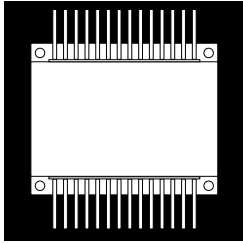


Preliminary Data Sheet

OM9313SF OM9315SF
OM9314SF

FULL-FEATURED 'SMART-POWER' MODULES for HIGH CURRENT DIRECT DRIVE for 3-PHASE BRUSHLESS DC MOTORS



20 Amp, Push-Pull, Smart-Power Hybrid Commutates, Controls, And Directly Drives High-Power 3-Phase BLDC Motors

FEATURES

- Merged Commutation, Control, and Power Electronics 'System'
- High-Current, Low ON Resistance NMOS and PMOS Power FETs
- Output Current Continuous to 20 Amperes
- Peak Output Current to 40 Amperes
- Efficient, Low-Power, Bipolar Analog Circuitry
- Directly Compatible with Open-Collector Hall Sensor ICs
- Internal Reference Powers Sensors and Tachometer IC
- Programmable Overcurrent Sensing (*Custom Options)
- Convenient Single Supply Operation (Internal Regulator)
- Operating Voltage Ranges: (*Custom Options)
 - OM9313: 10V to 30V (12V to 26V Applications)
 - OM9314: 18V to 38V (28V Aircraft/Vehicle Systems)
 - OM9315: 30V to 50V (36V Industrial/Battery Systems)
- Analog Speed Control (*Custom Options)
- Closed Loop Operation (*Custom Options)
- PWM Speed Control (μ P Compatible)
- Tachometer Output (RPM Indicator)
- Forward/Reverse (Direction) Control
- Selectable Sensor Angle Spacing (60°/300° or 120°/240°)
- Output Enable Function
- Dynamic Braking
- Fault Output (Diagnostic)
- Under voltage Lockout (Commutator/Controller IC)
- *Custom Options (Provisions for Integrating Additional Components)

2.1

DESCRIPTION

The OM9313SF, OM9314SF, and OM9315SF provide full-featured, versatile 'smart-power' electronics via integrating the 3-phase commutation, control, and power outputs for delta and wye connected brushless dc (BLDC) motors. Only Hall effect sensors for rotational and directional signals are necessary to complete the essential 3q motor electronics. An internal regulator (optional connection) permits single supply operation, and simplifies the design of 'stand-alone', single supply motor control electronics.

The three operating voltage ranges afford solutions for a variety of systems needs, and customizing the operating voltage range can be accommodated. Analog and/or PWM speed control is readily implemented with external components. Custom modules allow integrating specific values of passive speed control and current sensing components. These 'turn-key', fully tested hybrids, essentially, constitute a 3q BLDC motion control 'system' within a single package. They provide the values of performance, reliability, simplicity, and versatility for many fractional horsepower 3-phase motors. Both industrial and hermetic MIL-rated versions are available; and circuitry is electrically isolated from the package.

OM9313SF - OM9315SF

ABSOLUTE MAXIMUM RATINGS

Motor Supply Voltage Range, V_{SS}	OM9313SF	10V to 40V
	OM9314SF	18V to 48V
	OM9315SF	26V to 56V
Continuous Output Current, I_{OUT}		20A
Pulsed Output Current, I_{DM}		40A
Logic/Control Supply Range, V_{CC}		10V to 30V
Digital Inputs (For/Rev, Sensor Inputs, Output Enable, 60°/120°, Brake)		Vref (+6.2V)
Oscillator Input Current (Source or Sink), I_{OSC}		30mA
Error Amp Input Voltage Range, V_{IR}		-3.0 to V_{ref}^1
Error Amp Output Current (Source or Sink), I_{OUT}		10mA ²
Current Sense Input Voltage Range (Non-inverting/Inverting), V_{SENSE}		-3.0V to 5.0V
Fault Output Voltage, $V_{CE(FAULT)}$		20V
Fault Output Sink Current, $I_{SINK(FAULT)}$		20mA
Thermal Resistance, Junction to Case, R_{JC}		TBD
Operating Ambient Temperature Range, T_A		
Industrial Modules		-40°C to +85°C
MIL-Rated, Hermetic Modules		-55°C to +125°C
Storage Temperature Range, T_{stg}		-65°C to +150°C
Isolation Voltage, V_{ISO}		1500V

RECOMMENDED OPERATING CONDITIONS (Over Specified Temperature Range)

Supply Voltage, V_{SS}	OM9313SF	10V to 30V
	OM9314SF	18V to 38V
	OM9315SF	28V to 48V
Continuous Output Current, I_{OUT}		13A
Control/Logic Supply, V_{CC}		15V ±10%
Logic Thresholds, V_{INH} (Pins 1, 2, 3, 4, 5, 14, 15, 27)		3.0V (min)
V_{INL}		0.8V (max)
Junction Temperature, T_J		+ 150°C

ELECTRICAL CHARACTERISTICS ($V_{CC} = 20V$, $R_f/C_T = 4.7k/10nF$, $T_A = 25^\circ$ unless otherwise noted.)

Reference and Internal Regulator Section	Min.	Typ.	Max.	Unit
Reference Output Voltage, V_{ref} ($I_{ref} = 10mA$)	5.9	6.25	6.5	V
$T_A = -40^\circ C$ to $+85^\circ C$	5.8		6.6	
$T_A = -55^\circ C$ to $+125^\circ C$	5.7		6.7	
Line Regulation, Reg_{line} ($V_{CC} = 10V$ 30V, $I_{ref} = 1.0mA$)		1.5	30	mV
Load Regulation, Reg_{load} ($I_{ref} = 1.0mA$ to 20mA)		16	30	
Output Short Circuit Current, I_{SC} (Note 3)	40	75		mA
Reference Under voltage Lockout Threshold, V_{th}	4.0	4.5	5.0	V
Single Supply Linear Regulator, $V_{REG}(V_M = 20 V_{MAX})$	12.9	13.9	14.8	
Single Supply Linear Regulator, $I_{OUT}(V_M = V_{MAX})$	75			mA

NOTES: 1. Input common mode voltage or input signal voltage should not be permitted to exceed -0.3V.
2. Compliance voltage must not exceed the range of -0.3V to Reference Voltage.
3. Limited by maximum power dissipation; V_{ref} can be buffered to provide higher currents @ ² 5.6V.

Oscillator Section	Min.	Typ.	Max.	Unit
Oscillator Frequency, f_{OSC}	22	25	28	kHz
Frequency to Voltage Dependency, $\Delta f_{OSC}/\Delta V$ ($V_{CC} = 10V$ to 30V)		0.01	5	%
Sawtooth Peak Voltage, $V_{OSC(P)}$		4.1	4.5	V
Sawtooth Valley Voltage, $V_{OSC(V)}$	1.2	1.5		

Tachometer Output	Min.	Typ.	Max.	Unit
Output Voltage, High State, V_{OH} , $I_{SOURCE} = 5mA$	3.60	3.95	4.20	V
Low State, V_{OL} , $I_{SINK} = 10mA$		0.25	0.50	
Output Pulse Width (Pin 6), t_{PW} , $R_T = 10k$, $C_T = 22nF$	205	225	245	μs
Capacitor C_T Discharge Current, I_{DISCHG}	20	35	60	mA

Current Limit Comparator	Min.	Typ.	Max.	Unit
Threshold Voltage, V_{th}	85	101	115	mV
Input Common Mode Voltage Range, V_{ICR}		3.0		V
Input Bias Current, I_{IB}		-0.9	-5.0	μA

ELECTRICAL CHARACTERISTICS ($V_{CC} = 20V$, $R_f/C_f = 4.7k/10nF$, $T_A = 25^\circ$ unless otherwise noted.)

Error Amplifier Section	Min.	Typ.	Max.	Unit
Input Offset Voltage, V_{IO} ($T_A = -40^\circ C$ to $+85^\circ C$)		0.4	10	mV
Input Offset Current, I_{IO} ($T_A = -40^\circ C$ to $+85^\circ C$)		8.0	500	nA
Input Bias Current, I_{IB} ($T_A = -40^\circ C$ to $+85^\circ C$)		-50nA	-1.0 μ A	
Input Common Mode Voltage Range, V_{ICR}	0		V_{REF}	V
Open-Loop Voltage Gain, A_{VOL} ($V_O = 3.0V$, $R_L = 15k$)	70	80		dB
Input Common Mode Rejection Ratio, CMRR	55	86		
Power Supply Rejection Ratio, PSRR ($V_{CC} = 10V$ $30V$)	65	105		
Output Voltage Swing, V_{OH} (High: $R_L = 15k$ to Gnd) V_{OL} (Low: $R_L = 15k$ to V_{ref})	4.6	5.3 0.5	1.0	V

Logic Inputs	Min.	Typ.	Max.	Unit
High State Voltage, V_{INH} (Pins 1, 2, 3, 4, 14, 15, 27)	3.0	2.2		V
Low State Voltage, V_{INL}		1.7	0.8	
Sensor Inputs: High State Current, I_{IH} ($V_{IH} = 5.0V$) (Pins 2, 3, 4) Low State Current, I_{IL} ($V_{IL} = 0V$)	-150 -600	-70 -330	-20 -150	μ A
For/Rev, 60°/120° Select, Brake (Pins 1, 14, 15) High State Current, I_{IH} ($V_{IH} = 5.0V$) Low State Current, I_{IL} ($V_{IL} = 0V$)	-75 -300	-35 -175	-10 -75	μ A
Output Enable (Pin 27) High State Current, I_{IH} ($V_{IH} = 5.0V$) Low State Current, I_{IL} ($V_{IL} = 0V$)	-60 -60	-30 -30	-10 -10	μ A

Outputs and Power Section ($T_C = 25^\circ$ unless otherwise noted)	Min.	Typ.	Max.	Unit
NMOS Leakage Current, $I_{DS(OFF)}$ ($V_M = \text{Rated Max, Brake} = \text{High}$) @ $T_C = +125^\circ C$			20 200	μ A
PMOS Leakage Current, $I_{DS(OFF)}$ ($V_M = \text{Rated Max, Brake} = \text{High}$) @ $T_C = +125^\circ C$			-20 -200	μ A
NMOS Output ON Voltage, $V_{DS(ON)}$ $I_{OUT} = 20A$ (per truth table) $I_{OUT} = 13A$, @ $T_C = +100^\circ C$			1.6 1.9	V
NMOS Output ON Resistance, $R_{DS(ON)}$ $I_D = 10A$			75	m
PMOS Output ON Voltage, $V_{DS(ON)}$ $I_{OUT} = 20A$ (per truth table) $I_{OUT} = 13A$, @ $T_C = +100^\circ C$		3.3	3.9	V
PMOS Output ON Resistance, $R_{DS(ON)}$ $I_D = 10A$			150	m
Turn-On Delay, $t_{c(on)}^*$			TBD	
Turn-Off Delay, $t_{d(off)}^*$			TBD	
Source-Drain Diode Characteristics ($I_S = \text{Rated } I_D$)* NMOS Forward ON Voltage, V_{SD} PMOS Forward ON Voltage, V_{SD}		1.5 2.8	1.8 4.0	V
Forward Turn-On Time, t_{on}^*		100		ns
Reverse Recovery Time, t_{rr}^* NMOS Body Diodes PMOS Body Diodes		450 350		ns
Fault Output Off-State Leakage, $I_{FLT(OFF)}$ ($V_{CE} = 20V$)		1.0	100	μ A
Fault Output Saturation Voltage, $V_{CE(sat)}$ ($I_{sink} = 16mA$)		225	500	mV
Under voltage Lockout Drive Output Enabled, $V_{th(on)}$ (V_{CC} Rising) Hysteresis, V_H	8.2 0.1	8.9 0.2	10 0.3	V
Power Supply Current, I_{CC} ($V_{CC} = 20V$, Inputs/Outputs = Open)		20	TBD	mA

* Pulse Test: Pulse width 300 μ s, Duty cycle 2%, $V_{GS} = 0V$

THREE PHASE, SIX STEP COMMUTATION TRUTH TABLE (NOTE 1)

Inputs (Note 2)										Outputs (Note 3)							
Sensor Electrical Phasing (Note 4)						Current Sense				Source Outputs			Sink Outputs			Fault	
60°			120°							A _T	B _T	C _T	A _B	B _B	C _B		
S _A	S _B	S _C	S _A	S _B	S _C	F/R	Enable	Brake		A _T	B _T	C _T	A _B	B _B	C _B		
1	0	0	1	0	0	1	1	0	0	ON	OFF	OFF	OFF	OFF	ON	1	Forward (Note 5) F/R = 1
1	1	0	1	1	0	1	1	0	0	OFF	ON	OFF	OFF	OFF	ON	1	
1	1	1	0	1	0	1	1	0	0	OFF	ON	OFF	ON	OFF	OFF	1	
0	1	1	0	1	1	1	1	0	0	OFF	OFF	ON	ON	OFF	OFF	1	
0	0	1	0	0	1	1	1	0	0	OFF	OFF	ON	OFF	ON	OFF	1	
0	0	0	1	0	1	1	1	0	0	ON	OFF	OFF	OFF	ON	OFF	1	
1	0	0	1	0	0	0	1	0	0	OFF	OFF	ON	ON	OFF	OFF	1	Reverse (Note 5) F/R = 0
1	1	0	1	1	0	0	1	0	0	OFF	OFF	ON	OFF	ON	OFF	1	
1	1	1	0	1	0	0	1	0	0	ON	OFF	OFF	OFF	ON	OFF	1	
0	1	1	0	1	1	0	1	0	0	ON	OFF	OFF	OFF	OFF	ON	1	
0	0	1	0	0	1	0	1	0	0	OFF	ON	OFF	OFF	OFF	ON	1	
0	0	0	1	0	1	0	1	0	0	OFF	ON	OFF	ON	OFF	OFF	1	
1	0	1	1	1	1	X	X	0	X	OFF	OFF	OFF	OFF	OFF	OFF	0	(Note 6) Brake = 0
0	1	0	0	0	0	X	X	0	X	OFF	OFF	OFF	OFF	OFF	OFF	0	
1	0	1	1	1	1	X	X	1	X	OFF	OFF	OFF	ON	ON	ON	0	(Note 7) Brake = 1
0	1	0	0	0	0	X	X	1	X	OFF	OFF	OFF	ON	ON	ON	0	
V	V	V	V	V	V	X	1	1	X	OFF	OFF	OFF	ON	ON	ON	1	Brake/Inhibit (Note 8)
V	V	V	V	V	V	X	0	1	X	OFF	OFF	OFF	ON	ON	ON	0	Brake (Note 9)
V	V	V	V	V	V	X	0	0	X	OFF	OFF	OFF	OFF	OFF	OFF	0	Coast (Note 10)
V	V	V	V	V	V	X	1	0	1	OFF	OFF	OFF	OFF	OFF	OFF	0	Overcurrent (Note 11)

INVALID INPUTS

FAULT CONDITION

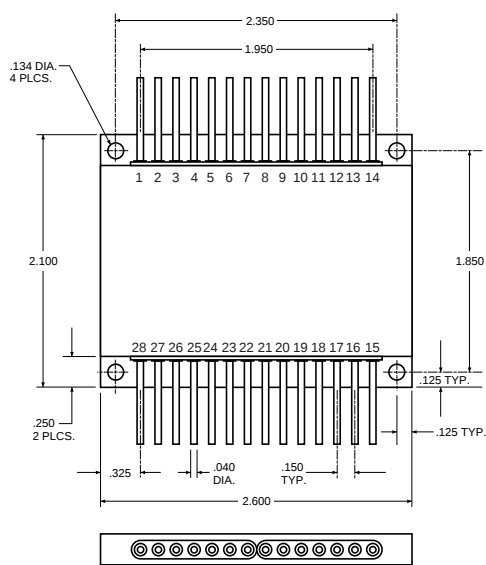
NOTES:

1. V_{cc} = Any one of six valid sensor or drive combinations X = Don't care.
2. The digital inputs (Pins 1, 2, 3, 4, 5, 13, 14) are all TTL compatible. The current sense input (Pin 8) has a 100 mV threshold with respect to Pin 28. A logic 0 for this input is defined as <85 mV, and a logic 1 is >115 mV.
3. The fault and top drive outputs are open collector design and active in the low (0) state.
4. With 60°/120° select (Pin 13) in the high (1) state, configuration is for 60° sensor electrical phasing inputs. With Pin 13 in low (0) state, configuration is for 120° sensor electrical phasing inputs.
5. Valid 60° or 120° sensor combinations for corresponding valid top and bottom drive

outputs.

6. Invalid sensor inputs with brake = 0; All top and bottom drives off, Fault low.
7. Invalid sensor inputs with brake = 1; All top drives off, all bottom drives on, Fault low.
8. Valid 60° or 120° sensor inputs with brake = 1; All top drives off, all bottom drives on, Fault high.
9. Valid sensor inputs with brake = 1 and enable = 0; All top drives off, all bottom drives on, Fault low.
10. Valid sensor inputs with brake = 0 and enable = 0; All top and bottom drives off, Fault low.
11. All bottom drives off, Fault low.

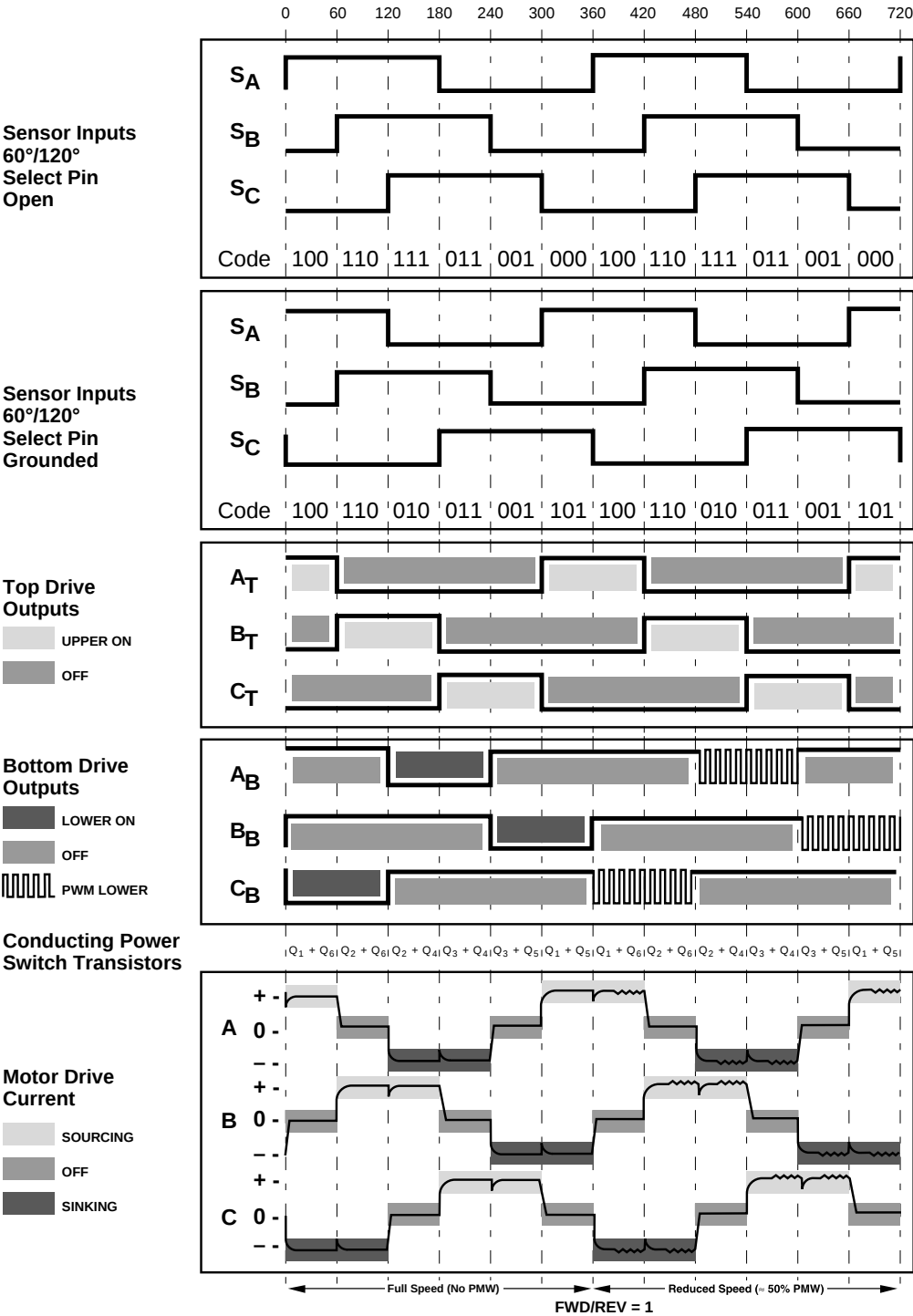
PIN CONNECTION and MECHANICAL OUTLINE



- | | |
|---------|--------------------------------|
| Pin 1: | Forward/Reverse |
| Pin 2: | Sensor A Input |
| Pin 3: | Sensor B Input |
| Pin 4: | Sensor C Input |
| Pin 5: | Error Amp (Inverting Input) |
| Pin 6: | f_{out} (Tachometer) |
| Pin 7: | Signal Ground |
| Pin 8: | R/C_T (Osc Timing) |
| Pin 9: | Current Sense (Non-Inverting) |
| Pin 10: | Oscillator Input |
| Pin 11: | Error Amp Output/PWM Input |
| Pin 12: | Speed Control Input |
| Pin 13: | V_{CC} (Controller Supply) |
| Pin 14: | $60^\circ/120^\circ$ Select |
| Pin 28: | Fault Output |
| Pin 27: | Output Enable |
| Pin 26: | Power Ground 1 |
| Pin 25: | Power Ground 2 |
| Pin 24: | V_{ref} (+6.2V Sensor Power) |
| Pin 23: | V_{reg} Out (Internal +15V) |
| Pin 22: | Power Output C |
| Pin 21: | V_M (Motor Supply Voltage) |
| Pin 20: | Common Source (Output FETs) |
| Pin 19: | Power Output B |
| Pin 18: | V_M (Motor Supply Voltage) |
| Pin 17: | Common Source (Output FETs) |
| Pin 16: | Power Output A |
| Pin 15: | Brake Input |

NOTE: Multiple connections are essential for all high-current/power leads. These include Common Source, Power Ground, and V_M (Motor Supply).

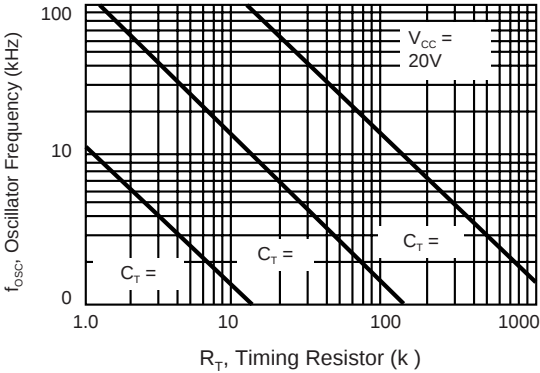
THREE PHASE, SIX STEP, FULL WAVE COMMUTATION WAVEFORMS



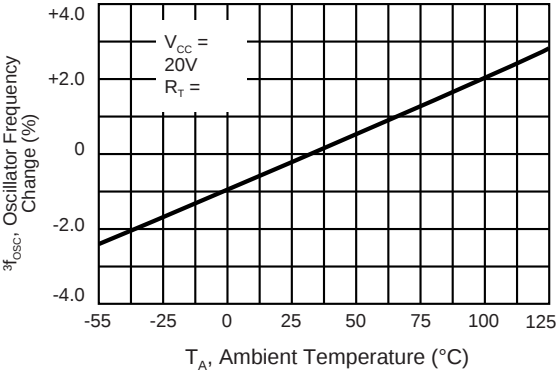
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FOR FURTHER INFORMATION, CONTACT FACTORY DIRECT OR YOUR LOCAL SALES REPRESENTATIVE.
This document contains information on a new product. Specifications and information
herein are subject to change without notice.

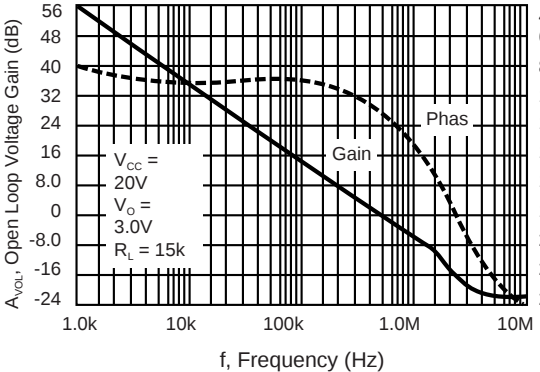
OSCILLATOR FREQUENCY versus
TIMING RESISTOR



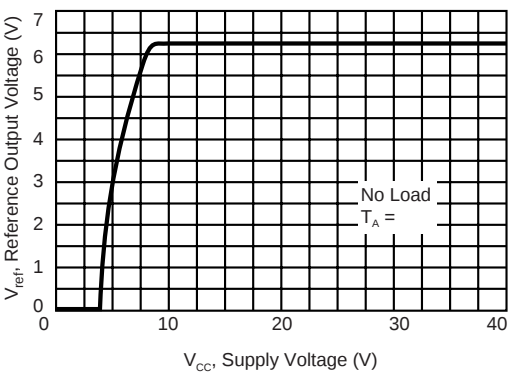
OSCILLATOR FREQUENCY CHANGE
versus TEMPERATURE



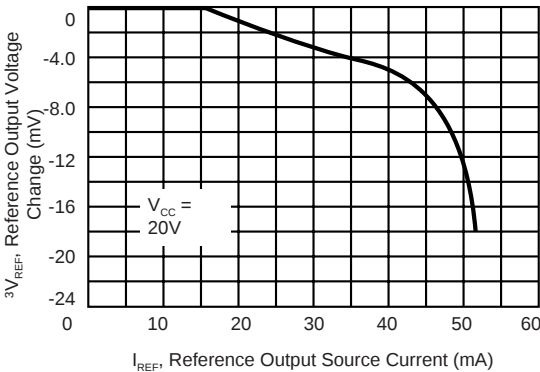
ERROR AMP OPEN LOOP GAIN AND PHASE
versus FREQUENCY



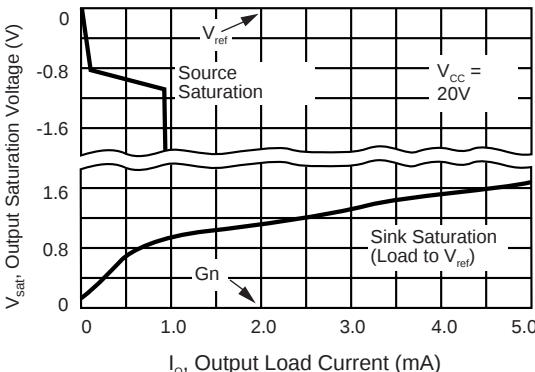
REFERENCE OUTPUT VOLTAGE
versus SUPPLY VOLTAGE



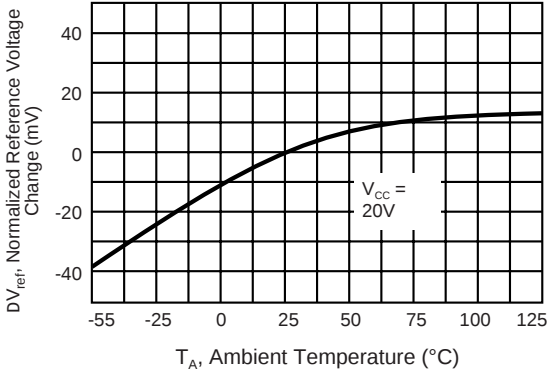
REFERENCE OUTPUT VOLTAGE CHANGE
versus OUTPUT SOURCE CURRENT



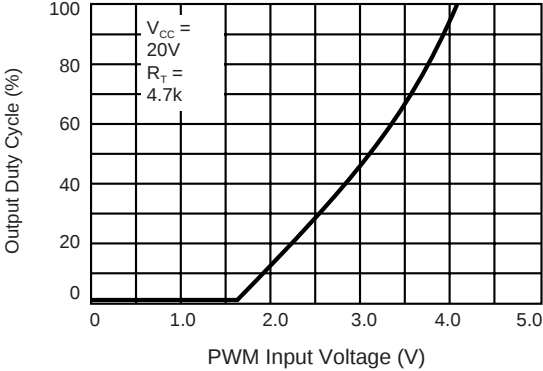
ERROR AMP OUTPUT SATURATION
VOLTAGE versus LOAD CURRENT



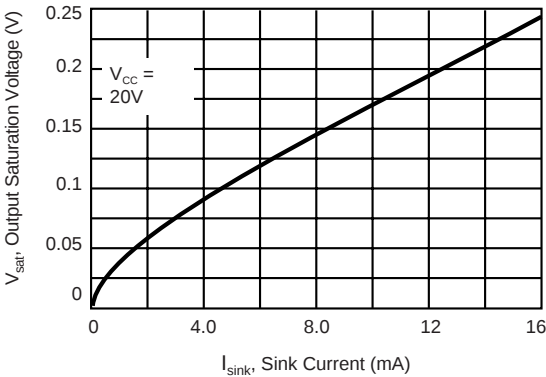
REFERENCE OUTPUT VOLTAGE
versus TEMPERATURE



OUTPUT DUTY CYCLE
versus PWM INPUT VOLTAGE

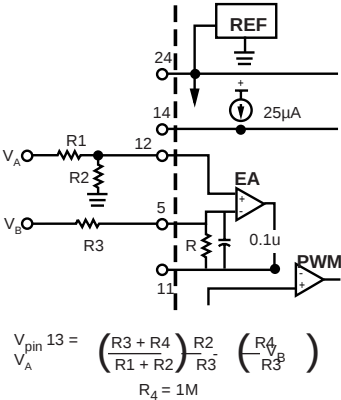


FAULT OUTPUT SATURATION
versus SINK CURRENT

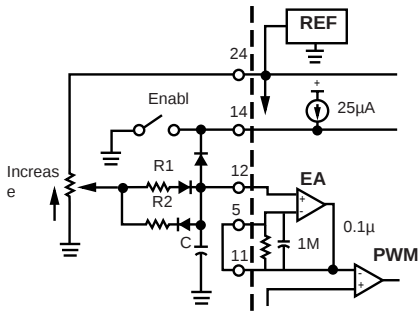


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DIFFERENTIAL INPUT SPEED CONTROLLER

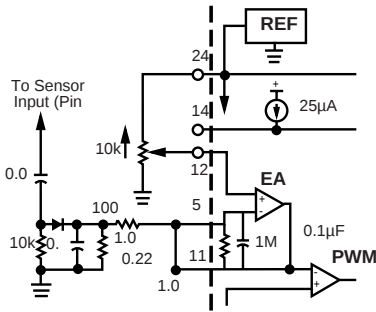


CONTROLLED
ACCELERATION/DECELERATION



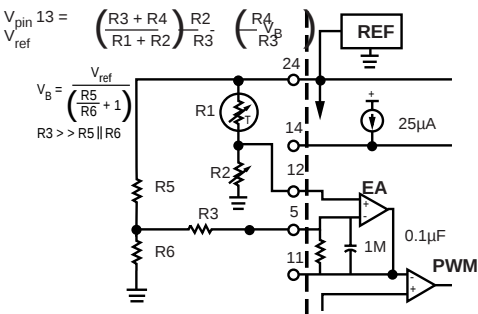
Resistor R1 with capacitor C sets the acceleration time constant while R2 controls the deceleration. The values of R1 and R2 should be at least ten times greater than the speed set potentiometer to minimize time constant variations with different speed settings.

CLOSED LOOP SPEED CONTROL



The rotor position sensors can be used as a tachometer. By differentiating the positive-going edges and then integrating them over time, a voltage proportional to speed can be generated. The error amp compares this voltage to that of the speed set to control the PWM.

CLOSED LOOP
TEMPERATURE CONTROL



This circuit can control the speed of a cooling fan proportional to the difference between the sensor and set temperatures. The control loop is closed as the forced air cools the NTC thermistor. For controlled heating applications, exchange the positions of R1 and R2.

REPRESENTATIVE BLOCK DIAGRAM

