{ V}$	-	5	-	$\mu\text{s}$
ENABLE_X Delay to Fault	$t_{of}$	$V_{BB} = 12\text{ V}$	-	5	-	$\mu\text{s}$
Propagation Delay Times	$t_{pd}$	$I_{OUT} = \pm 0.35\text{ A}$ , 50% TO 90%				
		ENABLE ON TO SOURCE ON	-	0.3		$\mu\text{s}$
		ENABLE OFF TO SOURCE OFF	-	0.4		$\mu\text{s}$
		ENABLE ON TO SINK ON	-	0.3		$\mu\text{s}$
		ENABLE OFF TO SINK OFF	-	0.2		$\mu\text{s}$
		PHASE CHANGE TO SINK ON	-	4.0		$\mu\text{s}$
		PHASE CHANGE TO SINK OFF	-	0.3		$\mu\text{s}$
		PHASE CHANGE TO SOURCE ON	-	4.0		$\mu\text{s}$
		PHASE CHANGE TO SOURCE OFF	-	0.4		$\mu\text{s}$
Cross Over Dead Time	$t_{COT}$	1K $\Omega$ (1k+1k) Load ( $V_{BB}$ to OUT to GND)	0.5	3.0	6.0	$\mu\text{s}$

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## APPLICATION NOTES

**Open Load Protection.** During normal PWM operation, diagnostic circuitry will look for a minimum source current level after a bridge is signalled on. Additionally, the diode flyback is monitored on the proper output. The logic will signal a fault and disable the outputs if it determines that the current is below the minimum level AND no flyback is occurring. If the inductive load is too large, the current would take too long to reach the minimal level and a false open load would be reported. It is recommended that the inductive load be less than 38 mH.

**Short Circuit Protection.** Internal sense resistors in series with  $V_{BB}$  and ground will trip the fault circuitry if greater than 1.1 A is detected. To prevent false overcurrent events due to reverse recovery spikes of the clamp diodes, the current monitor is blanked for 5 $\mu$ s after a high side is signalled to turn on. If an additional input command follows after the initial fault, the selected pair of drivers will pulse on for the 5 $\mu$ s blanking duration. The short circuit fault will remember the input state where the fault occurred and will wait for that particular logic state after the short has been removed before normal operation is allowed to resume.

**Thermal Protection.** Circuitry turns OFF all drivers when the junction temperature reaches 170°C typically. It is intended only to protect the device from failures due to excessive junction temperatures and has a hysteresis of approximately 15°C.

**Layout.** The printed wiring board should use a heavy ground plane. For optimum electrical and thermal

performance, the driver should be soldered directly onto the board. The load supply terminal,  $V_{BB}$ , should be decoupled with an electrolytic capacitor (> 47  $\mu$ F is recommended) placed as close to the device as possible.

**Fault Outputs.** Both Fault outputs are open-collector-sink types. These turn on (go low) when there is a fault. Each requires a pull-up resistor, rated at approximately 100 k $\Omega$  at 5 V.

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## Terminal List

Name	Description	SOIC - 24
V <sub>BB</sub>	Motor Supply Voltage	1
ENABLE1	Control Logic – Bridge 1	2
PHASE1	Control Logic – Bridge 1	3
GROUND	Power Ground Return	18,19,6,7
OUT1A	Bridge 1 Output A	9
FAULT1	Diagnostic Output	11
OUT1B	Bridge 1 Output B	12
OUT2B	Bridge 2 Output B	13
FAULT2	Diagnostic Output	14
OUT2A	Bridge 2 Output A	16
PHASE2	Control Logic – Bridge 2	22
ENABLE2	Control Logic – Bridge 2	23
V <sub>CC</sub>	Logic Supply	24
NC	No Connect	4,5,8,15,17,20,21