

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](#).

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

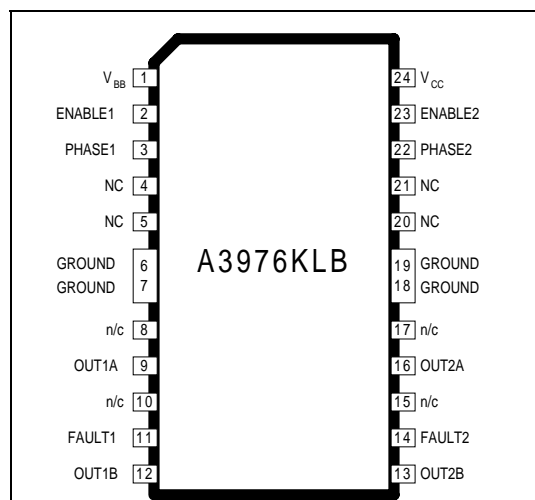
Allegro MicroSystems, Inc. reserves the right to make, from time to time, revisions to the anticipated product life cycle plan for a product to accommodate changes in production capabilities, alternative product availabilities, or market demand. The information included herein is believed to be accurate and reliable. However, Allegro MicroSystems, Inc. assumes no responsibility for its use; nor for any infringements of patents or other rights of third parties which may result from its use.



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}	± 500 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 $V_{CC} + 0.3$ V
Package Power Dissipation ($T_A = +25^\circ\text{C}$), P_D A3976KLB	2.2 W

Operating Temperature Range, T_A	-40°C to +125°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.

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 ± 500 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 μ 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

- ± 500 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



3976 – DUAL FULL BRIDGE PROTECTED MOTOR DRIVER

ELECTRICAL CHARACTERISTICS at $T_A = -40^{\circ}\text{C}$ to $+125^{\circ}\text{C}$, $V_{BB} = 16\text{V}$, $V_{CC} = 4.5$ to 5.5V (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	μA
		$V_{OUT} = 0\text{V}$	–	<1.0	-50	μA
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	μA
Logic Supply Current	I_{CC}	ENABLE1 = ENABLE2 = High	–	45	50	mA
		Sleep Mode, ENABLE1 = ENABLE2 = Low	–	–	75	μA
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	μA
	$I_{IN(0)}$	$V_{IN} = 0\text{V}$	–	-1.0	-2.0	μA



3976 – DUAL FULL BRIDGE PROTECTED MOTOR DRIVER

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 V (Unless noted otherwise)

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	μA
Fault Output Voltage	V_{FL}	Fault Condition Asserted, $I_F = 25\ \mu\text{A}$	-	-	0.8	V
Fault Output Current	I_F	$V_F = 5\text{ V}$, ENABLE = High	25	50	75	μA
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	μs
PHASE_X Delay to OPEN Fault	t_{of}	$V_{BB} = 12\text{ V}$	-	8	-	μs
PHASE_X Delay to S.C. Fault	t_{SC}	$V_{BB} = 12\text{ V}$	-	5	-	μs
ENABLE_X Delay to Fault	t_{of}	$V_{BB} = 12\text{ V}$	-	5	-	μs
Propagation Delay Times	t_{pd}	$I_{OUT} = \pm 0.35\text{A}$, 50% TO 90%				
		ENABLE ON TO SOURCE ON	-	0.3		μs
		ENABLE OFF TO SOURCE OFF	-	0.4		μs
		ENABLE ON TO SINK ON	-	0.3		μs
		ENABLE OFF TO SINK OFF	-	0.2		μs
		PHASE CHANGE TO SINK ON	-	4.0		μs
		PHASE CHANGE TO SINK OFF	-	0.3		μs
		PHASE CHANGE TO SOURCE ON	-	4.0		μs
PHASE CHANGE TO SOURCE OFF	-	0.4		μs		
Cross Over Dead Time	t_{CODT}	1K Ω (1k+1k) Load (V_{BB} to OUT to GND)	0.5	3.0	6.0	μs



3976 – DUAL FULL BRIDGE PROTECTED MOTOR DRIVER

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 μ 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 μ 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 μ 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 Ω at 5 V.



3976 - DUAL FULL BRIDGE PROTECTED MOTOR DRIVER

Terminal List

Name	Description	SOIC - 24
V _{BB}	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 _{CC}	Logic Supply	24
NC	No Connect	4,5,8,15,17,20,21

