

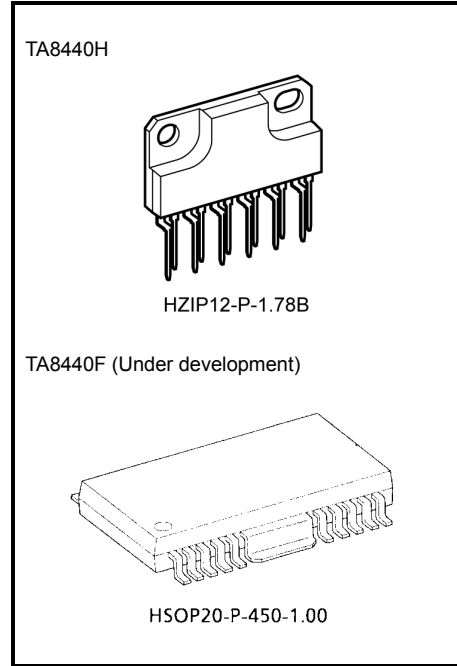
# TA8440H, TA8440F

DC MOTOR FULL BRIDGE DRIVER  
F TYPE: UNDER DEVELOPMENT

The TA8440H is a full-bridge driver for selecting the forward and reverse running of a motor with brushes and is able to control 4 modes of forward, reverse, stop and braking.  
The motor driving unit and the control unit have a separate power supply line, independently and the TA8440H is also usable as a stepping motor driver.

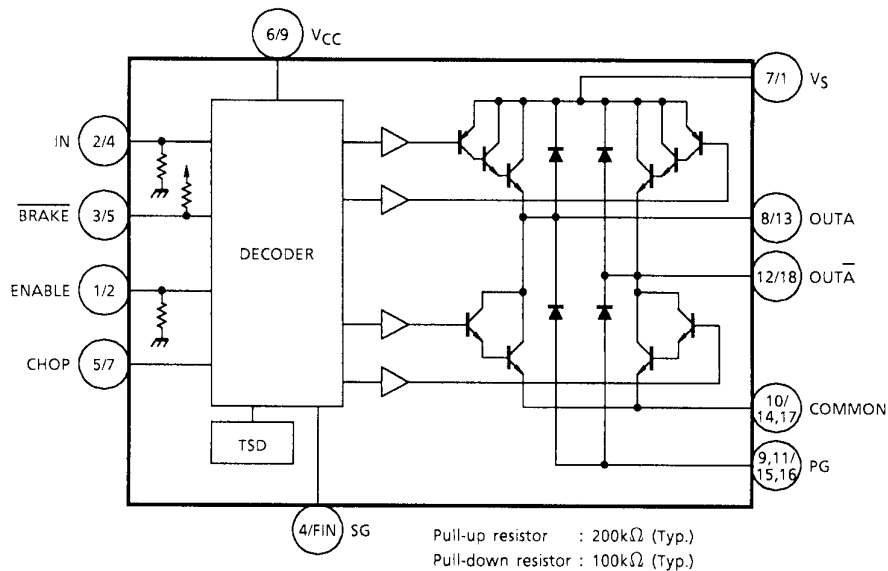
**FEATURES**

- Output current is as large as 1.5A (AVE) and 3.0A (PEAK).
- 4 modes of forward, reverse, stop, and braking are available and a counter-electromotive force absorbing diode has been built-in.
- Thermal shutdown circuit incorporated.
- Input is compatible with CMOS.
- Built-in input pull-up resistor. BRAKE = 200 kΩ (Typ.)
- Built-in input pull-down resistor. IN, ENABLE = 100 kΩ (Typ.)



Weight  
HZIP12-P-1.78B: 4.04 g (Typ.)  
HSOP20-P-450-1.00: 0.79 g (Typ.)

**BLOCK DIAGRAM**



TA8440H/TA8440F

TA8440F: 3, 6, 8, 10, 11, 12, 19, 20 pin is No Connection.

## PIN FUNCTION

Pin No.		SYMBOL	FUNCTIONAL DESCRIPTION
H	F		
1	2	ENABLE	ENABLE terminal
2	4	IN	Forward rotation / reverse rotation switch terminal
3	5	$\overline{\text{BRAKE}}$	BRAKE terminal
4	FIN	SG	Signal GND
5	7	CHOP	PWM signal input terminal
6	9	V <sub>CC</sub>	Power voltage supply terminal for control
7	1	V <sub>S</sub>	Power voltage supply terminal for motor driver
8	13	OUTA	Output terminal
9	15	PG	Power GND
10	14, 17	COMMON	COMMON terminal
11	16	PG	Power GND
12	18	OUT $\bar{A}$	Output terminal

TA8440F: 3, 6, 8, 10, 11, 12, 19, 20 pin is No Connection.

## FUNCTION

INPUT				OUTPUT		MODE
IN	$\overline{\text{BRAKE}}$	ENABLE	CHOP	OUTA	OUT $\bar{A}$	MOTOR
H	H	H	L	H	L	CW / CCW
L	H	H	L	L	H	CCW / CW
(*)	(*)	L	(*)	∞	∞	Stop
(*)	L	H	(*)	L	L	Brake
H	H	H	H	∞	L	Chop
L	H	H	H	L	∞	Chop

\* : Don't care                      ∞: High impedance

## MAXIMUM RATING (Ta = 25°C)

CHARACTERISTIC	SYMBOL	RATING	UNIT
Supply Voltage	V <sub>CC</sub>	7	V
	V <sub>S</sub>	50	
Input Voltage	V <sub>IN</sub>	-0.3~V <sub>CC</sub>	V
Output Current	AVE	I <sub>O</sub> (AVE.)	1.5
	PEAK	I <sub>O</sub> (PEAK)	3.0 (Note 1)
Power Dissipation	P <sub>D</sub>	2.52 (Note 2)	W
		25.0 (Note 3)	
Operating Temperature	T <sub>opr</sub>	-30~75	°C
Storage Temperature	T <sub>stg</sub>	-55~150	°C

Note 1: t = 100 ms

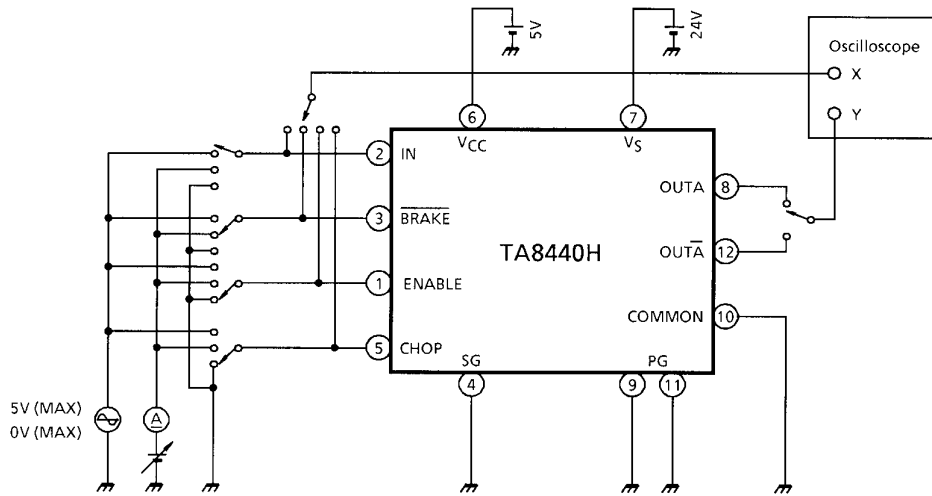
Note 2: No heat sink

Note 3: T<sub>c</sub> = 75°C

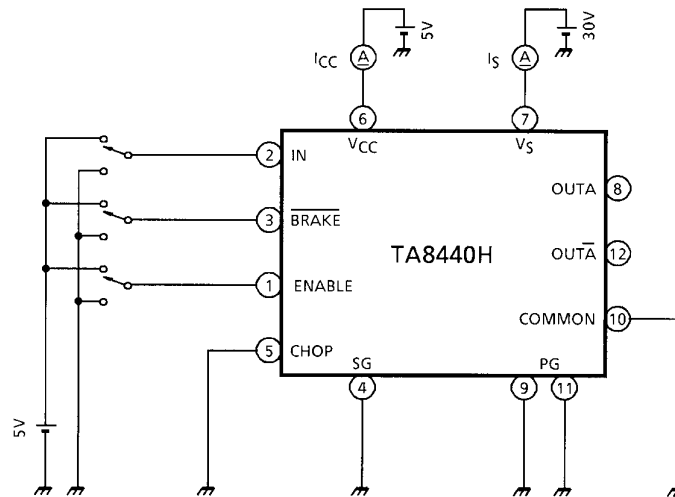
## ELECTRICAL CHARACTERISTICS (V<sub>CC</sub> = 5 V, V<sub>S</sub> = 24 V, T<sub>a</sub> = 25°C)

CHARACTERISTIC		SYMBOL	TEST CIR-CUIT	TEST CONDITION	MIN	TYP.	MAX	UNIT	
Input Voltage	High	V <sub>IN (H)</sub>	1	IN, CHOP, ENABLE, $\overline{\text{BRAKE}}$	3.5	—	V <sub>CC</sub>	V	
	Low	V <sub>IN (L)</sub>			GND	—	1.5		
Input Current	High	I <sub>IN-1 (H)</sub>	1	CHOP	V <sub>IN</sub> = 5 V	—	5	52	μA
		I <sub>IN-2 (H)</sub>		IN, ENABLE		—	40	60	
		I <sub>IN-3 (H)</sub>		$\overline{\text{BRAKE}}$		—	0	5.5	
Input Current	Low	I <sub>IN-1 (L)</sub>	1	CHOP	V <sub>IN</sub> = 0 V Source type	—	0	5.5	μA
		I <sub>IN-2 (L)</sub>		IN, ENABLE		—	0	5.5	
		I <sub>IN-3 (L)</sub>		$\overline{\text{BRAKE}}$		—	25	52	
Current Consumption (I)		I <sub>CC1</sub>	2	Stop	—	6	10.5	mA	
		I <sub>CC2</sub>		Forward / reverse	—	10	14.5		
		I <sub>CC3</sub>		Brake	—	14	18.5		
Current Consumption (II)		I <sub>S1</sub>	2	Stop	—	2	4.2	mA	
		I <sub>S2</sub>		Forward / reverse	—	3.5	5.0		
		I <sub>S3</sub>		Brake	—	2.5	3.7		
Output saturation voltage	Upper Side	V <sub>sat-U1</sub>	3	I <sub>OUT</sub> = 1.5A	1.5	2.0	2.7	V	
	Under Side	V <sub>sat-L1</sub>			0.7	1.25	1.9		
	Upper Side	V <sub>sat-U2</sub>		I <sub>OUT</sub> = 3.0A	2.7	3.0	3.9		
	Under Side	V <sub>sat-L2</sub>			1.7	2.0	2.9		
Diode Forward Orientation Voltage	Upper Side	V <sub>F-U1</sub>	—	I <sub>OUT</sub> = 1.5A	—	3.5	—	V	
	Under Side	V <sub>F-L1</sub>			—	1.3	—		
Output Leakage Current	Upper Side	I <sub>OH</sub>	4	V <sub>S</sub> = 30V	—	—	200	μA	
	Under Side	I <sub>OL</sub>			—	—	100		
Shut Down Temperature		T <sub>SD</sub>	—	—	—	170	—	°C	
Transfer Time		t <sub>pLH</sub>	—	IN-OUT	—	2.7	—	μs	
		t <sub>pHL</sub>			—	1.2	—		
		t <sub>pLH</sub>		CHOP-OUT	—	0.7	—		
		t <sub>pHL</sub>			—	2.5	—		
		t <sub>pLH</sub>		ENABLE-OUT	—	2.9	—		
		t <sub>pHL</sub>			—	1.1	—		
		t <sub>pLH</sub>		$\overline{\text{BRAKE}}$ -OUT	—	45	—		
		t <sub>pHL</sub>			—	45	—		

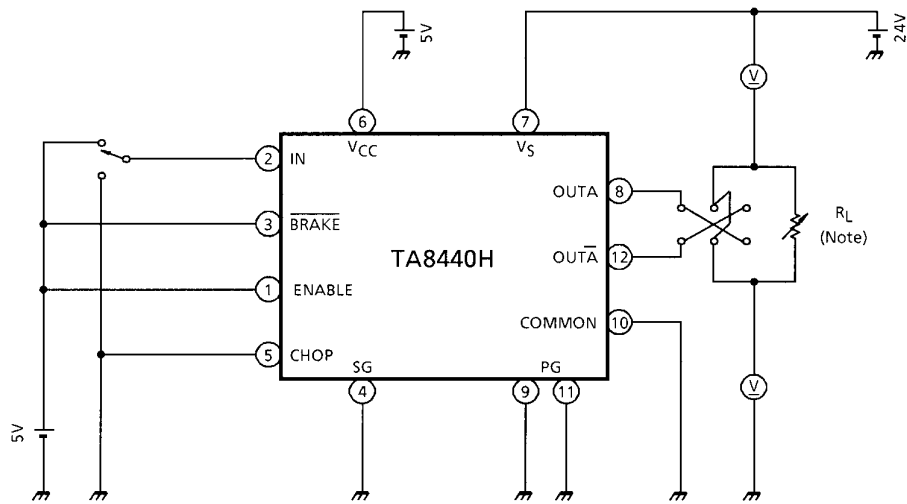
## TEST CIRCUIT 1. $V_{IN} (H), V_{IN} (L), I_{IN} (H), I_{IN} (L)$



## TEST CIRCUIT 2. $I_{CC1}, I_{CC2}, I_{CC3}, I_{S1}, I_{S2}, I_{S3}$

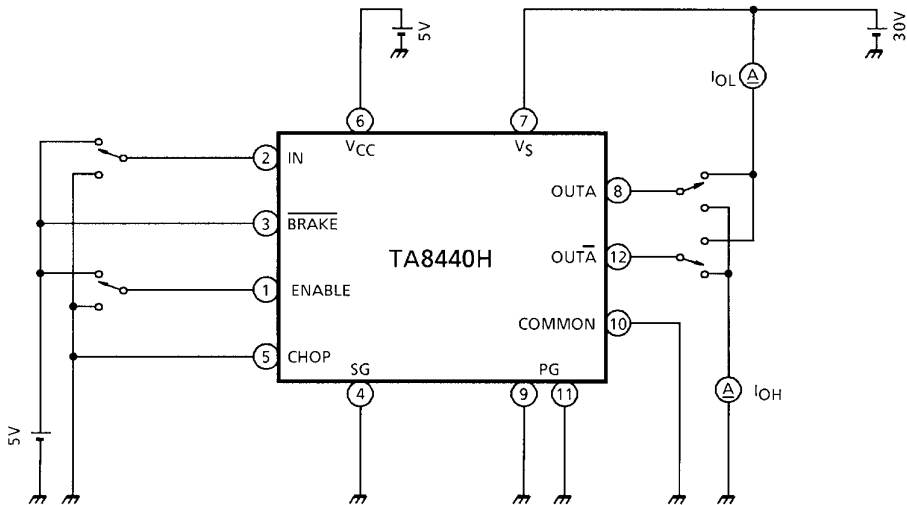


## TEST CIRCUIT 3. $V_{sat-L}, V_{sat-U}$

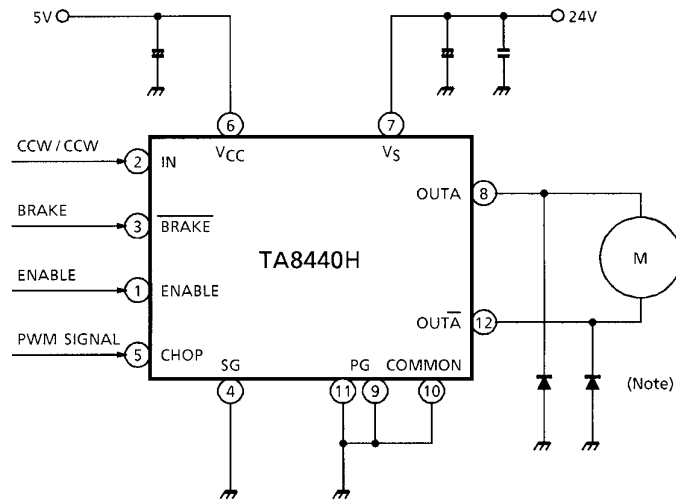


Note: Calibrate  $I_{OUT}$  to 1.5 / 3.0 A by  $R_L$ .

## TEST CIRCUIT 4. $I_{OH}, I_{OL}$



## APPLICATION CIRCUIT

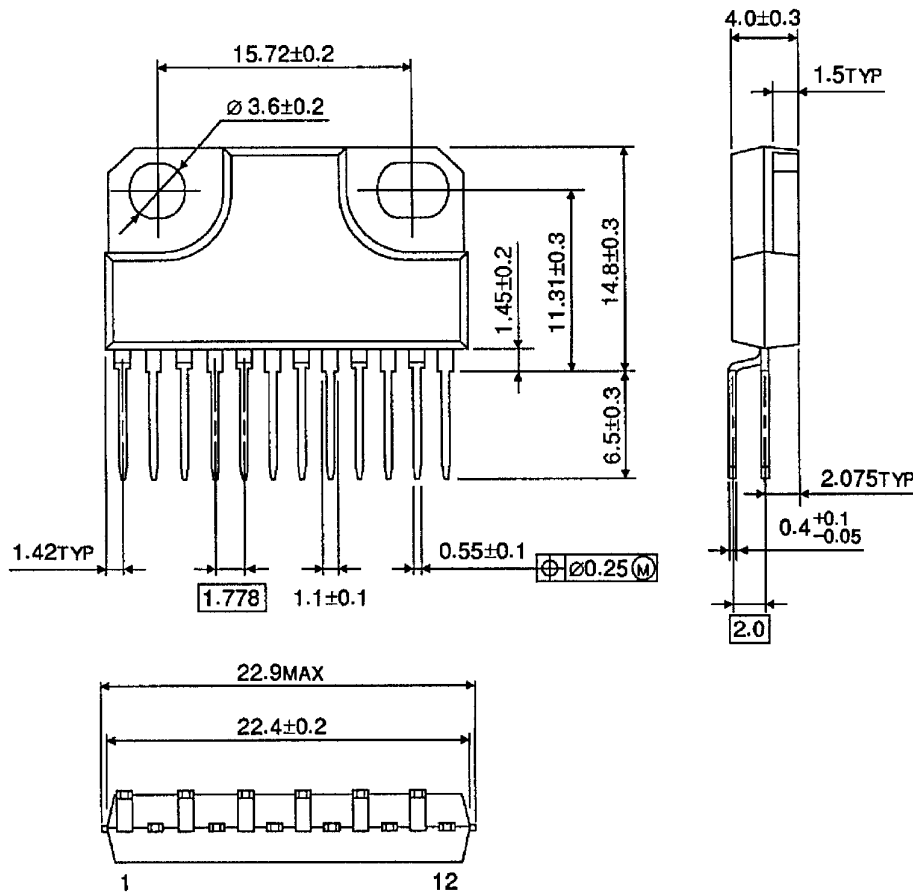


- Note 1: Schottky diode (2GWJ42) to be connected additionally between each output (pin 16 / 19 / 20 / 23) and GND for preventing Punch-Through Current.
- Note 2: Utmost care is necessary in the design of the output line,  $V_S$  and GND line since IC may be destroyed due to short-circuit between outputs, air contamination fault, or fault by improper grounding.

## PACKAGE DIMENSIONS

HZIP12-P-1.78B

Unit: mm

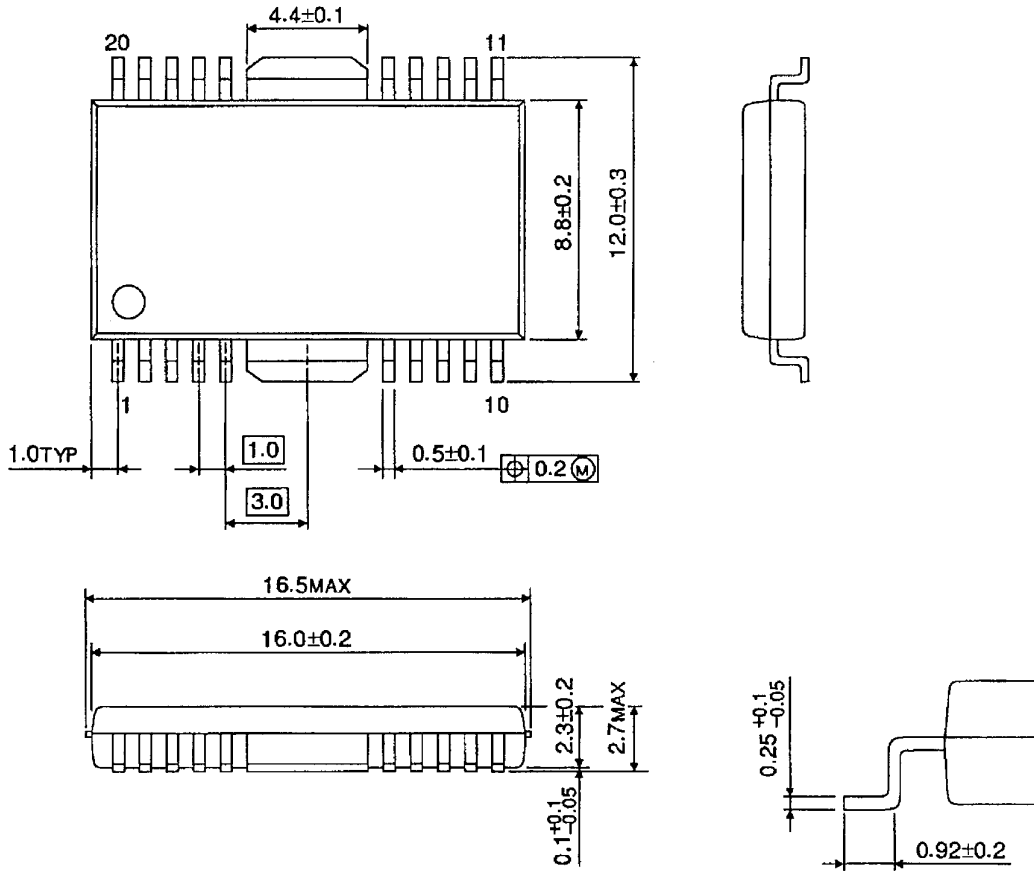


Weight: 4.04 g (Typ.)

## PACKAGE DIMENSIONS

HSOP20-P-450-1.00

Unit : mm



Weight: 0.79 g (Typ.)



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000707EBA

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