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LB1836M

Monolithic Digital IC

Low-Saturation Bidirectional Motor Driver for Low-Voltage Drive

Overview

The LB1836M is a low-saturation two-channel bidirectional motor driver IC for use in low-voltage applications.

The LB1836M is a bipolar stepper-motor driver IC that is ideal for use in printers, FDDs, cameras and other portable devices.

Features

- Low voltage operation (2.5V min)
- Low saturation voltage (upper transistor + lower transistor residual voltage ; 0.40V typ at 400mA).
- Parallel connection (Upper transistor + lower transistor residual voltage ; 0.5V typ at 800mA).
- Separate logic power supply and motor power supply
- Brake function
- Spark killer diodes built in
- Thermal shutdown circuit built in
- Compact package (14-pin MFP)

Specifications

Absolute Maximum Ratings at $T_a = 25^\circ\text{C}$

| Parameter | Symbol | Conditions | Ratings | Unit |
|-----------------------------|---------------|-----------------------|----------------|------|
| Maximum supply voltage | $V_{CC\ max}$ | | -0.3 to +10.5 | V |
| | $V_S\ max$ | | -0.3 to +10.5 | V |
| Output supply voltage | V_{OUT} | | $V_S + V_{SF}$ | V |
| Input supply voltage | V_{IN} | | -0.3 to +10 | V |
| GND pin flow-out current | IGND | Per channel | 1.0 | A |
| Allowable power dissipation | $P_d\ max$ | * Mounted on a board. | 800 | mW |
| Operating temperature | T_{opr} | | -40 to +85 | °C |
| Storage temperature | T_{stg} | | -55 to +150 | °C |

* Mounted on a substrate: 30×30×1.5mm³, glass epoxy board.

Stresses exceeding Maximum Ratings may damage the device. Maximum Ratings are stress ratings only. Functional operation above the Recommended Operating Conditions is not implied. Extended exposure to stresses above the Recommended Operating Conditions may affect device reliability.

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Allowable Operating Ranges at $T_a = 25^\circ\text{C}$

| Parameter | Symbol | Conditions | Ratings | Unit |
|-------------------------|----------|------------|--------------|------|
| Supply voltage | V_{CC} | | 2.5 to 9.0 | V |
| | V_S | | 1.8 to 9.0 | V |
| Input "H"-level voltage | V_{IH} | | 1.8 to 9.0 | V |
| Input "L"-level voltage | V_{IL} | | -0.3 to +0.7 | V |

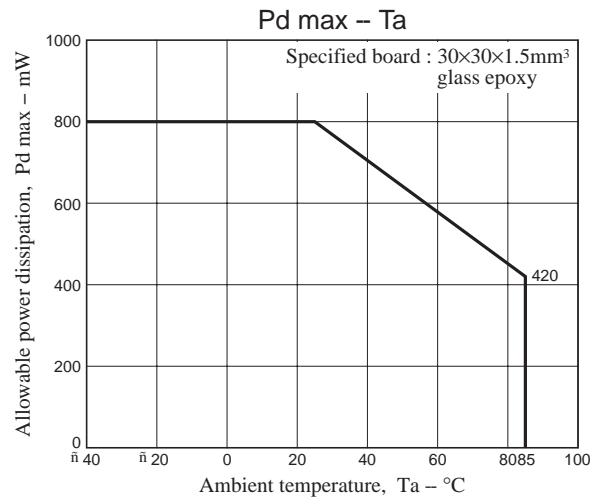
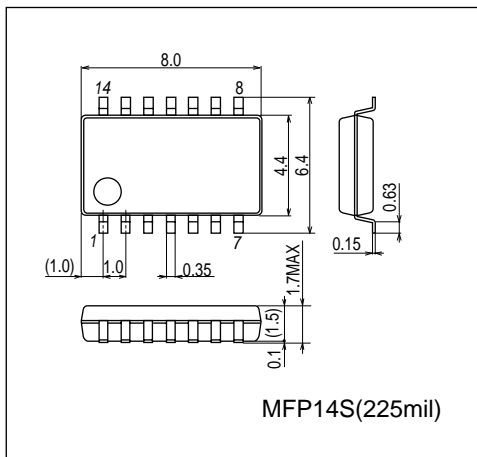
Electrical Characteristics at $T_a = 25^\circ\text{C}$, $V_{CC} = V_S = 3\text{V}$

| Parameter | Symbol | Conditions | Ratings | | | Unit |
|--|--------------|--|---------|------|------|---------------|
| | | | min | typ | max | |
| Supply current | I_{CC0} | $V_{IN1, 2, 3, 4} = 0\text{V}$, $I_{CC} + I_S$ | | 0.1 | 10 | μA |
| | I_{CC1} | $V_{IN1} = 3\text{V}$, $V_{IN2, 3, 4} = 0\text{V}$, $I_{CC} + I_S$ | | 14 | 20 | mA |
| | I_{CC2} | $V_{IN1, 2} = 3\text{V}$, $V_{IN3, 4} = 0\text{V}$, $I_{CC} + I_S$ | | 22 | 35 | mA |
| Output saturation voltage (upper + lower) | V_{OUT1} | $I_{OUT} = 200\text{mA}$ | | 0.20 | 0.28 | V |
| | V_{OUT2} | $I_{OUT} = 400\text{mA}$ | | 0.40 | 0.60 | V |
| | V_{OUT3} | $I_{OUT} = 400\text{mA}$, Parallel connection | | 0.25 | 0.35 | V |
| | V_{OUT4} | $I_{OUT} = 800\text{mA}$, Parallel connection | | 0.50 | 0.70 | V |
| Output sustain voltage | V_O (SUS) | $I_{OUT} = 400\text{mA}$ | 9 | | | V |
| Input current | I_{IN} | $V_{IN} = 2\text{V}$, $V_{CC} = 6\text{V}$ | | | 80 | μA |
| Spark killer diode | | | | | | |
| Reverse current | I_S (leak) | $V_{CC1, 2} = 9\text{V}$ | | | 30 | μA |
| Forward voltage | V_{SF} | $I_{OUT} = 400\text{mA}$ | | | 1.7 | V |

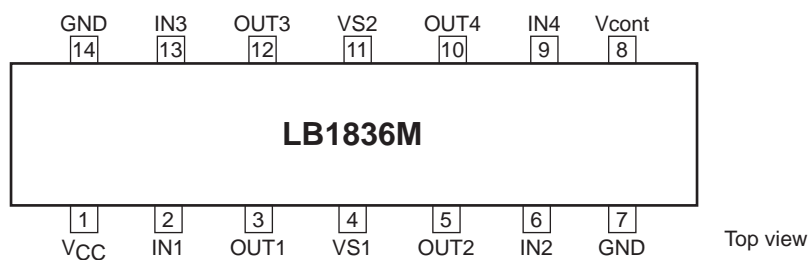
Package Dimensions

unit : mm (typ)

3111A



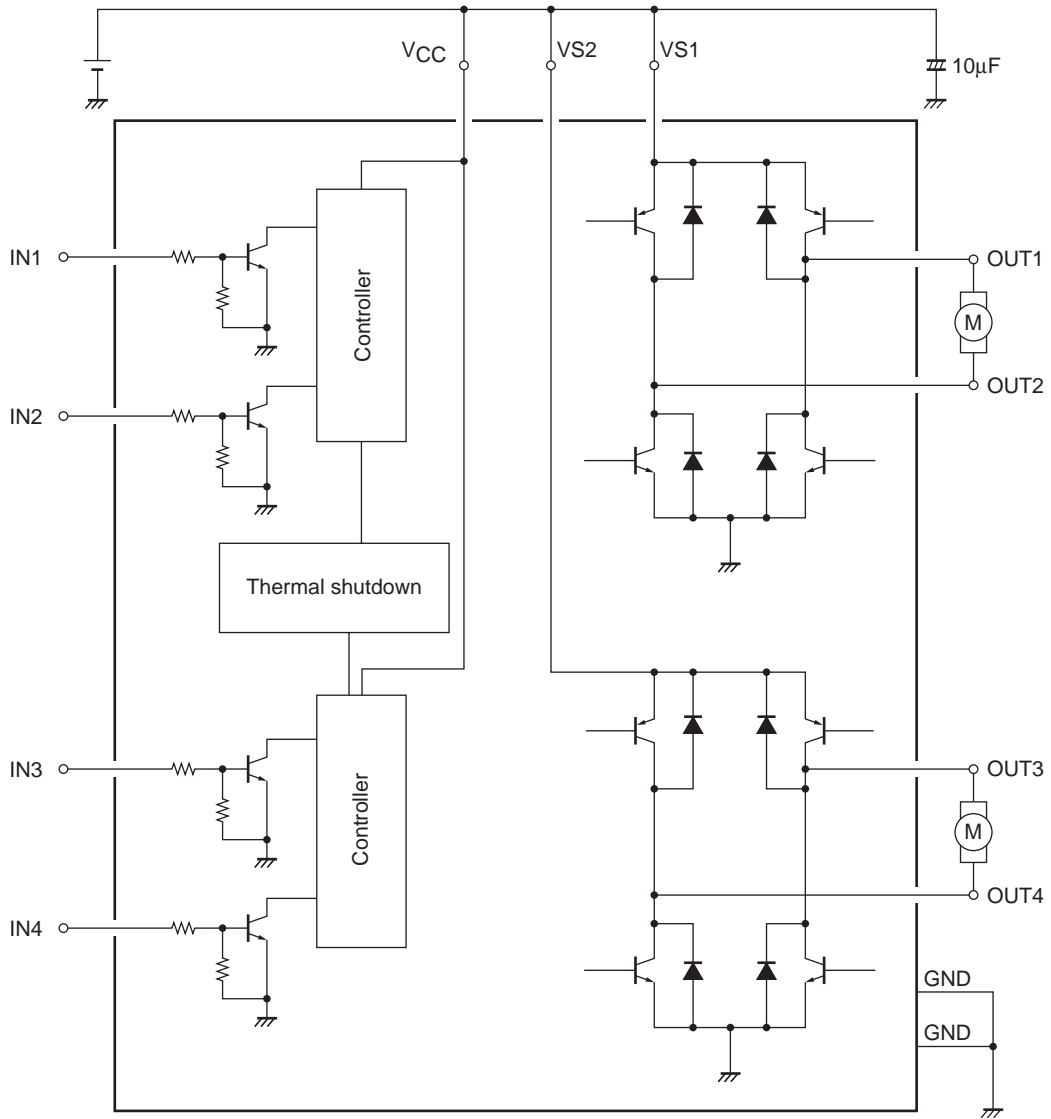
Pin Assignment



Note) Ground both GND pins.

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Block Diagram



Truth Table

| IN1/3 | IN2/4 | OUT1/3 | OUT2/4 | Mode |
|-------|-------|--------|--------|---------|
| H | L | H | L | Forward |
| L | H | L | H | Reverse |
| H | H | L | L | Brake |
| L | L | OFF | OFF | Standby |

Design Notes

If large current flows on the power supply (V_S) line and the GND line, then in some applications and layouts, misoperation due to line oscillation may result.

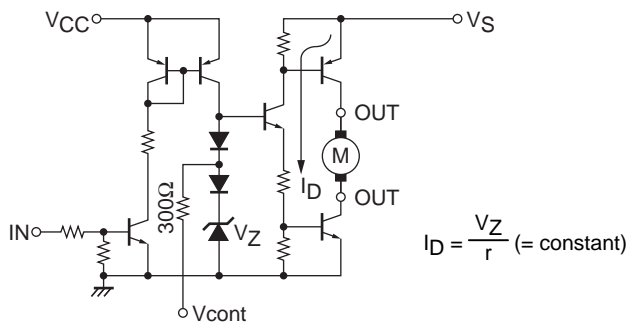
The modes during which large current flows are as follows :

- Motor surge current when the DC motor starts up or when it shifts rotation directions (forward ↔ reverse).
- Passthrough current generated within the IC when shifting rotation directions (forward ↔ reverse) or when shifting from forward/reverse rotation to braking, or vice versa.

The following points should be kept in mind regarding the pattern layout :

- Keep the wiring lines thick and short in order to reduce wiring inductance between the power supply (V_S) and GND.
- Insert a passthrough capacitor near the IC. (Maximum effect is obtained by inserting the passthrough capacitor between V_S and the pin 7 GND at the closest distance possible).
- If the CPU and the LB1836M are mounted on separate boards and the difference between the ground potential of each board is large, install resistors of about 10kΩ in series between the CPU and the LB1836M inputs.

V_{cont} pin

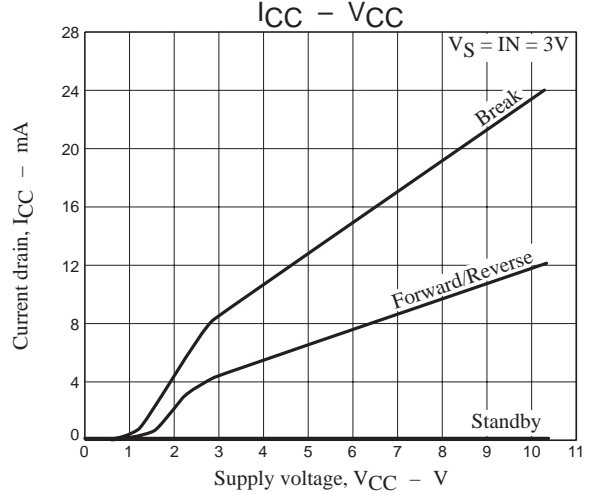
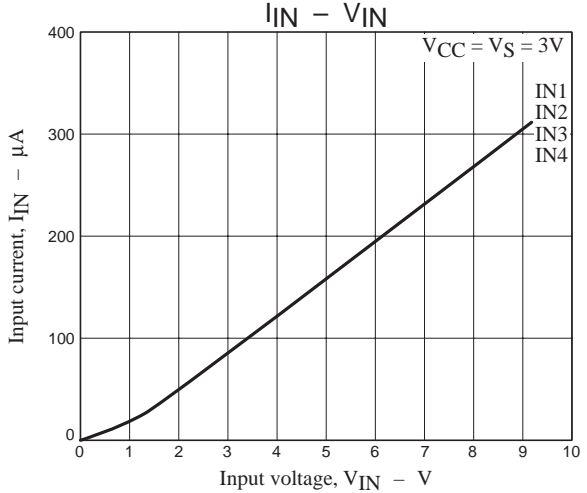
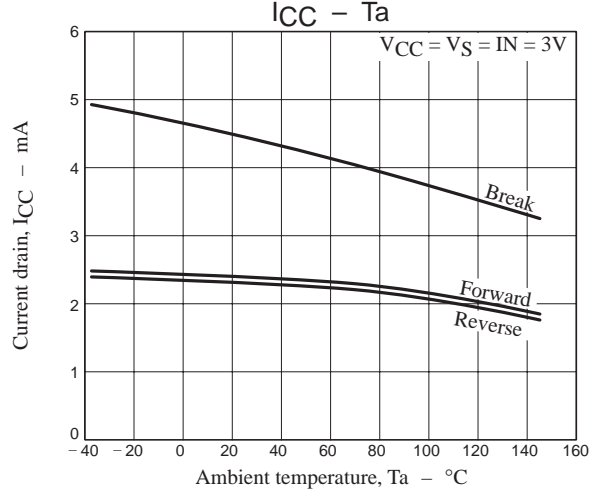
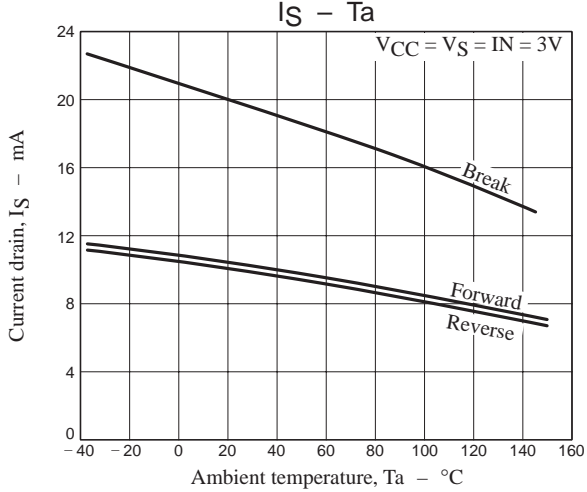
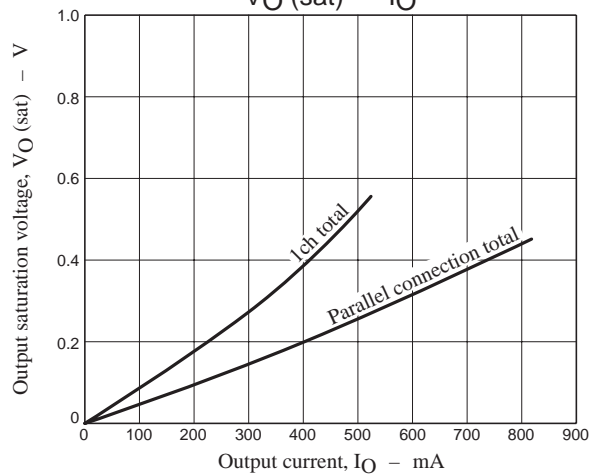
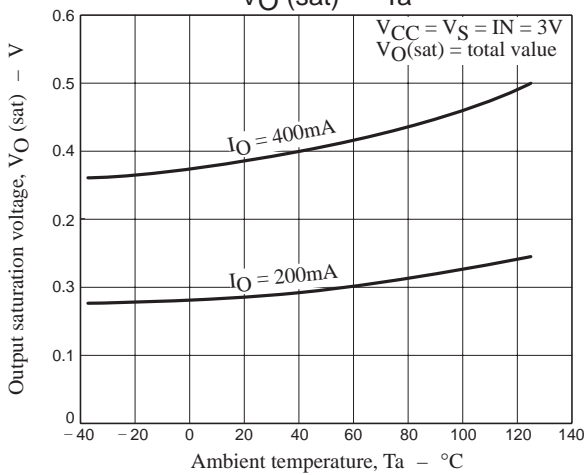
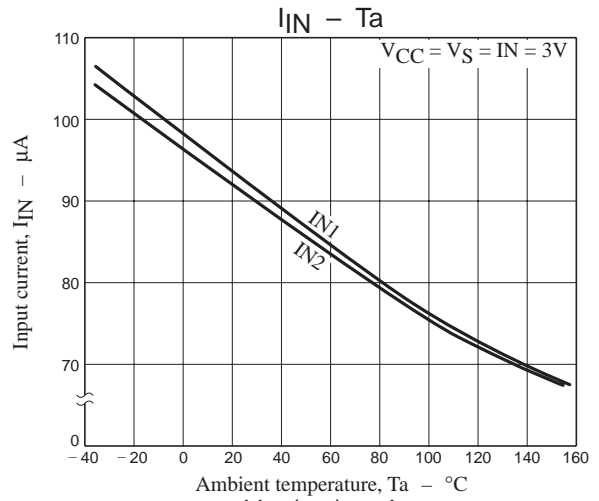
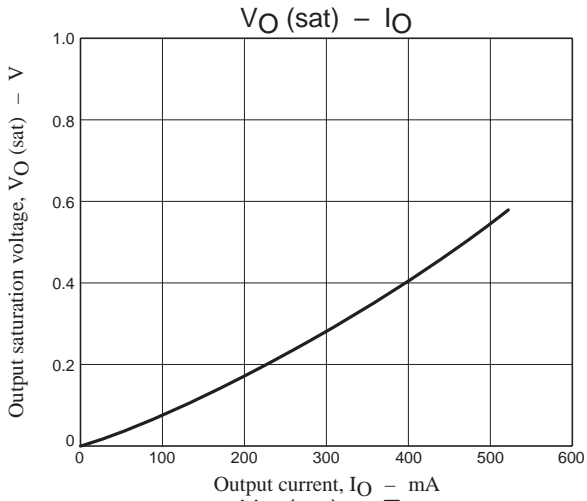


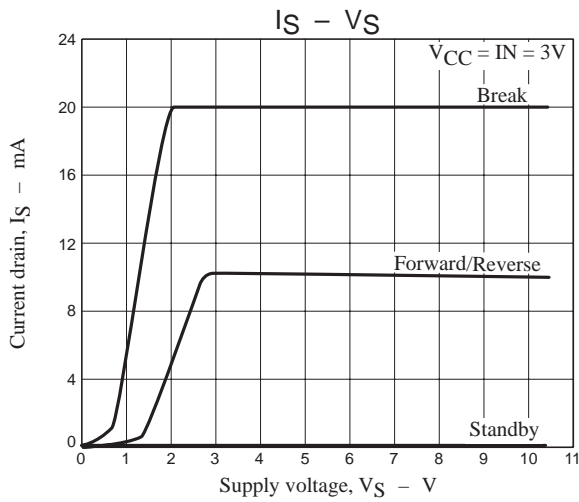
As shown in the above diagram, the V_{cont} pin outputs the voltage of the band gap Zener V_Z + V_F (=1.93V).

In normal use, this pin is left open.

The drive current I_D is varied by the V_{cont} voltage. However, because the band gap Zener is shared, it functions as a bridge.

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