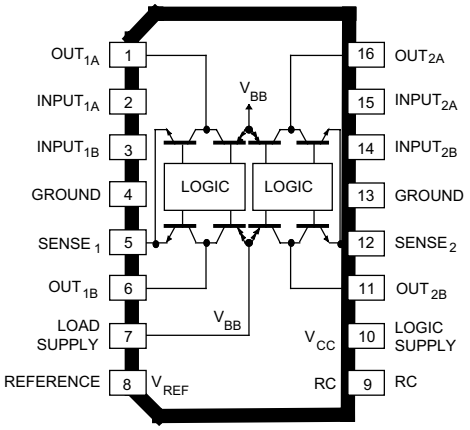
3968

Data Sheet
29319.29E

DUAL FULL-BRIDGE PWM MOTOR DRIVER WITH BRAKE

A3968SLB (SOIC)



Dwg. PP-066

ABSOLUTE MAXIMUM RATINGS

Load Supply Voltage, V_{BB} ..... **30 V**
Output Current, I_{OUT} (peak) ..... **±750 mA**
(continuous) ..... **±650 mA**
Logic Supply Voltage, V_{CC} ..... **7.0 V**
Input Voltage, V_{in} ..... **-0.3 V to V_{CC} + 0.3 V**
Sense Voltage, V_S ..... **1.0 V**
Package Power Dissipation (T_A = 25°C), P_D
A3968SA ..... **1.8 W***
A3968SLB ..... **1.4 W***
Operating Temperature Range,
T_A ..... **-20°C to +85°C**
Junction Temperature,
T_J ..... **+150°C**
Storage Temperature Range,
T_S ..... **-55°C to +150°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°C.

* Per SEMI G42-88 Specification, *Thermal Test Board Standardization for Measuring Junction-to-Ambient Thermal Resistance of Semiconductor Packages*.

The A3968SA and A3968SLB are designed to bidirectionally control two dc motors. Each device includes two H-bridges capable of continuous output currents of ±650 mA and operating voltages to 30 V. Motor winding current can be controlled by the internal fixed-frequency, pulse-width modulated (PWM), current-control circuitry. The peak load current limit is set by the user's selection of a reference voltage and current-sensing resistors. Except for package style and pinout, the two devices are identical.

The fixed-frequency pulse duration is set by a user-selected external RC timing network. The capacitor in the RC timing network also determines a user-selectable blanking window that prevents false triggering of the PWM current-control circuitry during switching transitions.

To reduce on-chip power dissipation, the H-bridge power outputs have been optimized for low saturation voltages. The sink drivers feature the Allegro® patented Satlington® output structure. The Satlington outputs combine the low voltage drop of a saturated transistor and the high peak current capability of a Darlington.

For each bridge, the $INPUT_A$ and $INPUT_B$ terminals determine the load current polarity by enabling the appropriate source and sink driver pair. When a logic low is applied to both INPUTs of a bridge, the braking function is enabled. In brake mode, both source drivers are turned OFF and both sink drivers are turned ON, thereby dynamically braking the motor. When a logic high is applied to both INPUTs of a bridge, all output drivers are disabled. Special power-up sequencing is not required. Internal circuit protection includes thermal shutdown with hysteresis, ground-clamp and flyback diodes, and crossover-current protection.

The A3968SA is supplied in a 16-pin dual in-line plastic package. The A3968SLB is supplied in a 16-pin plastic SOIC with copper heat sink tabs. The power tab is at ground potential and needs no electrical isolation. The LB package is available in a lead (Pb) free version (100% matte tin leadframe).

FEATURES

- ±650 mA Continuous Output Current
- 30 V Output Voltage Rating
- Internal Fixed-Frequency PWM Current Control
- Satlington Sink Drivers
- Brake Mode
- User-Selectable Blanking Window
- Internal Ground-Clamp & Flyback Diodes
- Internal Thermal-Shutdown Circuitry
- Crossover-Current Protection and UVLO Protection

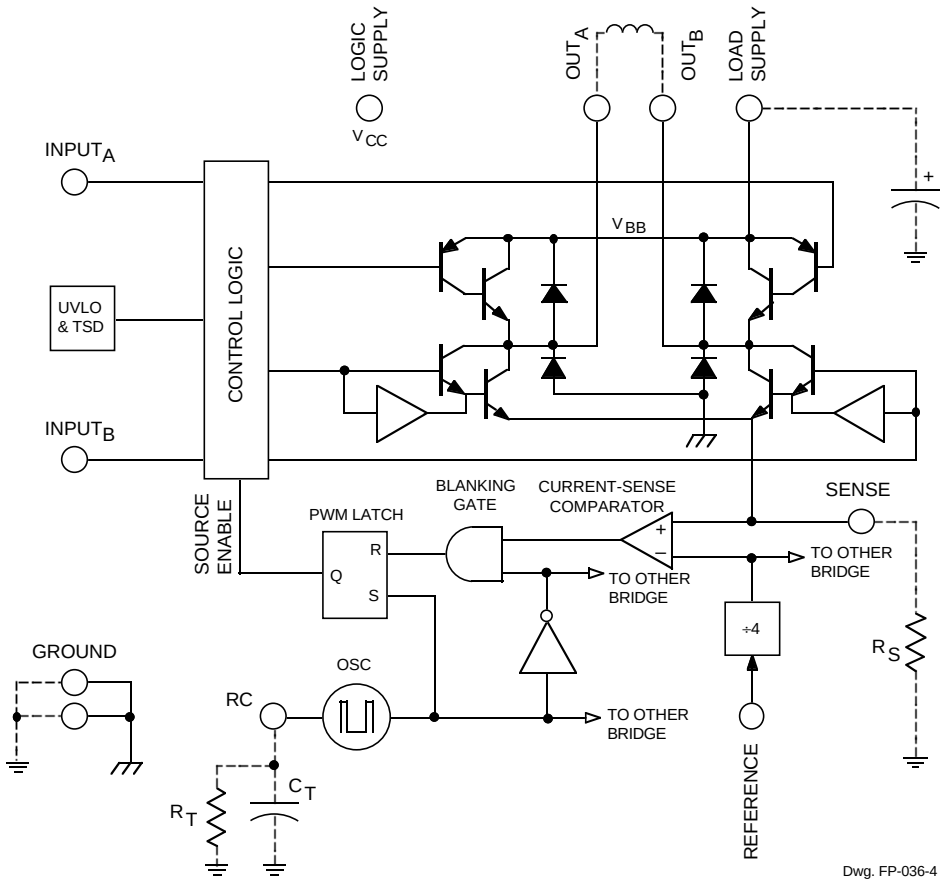
Part Number	Pb-free*	$R_{\theta JA}$ (°C/W)	$R_{\theta JT}$ (°C/W)	Package	Packing
A3968SLB-T	Yes	90	6	16-Lead SOIC	47 per tube
A3968SLBTR-T	Yes	90	6	16-Lead SOIC	1000 per reel

*Pb-based variants are being phased out of the product line. The variants cited in this footnote are in production but have been determined to be LAST TIME BUY. This classification indicates that sale of this device is currently restricted to existing customer applications. The variants should not be purchased for new design applications because obsolescence in the near future is probable. Samples are no longer available. Status change: October 31, 2006. Deadline for receipt fo LAST TIME BUY orders: April 27, 2007. These variants include: A3968SA, A3968SLB, and A3968SLBTR.

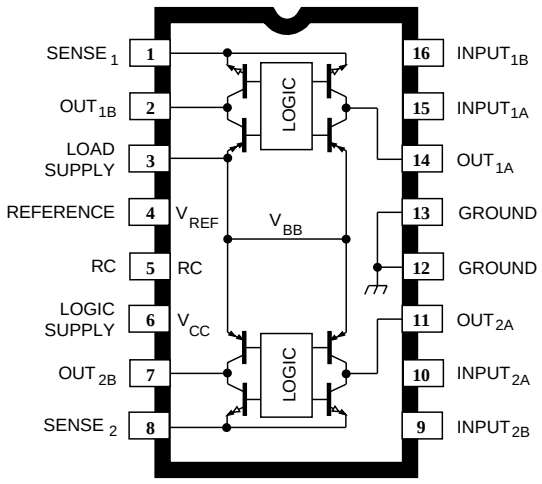
3968
DUAL FULL-BRIDGE PWM MOTOR DRIVER WITH BRAKE

FUNCTIONAL BLOCK DIAGRAM

(one-half of circuit shown)



A3968SA (DIP)



TRUTH TABLE

$INPUT_A$	$INPUT_B$	OUT_A	OUT_B	Description
L	L	L	L	Brake mode
L	H	L	H	“Forward”
H	L	H	L	“Reverse”
H	H	Z	Z	Disable

Z = High impedance

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ELECTRICAL CHARACTERISTICS at T_A = +25°C, V_{BB} = 30 V, V_{CC} = 4.75 V to 5.5 V, V_{REF} = 2 V, V_S = 0 V, 56 kΩ & 680 pF RC to Ground (unless noted otherwise)

Characteristic	Symbol	Test Conditions	Limits			
			Min.	Typ.	Max.	Units
Output Drivers						
Load Supply Voltage Range	V_{BB}	Operating, I_{OUT} = ±650 mA, L = 3 mH	V_{CC}	—	30	V
Output Leakage Current	I_{CEX}	V_{OUT} = 30 V	—	<1.0	50	µA
		V_{OUT} = 0 V	—	<-1.0	-50	µA
Output Saturation Voltage	$V_{CE(SAT)}$	Source Driver, I_{OUT} = -400 mA	—	1.7	2.0	V
		Source Driver, I_{OUT} = -650 mA	—	1.8	2.1	V
		Sink Driver, I_{OUT} = +400 mA, V_S = 0.5 V	—	0.3	0.5	V
		Sink Driver, I_{OUT} = +650 mA, V_S = 0.5 V	—	0.7	1.3	V
Clamp Diode Forward Voltage	V_F	I_F = 400 mA	—	1.1	1.4	V
		I_F = 650 mA	—	1.4	1.6	V
Motor Supply Current (No Load)	$I_{BB(ON)}$	Both bridges ON (forward or reverse)	—	3.0	5.0	mA
	$I_{BB(OFF)}$	All INPUTs = 2.4 V	—	<1.0	200	µA
Control Logic						
Logic Supply Voltage Range	V_{CC}	Operating	4.75	—	5.50	V
Logic Input Voltage	$V_{IN(1)}$		2.4	—	—	V
	$V_{IN(0)}$		—	—	0.8	V
Logic Input Current	$I_{IN(1)}$	V_{IN} = 2.4 V	—	<1.0	20	µA
	$I_{IN(0)}$	V_{IN} = 0.8 V	—	<-20	-200	µA
Reference Input Volt. Range	V_{REF}	Operating	0.1	–	2.0	V
Reference Input Current	I_{REF}		-2.5	0	1.0	µA
Reference Divider Ratio	V_{REF}/V_{TRIP}		3.8	4.0	4.2	—
Current-Sense Comparator Input Offset Voltage	V_{IO}	V_{REF} = 0.1 V	-6.0	0	6.0	mV
Current-Sense Comparator Input Voltage Range	V_S	Operating	-0.3	—	1.0	V
Sense-Current Offset	I_{SO}	$I_S - I_{OUT}$, 50 mA ≤ I_{OUT} ≤ 650 mA	12	18	24	mA

NOTES: 1. Typical Data is for design information only.
2. Negative current is defined as coming out of (sourcing) the specified device terminal.

ELECTRICAL CHARACTERISTICS at T_A = +25°C, V_{BB} = 30 V, V_{CC} = 4.75 V to 5.5 V, V_{REF} = 2 V, V_S = 0 V, 56 kΩ & 680 pF RC to Ground (unless noted otherwise) (cont.)

Characteristic	Symbol	Test Conditions	Limits			
			Min.	Typ.	Max.	Units
Control Logic (continued)						
PWM RC Frequency	f_{osc}	C_T = 680 pF, R_T = 56 kΩ	22.9	25.4	27.9	kHz
PWM Propagation Delay Time	t_{PWM}	Comparator Trip to Source OFF	—	1.0	1.4	µs
		Cycle Reset to Source ON	—	0.8	1.2	µs
Cross-Over Dead Time	t_{codt}	1 kΩ Load to 25 V	0.2	1.8	3.0	µs
Propagation Delay Times	t_{pd}	I_{OUT} = ±650 mA, 50% to 90%:				
		Disable OFF to Source ON	—	100	—	ns
		Disable ON to Source OFF	—	500	—	ns
		Disable OFF to Sink ON	—	200	—	ns
		Disable ON to Sink OFF	—	200	—	ns
		Brake Enable to Sink ON	—	2200	—	ns
		Brake Enable to Source OFF	—	200	—	ns
Thermal Shutdown Temp.	T_J		—	165	—	°C
Thermal Shutdown Hysteresis	ΔT_J		—	15	—	°C
UVLO Enable Threshold	$V_{T(UVLO)+}$	Increasing V_{CC}	—	4.1	4.6	V
UVLO Hysteresis	$V_{T(UVLO)hys}$		0.1	0.6	—	V
Logic Supply Current	$I_{CC(ON)}$	Both bridges ON (forward or reverse)	—	—	50	mA
	$I_{CC(OFF)}$	All INPUTs = 2.4 V	—	—	9.0	mA
	$I_{CC(BRAKE)}$	All INPUTs = 0.8 V	—	—	95	mA

NOTES: 1. Typical Data is for design information only.
2. Negative current is defined as coming out of (sourcing) the specified device terminal.

FUNCTIONAL DESCRIPTION

Internal PWM Current Control. The A3968SA and A3968SLB dual H-bridges are designed to bidirectionally control two dc motors. An internal fixed-frequency PWM current-control circuit controls the load current in each motor. The current-control circuitry works as follows: when the outputs of the H-bridge are turned on, current increases in the motor winding. The load current is sensed by the current-control comparator via an external sense resistor (R_S). Load current continues to increase until it reaches the predetermined value, set by the selection of external current-sensing resistors and reference input voltage (V_{REF}) according to the equation:

$$I_{TRIP} = I_{OUT} + I_{SO} = V_{REF}/(4R_S)$$

where I_{SO} is the sense-current error (typically 18 mA) due to the base-drive current of the sink driver transistor.

At the trip point, the comparator resets the source-enable latch, turning off the source driver of that H-bridge. The source turn off of one H-bridge is independent of the other H-bridge. Load inductance causes the current to recirculate through the sink driver and ground-clamp diode. The current decreases until the internal clock oscillator sets the source-enable latches of both H-bridges, turning on the source drivers of both bridges. Load current increases again, and the cycle is repeated.

The frequency of the internal clock oscillator is set by the external timing components R_TC_T. The frequency can be approximately calculated as:

$$f_{osc} = 1/(R_T C_T + t_{blank})$$

where t_{blank} is defined below.

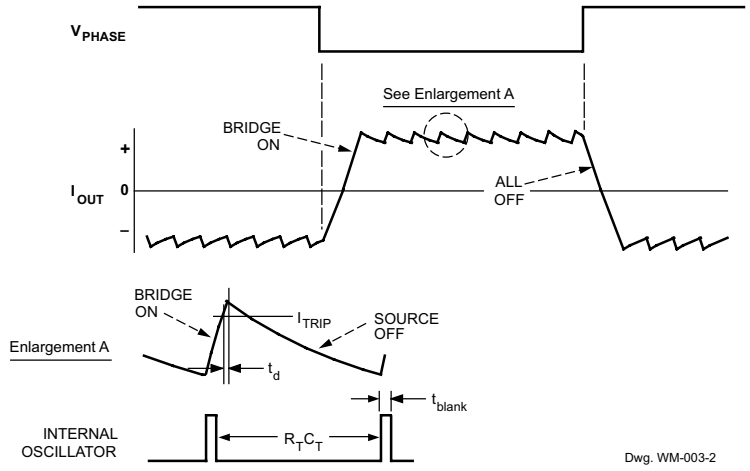
The range of recommended values for R_T and C_T are 20 kΩ to 100 kΩ and 470 pF to 1000 pF respectively. Nominal values of 56 kΩ and 680 pF result in a clock frequency of 25.4 kHz.

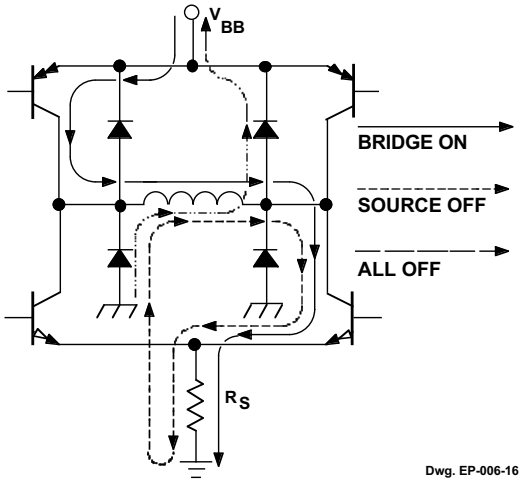
Current-Sense Comparator Blanking. When the source driver is turned on, a current spike occurs due to the reverse-recovery currents of the clamp diodes and switching transients related to distributed capacitance in the load. To prevent this current spike from erroneously resetting the source enable latch, the current-control comparator output is blanked for a short period of time when the source driver is turned on. The blanking time is set by the timing component C_T according to the equation:

$$t_{blank} = 1900\ C_T\ (\mu s).$$

A nominal C_T value of 680 pF will give a blanking time of 1.3 µs.

The current-control comparator is also blanked when the load current changes polarity (direction or phase change). This internally generated blank time is approximately 1.8 µs.





FUNCTIONAL DESCRIPTION (continued)

Load Current Regulation. Due to internal logic and switching delays (t_d), the actual load current peak may be slightly higher than the I_{TRIP} value. These delays, plus the blanking time, limit the minimum value the current control circuitry can regulate. To produce zero current in a winding, the $INPUT_A$ and $INPUT_B$ terminals should be held high, turning off all output drivers for that H-bridge.

Logic Inputs. The direction of current in the motor winding is determined by the state of the $INPUT_A$ and $INPUT_B$ terminals of each bridge (see Truth Table). An internally generated dead time (t_{codt}) of approximately 1.8 µs prevents cross-over current spikes that can occur when switching the motor direction.

A logic high on both INPUTs turns off all four output drivers of that H-bridge. This results in a fast current decay through the internal ground clamp and flyback diodes.

The appropriate $INPUT_A$ or $INPUT_B$ can be pulse-width modulated for applications that require a fast current-decay PWM. The internal current-control logic can be disabled by connecting the R_TC_T terminal to ground.

A logic low on the $INPUT_A$ and the $INPUT_B$ terminals will place that H-Bridge in the brake mode. Both source drivers are turned OFF and both sink drivers are turned ON. This has the effect of shorting the dc motor's back-EMF voltage, resulting in a current flow that dynamically brakes the motor.

Note that during braking the internal current-control circuitry is disabled. Therefore, care should be taken to ensure that the motor's current does not exceed the absolute maximum rating of the A3968.

The REFERENCE input voltage is typically set with a resistor divider from V_{CC}. This reference voltage is internally divided down by 4 to set up the current-comparator trip-voltage threshold. The reference input voltage range is 0 to 2 V.

Output Drivers. To minimize on-chip power dissipation, the sink drivers incorporate a Satlington structure. The Satlington output combines the low $V_{CE(sat)}$ features of a saturated transistor and the high peak-current capability of a Darlington (connected) transistor. A graph showing typical output saturation voltages as a function of output current is on the next page.

Miscellaneous Information. Thermal protection circuitry turns off all output drivers should the junction temperature reach +165°C (typical). This is intended only to protect the device from failures due to excessive junction temperatures and should not imply that output short circuits are permitted. Normal operation is resumed when the junction temperature has decreased about 15°C.

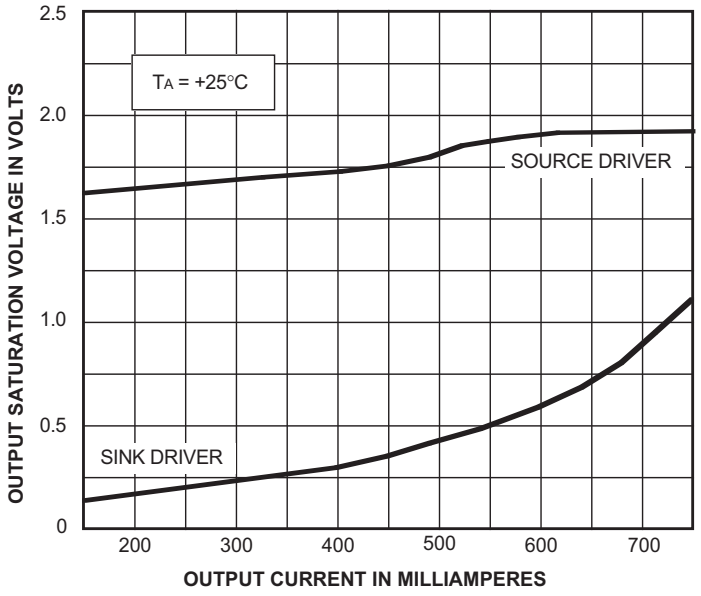
The A3968 current control employs a fixed-frequency, variable duty cycle PWM technique. If the duty cycle exceeds 50%, the current-control-regulation frequency may change.

To minimize current-sensing inaccuracies caused by ground trace I_R drops, each current-sensing resistor should have a separate return to the ground terminal of the device. For low-value sense resistors, the I x R drops in the printed-wiring board can be significant and should be taken into account. The use of sockets should be avoided as their contact resistance can cause variations in the effective value of R_S.

The LOAD SUPPLY terminal, V_{BB}, should be decoupled with an electrolytic capacitor (47 µF recommended) placed as close to the device as physically practical. To minimize the effect of system ground I x R drops on the logic and reference input signals, the system ground should have a low-resistance return to the load supply voltage.

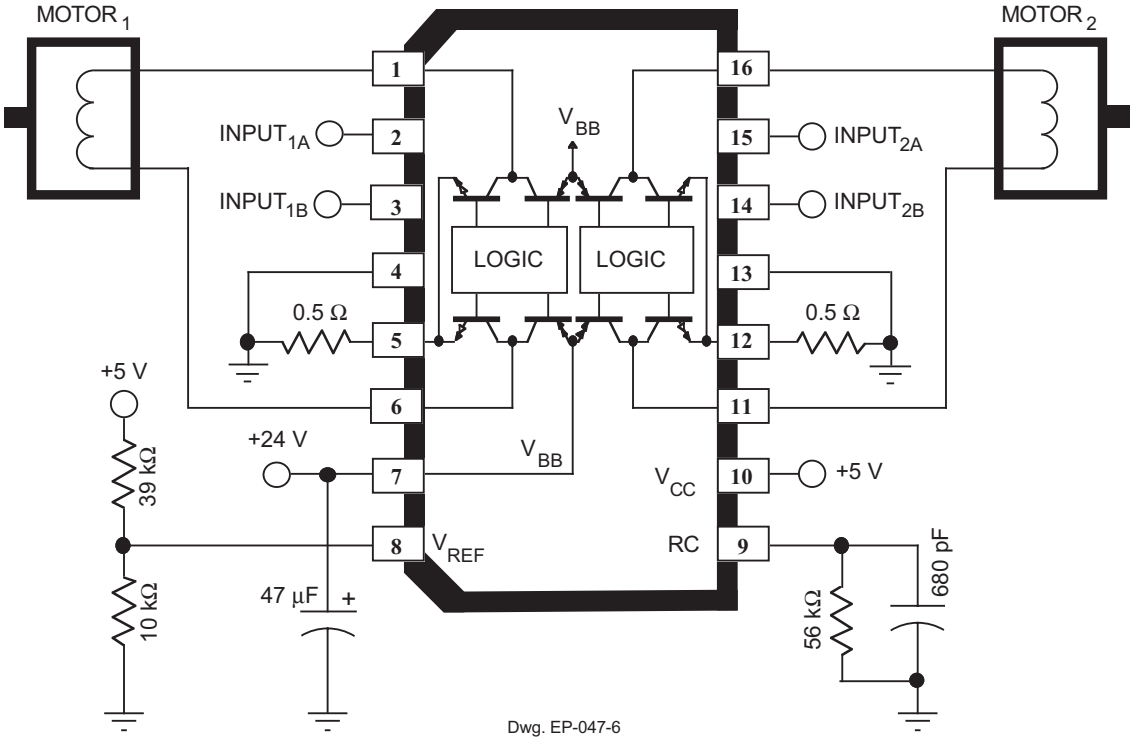
The frequency of the clock oscillator will determine the amount of ripple current. A lower frequency will result in higher current ripple, but reduced heating in the motor and driver IC due to a corresponding decrease in hysteretic core losses and switching losses respectively. A higher frequency will reduce ripple current, but will increase switching losses and EMI.

Typical output saturation voltages showing Satlington sink-driver operation.



Dwg. GP-064-1A

TYPICAL APPLICATION

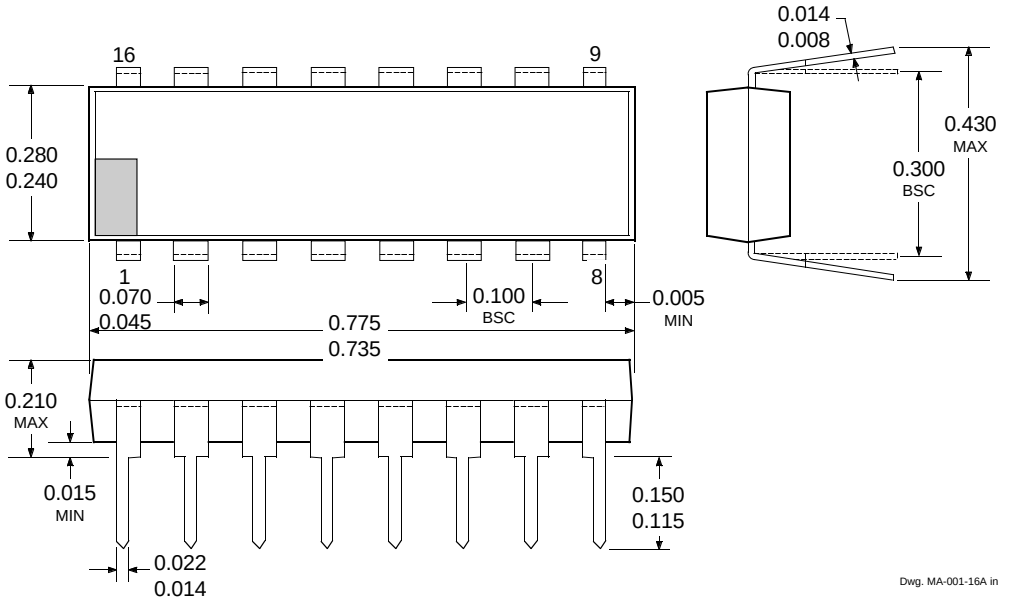


Dwg. EP-047-6

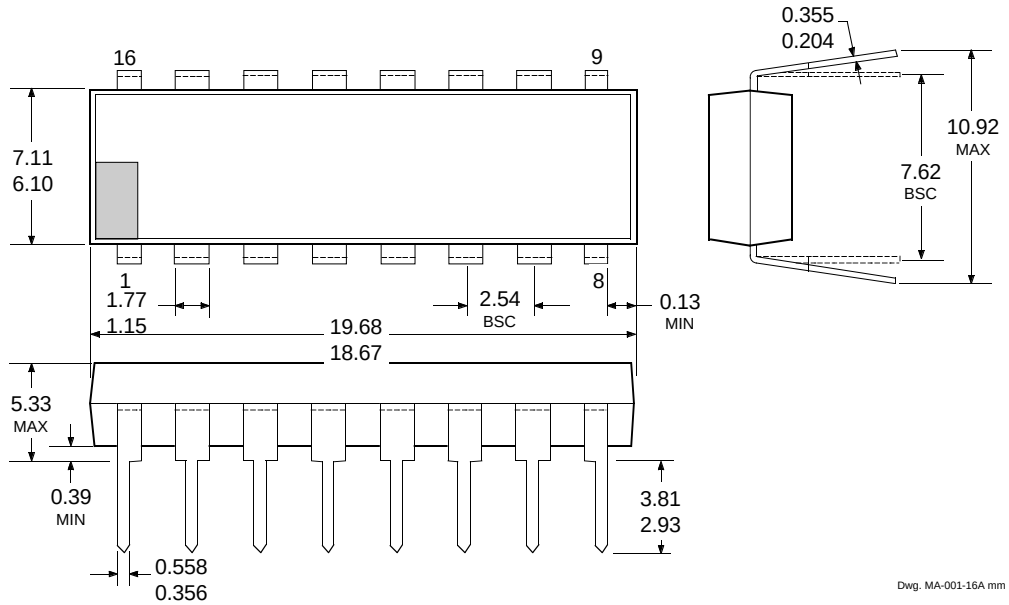
3968
DUAL FULL-BRIDGE PWM MOTOR DRIVER WITH BRAKE

A3968SA (DIP)

Dimensions in Inches
(controlling dimensions)



Dimensions in Millimeters
(for reference only)



NOTES:
1. Exact body and lead configuration at vendor's option within limits shown.
2. Lead spacing tolerance is non-cumulative.
3. Lead thickness is measured at seating plane or below.
4. Supplied in standard sticks/tubes of 25 devices.

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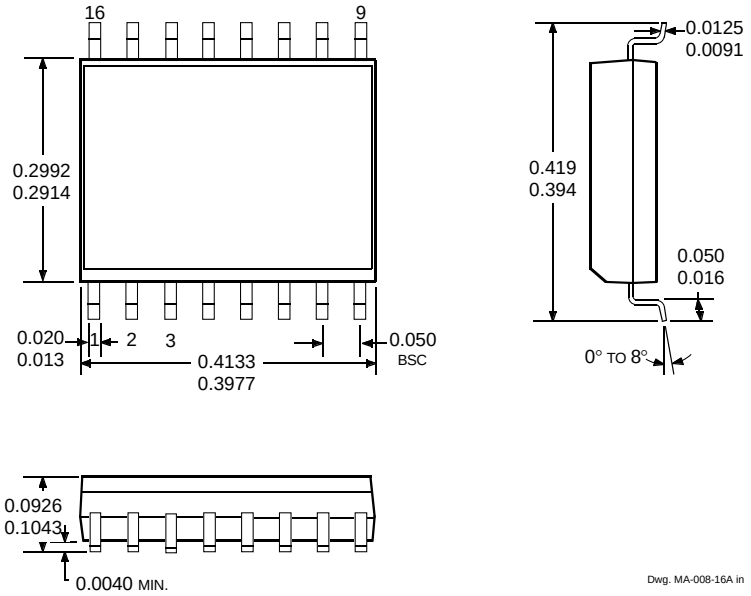
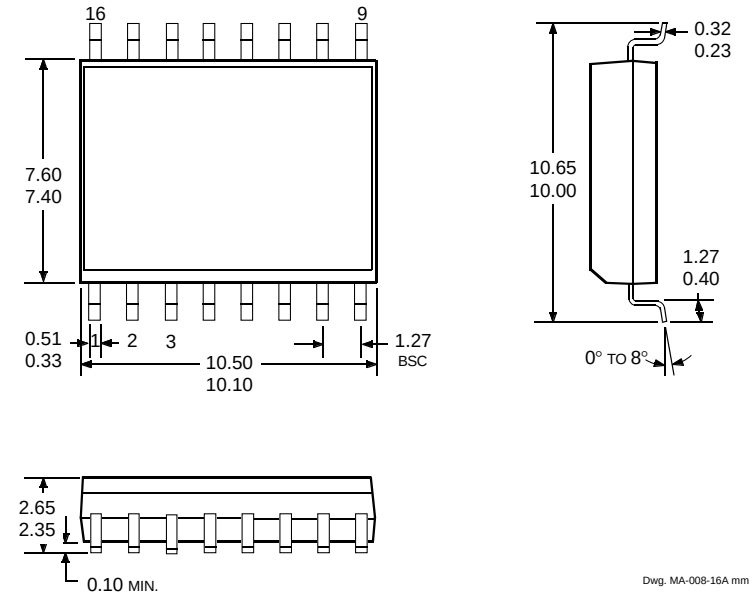
A3968SLB (SOIC)

Dimensions in Inches
(for reference only)



Dwg. MA-008-16A in

Dimensions in Millimeters
(controlling dimensions)



Dwg. MA-008-16A mm

NOTES:
1. Exact body and lead configuration at vendor's option within limits shown.
2. Lead spacing tolerance is non-cumulative.
3. Webbed lead frame. Leads 4 and 13 are internally one piece.
4. Supplied in standard sticks/tubes of 47 devices, or add "TR" to part number for tape and reel.

3968
DUAL FULL-BRIDGE PWM MOTOR DRIVER WITH BRAKE

Allegro® MicroSystems, Inc.

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